LEHIGH
HUNTERDON
SOMERSET
BERKS
MIDDLESEX
BUCKS
MONTGOMERY
MERCER
MONMOUTH
LANCASTER
CHESTER
PHILA.
NEW JERSEY
K
DELAWARE
BURLINGTON
OCEAN
CAMDEN
GLOUCESTER
ARFORD
CECIL
NEW
CASTLE
SALEM
ATLANTIC
CUMBERLAND

# PLANNING
## AT THE
# EDGE:
## AN UPDATE

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# Executive Summary

*Planning at the Edge* began as a study by the Delaware Valley Regional Planning Commission (DVRPC) in 2002 to identify the range of cross-boundary issues around the region's edge. It is also intended to explore ways to address the issues, both formally and informally, through enhanced coordination and communication with pertinent statewide planning and operating agencies and metropolitan planning organizations (MPOs).

A Study Advisory Committee (SAC) was formed to involve adjacent planning agencies in the study and to provide comments on study activities. The SAC was composed of DVRPC, Berks County Planning Commission, Lancaster County Planning Commission, Lehigh Valley Planning Commission, North Jersey Transportation Planning Authority, South Jersey Transportation Planning Organization, and Wilmington Area Planning Council. A report that defined interregional issues, provided interregional demographic and transportation analysis, and identified coordination techniques and approaches was issued in July 2003.

The SAC continued meeting regularly in the years after the study was completed under the auspices of a regional forum to share best practices and discuss specific cross-jurisdictional issues. The forum has since expanded to include two additional MPOs, Baltimore Metropolitan Council and New York Metropolitan Transportation Council. In recent years, though, attendance at the meetings declined, even as collaboration and communication between the MPOs was improving. Several of the MPOs that participate in *Planning at the Edge* also conduct their own outreach program with surrounding MPOs or participate in similar interregional symposiums.

In the fall of 2010, DVRPC conducted a survey of the MPOs involved in *Planning at the Edge* to determine interest in continuing the program. Concurrently, it was decided to update the 2003 study. This report includes an update of demographic data and interregional issues as defined by each of the participating MPOs. The results of the survey are also included with a recommendation to continue the *Planning at the Edge* Forum with slight changes to the format of the meetings.

# Introduction and Background

Eight of the Delaware Valley Regional Planning Commission's (DVRPC's) nine member counties (all except Philadelphia) share boundaries with one or more of 15 diverse counties, in four states, that surround the bistate DVRPC region. Some of these counties are aligned in multicounty, metropolitan planning organizations (MPOs), while others (all in Pennsylvania) are joint or individual planning agencies with multiagency committees that perform the MPO function. As per federal requirements, each of the MPOs is responsible for producing a long-range transportation plan for their region, with a minimum 20-year planning horizon, a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP) that lists the planning functions to be carried out during the coming fiscal year.

In some cases, such as airport planning, DVRPC already is designated as the responsible agency for multicounty and multistate planning areas that exceed their formal boundaries. However, in most instances, cross-boundary planning issue identification, assessment, and resolution occur on a case-by-case basis, depending on the parameters of a particular project or a specific coordination initiative.

DVRPC undertook a *Planning at the Edge* study in 2003 with the intent to identify a range of cross-boundary issues around the region's edge and explore ways to address them, both formally and informally, through enhanced coordination and communication with the pertinent statewide planning and operating agencies and MPOs. This work was guided by a Study Advisory Committee and culminated in a report that documented outreach and coordination activities, analyze demographic and transportation information, and identified important issues for each MPO, as well as the development of proposed new or enhanced coordination and issue resolution approaches. The Study Advisory Committee has continued to meet periodically since that time under the auspices of the *Planning at the Edge* Forum. The forum provides a venue to exchange ideas, hear about best practices, and tackle common issues.

In addition to DVRPC, the agencies that participated in the 2003 study were: Berks County Planning Commission (BCPC), Lancaster County Planning Commission (LCPC), Lehigh Valley Planning Commission (LVPC), North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Organization (SJTPO), and Wilmington Area Planning Council (WILMAPCO). Since that time, the forum has expanded and now also reaches out to the MPOs for the Baltimore (Baltimore Metropolitan Council, or BMC) and the New York City (New York Metropolitan Transportation Council or NYMTC) metropolitan areas. Figure 1 shows the boundaries of these MPOs, and profiles, including contact information, for each of the MPOs are provided in Appendix A.

This document also updates the demographic data and revisits the issues that each of the MPOs identified as important in the 2003 study with the intent to identify future tasks and topics for the *Planning at the Edge* Forum. Recommendations for approaches to increase communication between the MPOs are also reviewed.

**Figure 1: Study Area**



Figure 1
*Planning at the Edge*
**Study Area**

Legend:
- Metropolitan Planning Organization (MPO) Boundary
- Berks County Planning Commission (BCPC)
- Baltimore Metropolitan Council (BMC)
- Delaware Valley Regional Planning Commission (DVRPC)
- Lancaster County Planning Commission (LCPC)
- Lehigh Valley Planning Commission (LVPC)
- North Jersey Transportation Planning Authority (NJTPA)
- New York Metropolitan Transportation Council (NYMTC)
- South Jersey Transportation Planning Organization (SJTPO)
- Wilmington Area Planning Council (WILMAPCO)

# MPO Profiles and Pertinent Issues

## Introduction

This chapter provides an overview of each of the metropolitan planning organizations (MPOs) and summarizes the interregional issues identified by each of the MPOs. They are based on a template used in the original 2003 *Planning at the Edge* report. Each of the MPOs was asked to review the issues identified in 2003 and update as necessary. The preliminary issues were based on DVRPC staff knowledge of activities occurring along the edge of the respective regions. The issues included five main topic areas: transportation corridors, public transit, air quality, environmental planning, and development pressures. A summary of the issues of concern for each adjacent planning area is provided below. A more comprehensive list of the issues, as identified by each MPO, is provided in Appendix B.

### Baltimore Metropolitan Council (BMC)

The Baltimore Metropolitan Council houses the MPO for the five-county Baltimore metropolitan region, which also includes the cities of Baltimore and Annapolis. BMC borders the Washington, D.C. metropolitan area and is the southernmost MPO included in the *Planning at the Edge* Forum. BMC was formed in 1992 as the successor to the Regional Planning Council and the Baltimore Regional Council of Governments. Areas of activity include air and water quality programs, a building permits data system, computer mapping applications, cooperative purchasing, economic and demographic research, emergency preparedness and public safety, rideshare coordination, and transportation planning. It has a staff of approximately 40 people split into executive and transporation divisions. BMC houses the Baltimore Regional Transportation Board, which is the federally designated MPO for the region. The Baltimore Regional Transportation Board members include county executives from Anne Arundel, Baltimore, Carroll, Harford, and Howard counties, as well as the mayors of the cities of Baltimore and Annapolis. Additional voting members include representatives from the Maryland Department of Transporation, Maryland Department of the Environment, and Maryland Department of Planning.

BMC participates and/or administers several committees, including an Air Quality Interagency Consultation Group, a Freight Movement Task Force, and a Cooperative Forecast Group consisting of representatives from the major planning agencies and jurisdictions in the region. This group generates socioeconomic and demographic data through a process that reviews changes in local land development patterns as the result of changing local policies or new developments in the market. BMC also maintains a Building Permit Data System that provides statistical summary reports of planned building activity across the region; analysis of regional

trends supported by maps and charts highlighting notable development activity, as well as comparison to national trends; and a website that enables users to search the building permit files and retrieve items directly online through a subscription.

BMC has recently undertaken a public transit plan that identifies ways to improve transit service in the Baltimore region. The study includes evaluating elements of existing service and systems, including facilities, fares, routes, and schedules, as well as the institutional and policy frameworks under which interregional, intraregional, and local systems operate. They have also conducted a regional freight study that focused on freight movement, access, and connectivity issues, both specific to the Baltimore region and with respect to the flow of goods to and from other regions. The study complements the Maryland Statewide Freight Plan released in September 2009. BMC is also working closely with the Maryland Department of Transportation and affected counties and cities in planning infrastructure improvements needed to accomodate growth in the Aberdeen Proving Ground in Harford County and Fort George G. Meade in Anne Arundel County. This growth is the result of decisions by the Defense Base Realignment and Closure Commission to locate additional functions at these respective facilities.

The Baltimore region is classified as a serious nonattainment area for ozone, a maintenance area for carbon monoxide, and a nonattainment area for the annual $PM_{2.5}$ standard.

## Berks County Planning Commission (BCPC)

Berks County shares a boundary with the DVRPC region along Chester and Montgomery counties. The Commission's transportation planning staff acts as the staff to the federally designated MPO, the Reading Area Transportation Study Coordinating Committee (RATSCC). Officials from the Berks Area Reading Transportation Authority (BARTA), PennDOT, Berks County, municipal officials, and the Reading Regional Airport Authority serve as members on the MPO. The RATSCC has two separate committees that serve as technical advisors: the Transportation Coordinating Committee (TCC) and the Bicycle and Pedestrian Committee (BPC).

Berks County is more rural in character than adjacent Montgomery County, except for the City of Reading and surrounding area. Sprawl has led to heavy congestion and traffic volumes on Route 422 (the primary corridor that connects Berks County with the Philadelphia region) and the Pennsylvania Turnpike. Alternative transportation routes and modes are being studied to alleviate congestion and decrease travel times.

BARTA provides bus transit intraregionally. Berks County has not had commuter rail service since the early 1980s. However, the proposed Norristown to Wyomissing rail line would restore rail service to Berks County.

In an effort to preserve valuable farmland, Berks County has undertaken several environmental planning efforts, bicycle trails, and threat assessments. The county has been successful in multimunicipal plans and joint zoning ordinances. Approximately 62 of the 75 municipalities within Berks County have adopted joint comprehensive plans–20 plans total. In addition, Berks County is part of the Team PA economic development initiative. This initiative, called Stay Invent the Future, is led by the state and works to retain young skilled workers in Pennsylvania. Berks

County is classified as a nonattainment area for the annual fine particulate matter ($PM_{2.5}$) air quality standard.

## Delaware Valley Regional Planning Commission (DVRPC)

The Delaware Valley Planning Commission (DVRPC) is the federally designated MPO for the bistate, nine-county, Philadelphia-Camden-Trenton region that consists of Burlington, Camden, Gloucester, and Mercer counties in New Jersey, and Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania.

DVRPC has an 18-member Board with the authority and responsibility to make decisions that affect the entire organization and region. The Board creates and defines the duties of the Executive Director and the various DVRPC committees, and approves and adopts the annual planning work program and agency budget. The Board has two governors' appointees, representatives from each state's Department of Transportation, and representatives from the eight counties and four major cities (Philadelphia, Chester, Camden, and Trenton) in the region. Nonvoting members include the Federal Highway Administration, U.S. Department of Housing and Urban Development, Southeastern Pennsylvania Transportation Authority (SEPTA), New Jersey Transit Corporation, Delaware River Port Authority, Port Authority Transit Corporation (PATCO), Federal Transit Administration, U.S. Environmental Protection Agency, New Jersey Office of Planning Advocacy, and Pennsylvania Department of Community and Economic Development.

DVRPC has a staff of more than 100 and is supported by several committees that advise the Board on certain disciplines. These committees include: the Regional Transportation Committee, Public Participation Task Force, Delaware Valley Goods Movement Task Force, Information Resource Exchange Group, Regional Aviation Committee, Regional Community and Economic Development Forum, Transportation Operations Tasks Force, Regional Safety Task Force, Tri-County Water Quality Management Board, Urban Waterfront Action Group, and Central Jersey Transportation Forum.

Besides the *Planning at the Edge* Forum, DVRPC also administers the Central Jersey Transportation Forum with the North Jersey Transportation Planning Authority and the New Jersey Department of Transportation. The forum has been meeting since 1999 to address concerns of municipalities in Mercer, Middlesex, Somerset, and Hunterdon counties focused on the Route 1 corridor. The key identified issues are east-west access; improving coordination of transportation and land use in this high-growth, congested area; and transit.

The Delaware Valley Goods Movement Task Force is made up of government and industry representatives and includes participants from beyond DVRPC's borders. The Task Force has endorsed the concept of Freight Centers, where all activities relating to transport, logistics, and the distribution of goods are carried out by various operators in a coordinated fashion, as a basis to guide future freight development and planning activities. The Greater Philadelphia Food System Plan encompasses a 100-mile foodshed that extends far beyond DVRPC's nine counties.

DVRPC also administers the region's Comprehensive Economic Development Strategy (CEDS), which lists projects that are eligible for funding from the Economic Development Administration of

the U.S. Department of Commerce. This effort initially extended beyond DVPRC's nine counties to also include New Castle County, Delaware, and Salem County, New Jersey. However, in subsequent updates, the CEDS area was realigned with DVRPC's nine counties in order to not overlap with other CEDS.

The DVRPC region is categorized as a moderate nonattainment area for ozone and is included in the broader Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Moderate Nonattainment Area. The DVRPC region is also a 24-hour and annual $PM_{2.5}$ nonattainment area. Conformity with federal air quality standards must be attained each time a new long-range plan or TIP is adopted or amended. DVRPC and WILMAPCO are required to affirm their respective conformity determination whenever the other MPO adopts a new conformity finding. This is required because neither Pennsylvania nor Delaware has a $PM_{2.5}$ budget in place, as of the publication of this report.

DVPRC administers the region's Air Quality Partnership, a public-private coalition dedicated to improving air quality in the Greater Philadelphia region by providing air quality advisories and educating the public about air quality issues. DVRPC and the New Jersey and Delaware Air Quality Action programs share promotional and advertising materials and consult on forecasting.

## Lancaster County Planning Commission (LCPC)

The Lancaster County Planning Commission (LCPC) provides the staff to the Lancaster County Transportation Coordinating Committee (LCTCC), the designated MPO for Lancaster County. The LCTCC is composed of 22 voting members, including representatives from the county, city (five representatives), LCPC (nine representatives), State Senate, State House, PennDOT Central and District offices, Red Rose Transit Authority, Lancaster County Airport, and Lancaster County Transportation Authority. The LCPC consists of nine Commission Members and an Executive Director appointed by the Board of County Commissioners. The Planning Commission's staff is organized into four categories: Community Planning, Long-Range and Heritage Planning, Housing and Economic Development Planning, and Transportation Planning. LCTC has two permanent subcommittees that help with the transportation duties: the Transportation Technical Advisory Committee (TTAC) and the Citizens Bicycle and Pedestrian Advisory Committee (BPAC). In addition to the federally mandated documents, the transportation staff maintains a travel demand forecasting model and administers the Lancaster County Municipal Transportation Grant Program.

Several transportation improvements, such as Route 30, the Pennsylvania Turnpike, PA 41, and the Keystone Corridor Amtrak service, have helped spur additional development in Lancaster County. This development has mirrored the rapid development that Montgomery County experienced around King of Prussia in the 1970s. While Lancaster County has experienced growth along its boundary with Chester County, especially with the emergence of suburbs such as Exton and Lionville, one of the county's primary goals is to maintain farmland for production and tourism purposes. Lancaster County is famous for its large Amish population. Planners at LCPC have implemented growth boundaries for the urban areas in order to preserve the Amish farms and rural character of the county. Between 1990 and 2000, over 75 percent of the county's growth occurred within these boundaries. In addition, transit has become an alternative mode of

transportation with Amtrak's Keystone Corridor (Philadelphia to Harrisburg), and a new station at Paradise will be constructed; however, as planned, it will not include significant park-and-ride facilities.

Lancaster County has worked with DVRPC on a Team PA economic development initiative called Stay Invent the Future. This project encourages the 30,000 young college students that come to our region each year for college to stay and become part of the workforce in southeastern Pennsylvania (Berks, Bucks, Chester, Delaware, Montgomery, Philadelphia, and Lancaster counties). Lancaster County is a nonattainment area for the 24-hour and annual $PM_{2.5}$ air quality standard, and a maintenance area for ozone.

## Lehigh Valley Planning Commission (LVPC)

The Lehigh Valley Planning Commission (LVPC) provides planning functions for the Lehigh Valley Transportation Study (LVTS), the federally designated MPO for Lehigh and Northampton counties. The LVTS is composed of representatives from the two counties, the cities of Allentown, Bethlehem, and Easton, LVPC, PennDOT Central and District offices, Lehigh and Northampton Transportation Authority (LANTA), and Lehigh Northampton Airport Authority (LNAA). The transportation planning staff at the LVPC serves as the technical staff for LVTS. LVPC has 37 members, of which 19 are elected officials (mayors, county officials, county executives, borough and township officials, the Lehigh County Board of Commissioners, and the Northampton County Council).

LVTS has two Committees–Coordinating and Technical. The Coordinating Committee membership consists of the cities of Allentown, Bethlehem, and Easton (two votes each); Lehigh and Northampton counties (three votes each); and one vote each for PennDOT Central Office, PennDOT District 5 (Chair), LVPC (Secretary), LANTA, and LNAA. The Technical Committee reviews items brought before the group and recommends actions to the Coordinating Committee. The Coordinating Committee is the policy body that formally adopts items reviewed by the Technical Committee. The LVTS Technical Committee is made up of representatives from the Pennsylvania Department of Transportation's Central Office and District 5-0 Office, the cities of Allentown, Bethlehem, and Easton, LANTA, and LNAA. Transit service is provided by LANTA, which operates a fixed-route bus system. There is no commuter or passenger rail service in the Lehigh Valley. Interregional buses serve Philadelphia, New York City, and Atlantic City, and are operated by Trans-Bridge, Greyhound, and Carl R. Beiber Bus Company, all private carriers.

The Lehigh Valley region borders the Delaware Valley but differs in development and travel patterns. The counties of Lehigh and Northampton have a stronger orientation to the western New Jersey and New York City area than to Philadelphia. Growth pressures are coming from Phillipsburg in Warren County, New Jersey, and pushing toward the Allentown, Easton, and Bethlehem areas. Traffic congestion on I-78, the main east-to-west arterial, as well as Route 22, is due to heavy passenger and cargo truck traffic to and from the New York City area. The LVPC's priorities for its transportation network revolve around improving traffic flow within the region and improving travel efficiency to and from western New Jersey. Bucks County, in the DVRPC region, has been spearheading a study that would extend passenger rail service from Lansdale to the Quakertown area. The project limits have recently been scaled back to Pennridge

in Bucks County. An interregional bus service to Amtrak's 30th Street Station in Philadelphia was recently operated as a pilot service by three private carriers, but was dropped due to low ridership.  The Lehigh Valley area is classified as a nonattainment area for the 24-hour $PM_{2.5}$ air quality standard.

## North Jersey Transportation Planning Authority (NJTPA)

The North Jersey Transportation Planning Authority (NJTPA) is the federally designated MPO for the 13-county northern New Jersey region that consists of: Bergen, Hudson, Sussex, Warren, Union, Essex, Somerset, Morris, Middlesex, Monmouth, Ocean, Hunterdon, and Passaic counties. NJTPA borders the DVRPC region along Burlington, Mercer, and Bucks counties. There are over 6 million people living in this region. The NJTPA Board of Trustees consists of one local elected official from each of the 13 counties and from the region's two major cities: Newark and Jersey City. Other Board members include a governor's representative, the Commissioner of the New Jersey Department of Transportation (NJDOT), the Executive Directors of New Jersey Transit and the Port Authority of New York and New Jersey, and a citizen representative appointed by the governor.

NJTPA has three standing committees: (1) Planning and Economic Development; (2) Project Prioritization; and (3) Freight Initiatives. They all make recommendations to the Board on action items. A Regional Transportation Advisory Committee reviews regional issues. In addition to a long-range plan, TIP, and annual work program, NJTPA prepares a Strategic Business Plan, updated every five years, which establishes the operational policies, goals, and objectives of the Board to support the mission of NJTPA.

Census and traffic information reveal a majority of workers who live in the Central Jersey Region either travel to the Philadelphia or New York City regions for employment. Transit in the region is primarily provided through NJ Transit, with train and bus service connecting New York City and Philadelphia. New Jersey Transit is analyzing alternatives to improve access into Manhattan in lieu of the cancellation of the Access to the Region's Core project, which would have constructed another Trans-Hudson tunnel for NJ Transit rail lines. Reactivation of service on the West Trenton line between Trenton and New York City has been suspended. A Bus Rapid Transit initiative along the Route 1 corridor has been studied.

Heavy port activity in North Jersey is causing that port to seek relief from nearby port facilities. A Port Inland Distribution Network study has been conducted to address alleviating cargo truck traffic. Six South Jersey locations are being considered as inland container terminals for cargo shipped to North Jersey. Cargo would be shipped on smaller barges around Cape May and up the Delaware River.

NJTPA is categorized as a moderate nonattainment ozone area and a nonattainment area for 24-hour and annual $PM_{2.5}$. Environmental planning efforts for the NJTPA area include resource tools and inventories, watershed management planning, threat assessments, and greenway planning. This planning is in addition to the mandatory planning done by the Hackensack Meadowlands Planning Area (HMPA) and Coastal Area Facilities Review Act (CAFRA) areas.

## New York Metropolitan Transportation Council (NYMTC)

The New York Metropolitan Transportation Council (NYMTC) is a regional council of governments that was created in 1982 and serves as the MPO for New York City, Long Island, and the lower Hudson Valley. The NYMTC planning area covers 2,440 square miles and a population of 12.4 million and is composed of New York City, Nassau, and Suffolk counties on Long Island, and Putnam, Rockland, and Westchester counties in the Hudson Valley. NYMTC has three Transportation Coordinating Committees (TCCs): New York City TCC, Mid-Hudson South TCC, and Nassau/Suffolk TCC. These committees recommend subregional transportation priorities to their Board, or Council. The NYMYC Council is composed of representatives from each of the counties, New York City Department of Transportation, New York City Department of Planning, New York State Department of Transportation, and Metropolitan Transportation Authority, who are accorded voting status. They also have advisory members, including the Port Authority of New York and New Jersey, New Jersey Transit, North Jersey Transportation Planning Authority, New York State Department of Environmental Conservation, Federal Transit Administration, Federal Highway Administration, and U.S. Environmental Protection Agency.

NYMTC is currently focusing planning efforts on four corridors: Tappan Zee Bridge/I-287, Staten Island Expressway, Goethels Bridge Replacement, and I-84. Transit planning is focused on providing additional rail and bus capacity into Manhattan, enhancing commuter service in the Port Jervis Line corridor, instituting transit access improvements to Stewart International Airport in Orange County, and improving intercity rail service in the Empire Corridor. On the goods movement front, NYMTC is focusing on a rail freight tunnel that would link the national rail system ending in New Jersey with existing rail lines east of the Hudson River, as well as improving multimodal access to the region's port facilities.

The New York metropolitan area is classified as a moderate nonattainment area for ozone, a maintenance area for carbon monoxide, and a nonattainment area for the annual and 24-hour $PM_{2.5}$ standard.

## South Jersey Transportation Planning Organization (SJTPO)

The South Jersey Transportation Planning Organization (SJTPO) is the federally designated MPO for the South Jersey region and consists of Atlantic, Cape May, Cumberland, and Salem counties. SJTPO was redesignated in July 1993, replacing three small existing MPOs. SJTPO is governed by the Policy Board, which consists of 11 voting members: one elected official from each county, an elected official from Atlantic City and Vineland, one municipal official representative from Cape May and Salem counties, and one representative from the New Jersey Department of Transportation, New Jersey Transit, and South Jersey Transportation Authority. The Policy Board receives recommendations from a 14-member Technical Advisory Committee. SJTPO also has a Citizens Advisory Committee and a Shore Connection Committee, which is a forum to evaluate and come to an agreement on a range of problems and solution strategies for the NJ 55/47 Corridor.

The four counties of SJTPO have a population density much lower than the other two New Jersey MPOs due to significant amounts of open space, parklands, and wetlands. SJTPO borders the

DVRPC area along the boundaries of Gloucester, Camden, and Burlington counties. In the past two decades, transportation improvements, such as NJ 55, the Atlantic City Expressway, Interstate 295, and the Garden State Parkway, have opened up the South Jersey region to new development and, more importantly, tourism growth. While some development has occurred in the designated regional growth areas of the Pinelands and various interchanges along NJ 55, a majority of the development is contained in urban areas served by public water and sewers. Tourism is an important part of the economy in southern New Jersey. Consequently, a majority of the SJTPO transportation improvements involve improving the efficiency of seasonal traffic. The coastal areas in Atlantic and Cape May counties are summertime destinations, causing increased peak-hour travel on weekends.

The SJTPO region is served by one commuter rail line, the NJ Transit Atlantic City line, which connects to Philadelphia. A large portion of the region's workforce is in the casino and gaming industries, and workers are highly reliant on private vehicles to get to work. Transit cannot serve the needs of these workers because of the shift changes and various residential locations of workers. However, there is extensive express bus service for casino patrons. There has been some discussion about a proposed rail line to Cape May. This potential line would extend from Tuckahoe to Cape May. There exists the potential to connect the proposed line to the Atlantic City Rail Line in Winslow, Camden County. An eventual extension of the proposed Gloucester County line between Camden and Glassboro in the DVRPC region has also been discussed.

SJTPO has created the South Jersey Traffic Safety Alliance to help integrate traffic safety into the metropolitan and state planning process. This program works with members of the community and police to identify areas in need of vehicular and pedestrian safety improvements and helps them to work toward implementation. Salem County is being looked at as a potential relief port for the Port of New York and New Jersey in the Port Inland Distribution Network study.

The four-county SJTPO area is part of the 18-county Philadelphia-Wilmington-Atlantic City PA-NJ-MD-DE eight-hour Moderate Ozone Nonattainment Area.

## Wilmington Area Planning Council (WILMAPCO)

The Wilmington Area Planning Council (WILMAPCO) is the designated MPO for the bistate region that includes New Castle County, Delaware, and Cecil County, Maryland. WILMAPCO is responsible for coordinating transportation plans of the governments within the region, including towns, cities, counties, and states. WILMAPCO is composed of state, county, and municipal representatives and sets the agency's policies. There are six Delaware members and three Maryland members; four represent the states, three are representatives of municipalities in the region, and one represents each county. The Council receives advice from the Public Advisory Committee (PAC), the Technical Advisory Committee (TAC), and several TAC subcommittees regarding specific topics such as Air Quality, Congestion Management, and Nonmotorized Transportation. The TAC and its subcommittees perform the technical analysis for transportation and land use issues and projects, while the PAC provides the citizens' perspective on the impact of transportation and land use decisions on the region.

WILMAPCO's TIP is separated into program development for both Delaware and Maryland. WILMAPCO is also involved in community transportation and land use planning for smaller jurisdictions within its region, including corridor studies, pedestrian and bicycle facility projects, economic development initiatives, scenic byways, and goods movement planning. Partnering with state transportation and environmental agencies, as well as local officials, national organizations, and neighboring MPOs, to ensure compatibility within and across regions is also a major component of WILMAPCO's work program.

WILMAPCO borders the DVRPC region along the boundaries of Chester and Delaware counties. Transportation corridors are a mutual concern for each region. Heavy trucks, commuters, and travelers utilize PA 41, I-95, Route 202, and Route 322 to move between each region. As development is moving further into the rural areas of Chester and Delaware counties, workers are now crossing state lines (primarily Pennsylvania and Delaware) for employment and shopping. Traffic congestion and development have prompted studies of various locations for bypasses and alternative truck routes.

WILMAPCO is focusing its efforts on livability, sustainability, and energy use and climate change. It has begun to assess the vulnerability of the transportation infrastructure to sea-level rise. It is also participating in a megaregion freight analysis. This effort is being spearheaded by the University of Maryland's National Center for Smart Growth and seeks to develop a multiagency freight model that will capture freight traveling through multiple regions and will create consistency in the MPO's and DOT's model inputs and outputs across these neighboring jurisdictions.

The WILMAPCO region has intraregional bus transit service provided by Delaware Transit Corporation (DTC) and regional rail service provided by DTC through a contract with SEPTA, with connections between Claymont, Wilmington, Fairplay, and Newark to Philadelphia. Intercity rail service is provided by Amtrak via Wilmington. With a rapid increase in population and growing traffic congestion, studies are underway for an extension of regional rail service west of Newark to Elkton, Maryland, and new transit service from Wilmington to Dover, Delaware, and perhaps on to Ocean City, Maryland.

WILMAPCO has an extensive coordination effort in place with its surrounding MPOs. In 2008, it completed an update to the 2004 Interregional Report. The report covers 28 counties across 10 planning organizations. WILMAPCO is working closely with other agencies to plan for growth at the Aberdeen Proving Ground. It has signed on as a partner in the Chesapeake Science and Security Corridor Coalition, made up of counties within a 100-mile radius of the base. Through this partnership, WILMAPCO has been working to prepare for the transportation needs of incoming employees and their families.

As noted previously, WILMAPCO and DVRPC have been consulting closely when each agency conducts a conformity determination. WILMAPCO also works with the Delaware Air Quality Action Partners and with their respective transit agencies to promote air quality with programs such as "Ride Transit for Free" when ozone levels are unhealthy. The WILMAPCO region is classified as a moderate nonattainment area for ozone and a nonattainment area for $PM_{2.5}$.

# Interregional Demographic Analysis

## Population and Employment

Population and employment information for the participating counties reveals the extent of development in the study area and potential cross-regional impacts. While the majority of counties have experienced varying degrees of increases in population and employment, several counties have encountered slight population losses.

Population and employment data has been updated using the 2010 U.S. Census and the Bureau of Labor Statistics (BLS) employment figures. Employment figures are based on BLS data because the U.S. Census employment package has not yet been released. Forecasts were calculated by the various MPOs, but not all MPOs have revised their forecasts to reflect the new 2010 U.S. Census figures. It should be noted that while particular locations within a county may grow or decrease at a significantly faster rate than the county as a whole, the focus here is on countywide population and employment to provide an overall background on demographic changes.

Between 2000 and 2010, many counties experienced moderate population growth, while a few counties experienced a slight decrease in population. Baltimore City, Maryland, and Essex and Cape May counties in New Jersey saw a decrease of between -1.1 to -4.9 percent over the decade. Philadelphia, however, reversed a decades-long decline in population and gained over 8,000 new residents between 2000 and 2010. Several Pennsylvania (Chester, Berks, Lancaster, Lehigh, and Northampton), New Jersey (Gloucester and Ocean), and Maryland counties (Cecil, Carroll, Harford, and Howard) saw more robust growth of greater than 10 percent in population during the course of the decade. In most cases, the 2010 Census figures represented a decline over what the MPOs had previously forecast for 2010, primarily due to the economic recession. Despite the smart growth and land preservation policies espoused by the planning agencies within the study area, growth continues to be heaviest at the periphery of the study area, while large cities, such as New York and Philadelphia, grow at a slower rate. This growth pattern will continue to impact transportation infrastructure and investment decisions in this corridor.

As noted earlier, many MPOs have yet to update their population forecasts to reflect the changes to the 2010 baseline figure. The general trend has been a forecast of moderate growth in both the 2010 to 2020 and 2020 to 2030 time periods. DVRPC and NYMTC have produced new population forecasts based on the 2010 U.S. Census, and both regions expect more restrained growth from 2010 to 2020 and slight recovery in the 2020 to 2030 time period.

The 2010 U.S. Census employment package has not been released and so, for the purposes of this report, it was decided to rely on BLS County Data employment figures, which are based on current employment data. This allows a more realistic comparison of actual conditions in 2000 and 2010 and more fully captures the impact of the economic recession. It is important to note, however, that the future forecasts reflect a higher growth curve than was projected prior to the recession and are likely overly optimistic. Another note is that since 2001, employment data is coded on the six-digit North American Industry Classification System (NAICS) level. Prior to 2001, the 1987 Standard Industrial Classification (SIC) Manual provided the basis for industry coding.

Between 2000 and 2010, many counties in the study area lost employment. The Baltimore region experienced large losses in Baltimore City (-6.7%) and County (-8.7%), but large gains in Anne Arundel (17.2%), Carroll (15.8%), Harford (17.4%), and Howard (13.7%) counties. The Lehigh Valley and WILMAPCO regions also saw a significant split in gains and losses between their respective counties. Generally, employment growth was more robust, particularly percentage-wise, in more rural counties such as Ocean and Gloucester counties in New Jersey and Carroll, Harford, Howard, and Cecil counties in Maryland.

**Table 1: Population by County/MPO**

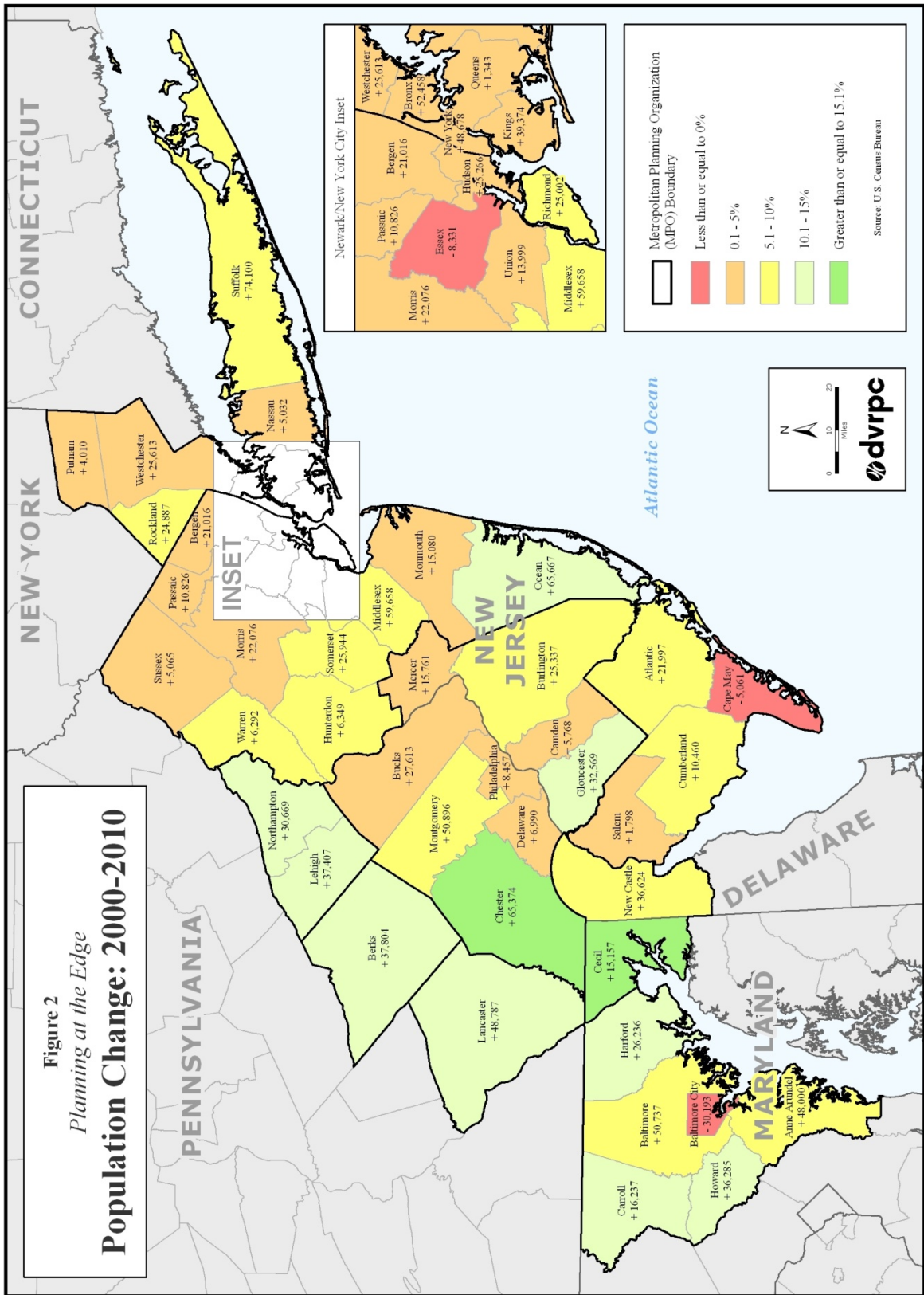| County by MPO | 2000 Census Data | 2010 Census Data | 2020 MPO Forecast | 2030 MPO Forecast | Abs. Chg. 2000-2010 | Abs. Chg. 2010-2020 | Abs. Chg. 2020-2030 | Pct. Chg. 2000-2010 | Pct. Chg. 2010-2020 | Pct. Chg. 2020-2030 |
|---|---|---|---|---|---|---|---|---|---|---|
| Anne Arundel County, MD | 489,656 | 537,656 | 556,600 | 574,300 | 48,000 | 18,944 | 17,700 | 9.8% | 3.5% | 3.2% |
| Baltimore City, MD | 651,154 | 620,961 | 683,600 | 694,600 | -30,193 | 62,639 | 11,000 | -4.6% | 10.1% | 1.6% |
| Baltimore County, MD | 754,292 | 805,029 | 847,000 | 862,200 | 50,737 | 41,971 | 15,200 | 6.7% | 5.2% | 1.8% |
| Carroll County, MD | 150,897 | 167,134 | 192,300 | 207,300 | 16,237 | 25,166 | 15,000 | 10.8% | 15.1% | 7.8% |
| Harford County, MD | 218,590 | 244,826 | 268,500 | 287,700 | 26,236 | 23,674 | 19,200 | 12.0% | 9.7% | 7.2% |
| Howard County, MD | 250,800 | 287,085 | 312,200 | 328,200 | 36,285 | 25,115 | 16,000 | 14.5% | 8.7% | 5.1% |
| **BMC REGION** | **2,515,389** | **2,662,691** | **2,860,200** | **2,954,300** | **147,302** | **197,509** | **94,100** | **5.9%** | **7.4%** | **3.3%** |
| **BERKS COUNTY, PA** | **373,638** | **411,442** | **421,304** | **446,582** | **37,804** | **9,862** | **25,278** | **10.1%** | **2.4%** | **6.0%** |
| Bucks County, PA | 597,636 | 625,249 | 654,140 | 692,440 | 27,613 | 28,891 | 38,300 | 4.6% | 4.6% | 5.9% |
| Chester County, PA | 433,512 | 498,886 | 538,809 | 607,407 | 65,374 | 39,923 | 68,598 | 15.1% | 8.0% | 12.7% |
| Delaware County, PA | 551,989 | 558,979 | 560,986 | 567,976 | 6,990 | 2,007 | 6,990 | 1.3% | 0.4% | 1.2% |
| Montgomery County, PA | 748,978 | 799,874 | 823,564 | 873,361 | 50,896 | 23,690 | 49,797 | 6.8% | 3.0% | 6.0% |
| Philadelphia County, PA | 1,517,549 | 1,526,006 | 1,551,247 | 1,599,436 | 8,457 | 25,241 | 48,189 | 0.6% | 1.7% | 3.1% |
| Burlington County, NJ | 423,397 | 448,734 | 457,125 | 486,341 | 25,337 | 8,391 | 29,216 | 6.0% | 1.9% | 6.4% |
| Camden County, NJ | 507,889 | 513,657 | 516,329 | 525,631 | 5,768 | 2,672 | 9,302 | 1.1% | 0.5% | 1.8% |
| Gloucester County, NJ | 255,719 | 288,288 | 304,310 | 360,096 | 32,569 | 16,022 | 55,786 | 12.7% | 5.6% | 18.3% |
| Mercer County, NJ | 350,752 | 366,513 | 370,544 | 384,309 | 15,761 | 4,031 | 13,765 | 4.5% | 1.1% | 3.7% |
| **DVRPC REGION** | **5,387,421** | **5,626,186** | **5,777,054** | **6,096,997** | **238,765** | **150,868** | **319,943** | **4.4%** | **2.7%** | **5.5%** |
| **LANCASTER COUNTY, PA** | **470,658** | **519,445** | **548,979** | **585,489** | **48,787** | **29,534** | **36,510** | **10.4%** | **5.7%** | **6.7%** |
| Lehigh County, PA | 312,090 | 349,497 | 370,644 | 399,721 | 37,407 | 21,147 | 29,077 | 12.0% | 6.1% | 7.8% |
| Northampton County, PA | 267,066 | 297,735 | 333,382 | 368,135 | 30,669 | 35,647 | 34,753 | 11.5% | 12.0% | 10.4% |
| **LVPC REGION** | **579,156** | **647,232** | **704,026** | **767,856** | **68,076** | **56,794** | **63,830** | **11.8%** | **8.8%** | **9.1%** |
| Bergen County, NJ | 884,100 | 905,116 | 941,000 | 996,000 | 21,016 | 35,884 | 55,000 | 2.4% | 4.0% | 5.8% |
| Essex County, NJ | 792,300 | 783,969 | 842,200 | 885,500 | -8,331 | 58,231 | 43,300 | -1.1% | 7.4% | 5.1% |
| Hudson County, NJ | 609,000 | 634,266 | 720,800 | 760,700 | 25,266 | 86,534 | 39,900 | 4.1% | 13.6% | 5.5% |
| Hunterdon County, NJ | 122,000 | 128,349 | 138,800 | 146,500 | 6,349 | 10,451 | 7,700 | 5.2% | 8.1% | 5.5% |
| Middlesex County, NJ | 750,200 | 809,858 | 893,200 | 958,900 | 59,658 | 83,342 | 65,700 | 8.0% | 10.3% | 7.4% |
| Monmouth County, NJ | 615,300 | 630,380 | 689,200 | 713,000 | 15,080 | 58,820 | 23,800 | 2.5% | 9.3% | 3.5% |
| Morris County, NJ | 470,200 | 492,276 | 497,400 | 522,200 | 22,076 | 5,124 | 24,800 | 4.7% | 1.0% | 5.0% |
| Ocean County, NJ | 510,900 | 576,567 | 651,000 | 739,300 | 65,667 | 74,433 | 88,300 | 12.9% | 12.9% | 13.6% |
| Passaic County, NJ | 490,400 | 501,226 | 546,600 | 594,200 | 10,826 | 45,374 | 47,600 | 2.2% | 9.1% | 8.7% |
| Somerset County, NJ | 297,500 | 323,444 | 349,200 | 367,100 | 25,944 | 25,756 | 17,900 | 8.7% | 8.0% | 5.1% |
| Sussex County, NJ | 144,200 | 149,265 | 178,600 | 190,600 | 5,065 | 29,335 | 12,000 | 3.5% | 19.7% | 6.7% |
| Union County, NJ | 522,500 | 536,499 | 578,600 | 612,100 | 13,999 | 42,101 | 33,500 | 2.7% | 7.8% | 5.8% |
| Warren County, NJ | 102,400 | 108,692 | 126,800 | 133,400 | 6,292 | 18,108 | 6,600 | 6.1% | 16.7% | 5.2% |
| **NJTPA REGION** | **6,311,000** | **6,579,907** | **7,153,400** | **7,619,500** | **268,907** | **573,493** | **466,100** | **4.3%** | **8.7%** | **6.5%** |
| New York City, NY | 8,008,278 | 8,175,133 | 8,469,800 | 8,954,700 | 166,855 | 294,667 | 484,900 | 2.1% | 3.6% | 5.7% |
| Nassau County, NY | 1,334,500 | 1,339,532 | 1,362,500 | 1,444,300 | 5,032 | 22,968 | 81,800 | 0.4% | 1.7% | 6.0% |
| Suffolk County, NY | 1,419,400 | 1,493,500 | 1,567,100 | 1,670,800 | 74,100 | 73,600 | 103,700 | 5.2% | 4.9% | 6.6% |
| Putnam County, NY | 95,700 | 99,710 | 107,200 | 117,700 | 4,010 | 7,490 | 10,500 | 4.2% | 7.5% | 9.8% |
| Rockland County, NY | 286,800 | 311,687 | 324,300 | 339,300 | 24,887 | 12,613 | 15,000 | 8.7% | 4.0% | 4.6% |
| Westchester County, NY | 923,500 | 949,113 | 990,400 | 1,055,100 | 25,613 | 41,287 | 64,700 | 2.8% | 4.4% | 6.5% |
| **NYMTC REGION** | **12,068,200** | **12,368,675** | **12,821,300** | **13,581,900** | **300,475** | **452,625** | **760,600** | **2.5%** | **3.7%** | **5.9%** |
| Atlantic County, NJ | 252,552 | 274,549 | 313,020 | 342,720 | 21,997 | 38,471 | 29,700 | 8.7% | 14.0% | 9.5% |
| Cape May County, NJ | 102,326 | 97,265 | 108,200 | 113,110 | -5,061 | 10,935 | 4,910 | -4.9% | 11.2% | 4.5% |
| Cumberland County, NJ | 146,438 | 156,898 | 165,350 | 172,300 | 10,460 | 8,452 | 6,950 | 7.1% | 5.4% | 4.2% |
| Salem County, NJ | 64,285 | 66,083 | 69,180 | 71,550 | 1,798 | 3,097 | 2,370 | 2.8% | 4.7% | 3.4% |
| **SJTPO REGION** | **565,601** | **594,795** | **655,750** | **699,680** | **29,194** | **60,955** | **43,930** | **5.2%** | **10.2%** | **6.7%** |
| New Castle County, DE | 501,855 | 538,479 | 564,761 | 586,348 | 36,624 | 26,282 | 21,587 | 7.3% | 4.9% | 3.8% |
| Cecil County, MD | 85,951 | 101,108 | 130,356 | 154,837 | 15,157 | 29,248 | 24,481 | 17.6% | 28.9% | 18.8% |
| **WILMAPCO REGION** | **587,806** | **639,587** | **695,117** | **741,185** | **51,781** | **55,530** | **46,068** | **8.8%** | **8.7%** | **6.6%** |
| **STUDY AREA TOTAL** | **28,858,869** | **30,049,960** | **31,637,130** | **33,493,489** | **1,191,091** | **1,587,170** | **1,856,359** | **4.1%** | **5.3%** | **5.9%** |

Population count sources: US Census 1990 (STF 3 - P001), 2000 (SF 3 - P1), and 2010 (DP-1)

**Table 2: Employment by County/MPO**

| County by MPO | 2000 BLS Data | 2010 BLS Data | 2020 MPO Forecast | 2030 MPO Forecast | Abs. Chg. 2000-2010 | Abs. Chg. 2010-2020 | Abs. Chg. 2020-2030 | Pct. Chg. 2000-2010 | Pct. Chg. 2010-2020 | Pct. Chg. 2020-2030 |
|---|---|---|---|---|---|---|---|---|---|---|
| Anne Arundel County, MD | 193,332 | 226,509 | 385,600 | 420,000 | 33,177 | 159,091 | 34,400 | 17.2% | 70.2% | 8.9% |
| Baltimore City, MD | 386,646 | 360,873 | 471,300 | 485,000 | -25,773 | 110,427 | 13,700 | -6.7% | 30.6% | 2.9% |
| Baltimore County, MD | 357,453 | 326,186 | 544,600 | 558,300 | -31,267 | 218,414 | 13,700 | -8.7% | 67.0% | 2.5% |
| Carroll County, MD | 46,655 | 54,044 | 88,300 | 90,300 | 7,389 | 34,256 | 2,000 | 15.8% | 63.4% | 2.3% |
| Harford County, MD | 68,601 | 80,535 | 151,200 | 163,500 | 11,934 | 70,665 | 12,300 | 17.4% | 87.7% | 8.1% |
| Howard County, MD | 128,526 | 146,125 | 230,900 | 261,900 | 17,599 | 84,775 | 31,000 | 13.7% | 58.0% | 13.4% |
| **BMC REGION** | **1,181,213** | **1,194,272** | **1,871,900** | **1,979,000** | **13,059** | **677,628** | **107,100** | **1.1%** | **56.7%** | **5.7%** |
| **BERKS COUNTY, PA** | **168,298** | **161,100** | **180,583** | **201,022** | **-7,198** | **19,483** | **20,439** | **-4.3%** | **12.1%** | **11.3%** |
| Bucks County, PA | 243,972 | 248,619 | 312,957 | 333,185 | 4,647 | 64,338 | 20,228 | 1.9% | 25.9% | 6.5% |
| Chester County, PA | 216,722 | 234,458 | 299,943 | 326,992 | 17,736 | 65,485 | 27,049 | 8.2% | 27.9% | 9.0% |
| Delaware County, PA | 212,238 | 204,452 | 240,833 | 242,708 | -7,786 | 36,381 | 1,875 | -3.7% | 17.8% | 0.8% |
| Montgomery County, PA | 480,559 | 459,946 | 549,269 | 574,251 | -20,613 | 89,323 | 24,982 | -4.3% | 19.4% | 4.5% |
| Philadelphia County, PA | 666,957 | 626,418 | 727,139 | 734,039 | -40,539 | 100,721 | 6,900 | -6.1% | 16.1% | 0.9% |
| Burlington County, NJ | 179,546 | 191,136 | 239,641 | 254,072 | 11,590 | 48,505 | 14,431 | 6.5% | 25.4% | 6.0% |
| Camden County, NJ | 199,078 | 193,103 | 224,880 | 226,124 | -5,975 | 31,777 | 1,244 | -3.0% | 16.5% | 0.6% |
| Gloucester County, NJ | 86,716 | 96,952 | 128,757 | 140,597 | 10,236 | 31,805 | 11,840 | 11.8% | 32.8% | 9.2% |
| Mercer County, NJ | 209,484 | 224,967 | 250,817 | 263,687 | 15,483 | 25,850 | 12,870 | 7.4% | 11.5% | 5.1% |
| **DVRPC REGION** | **2,495,272** | **2,480,051** | **2,974,236** | **3,095,655** | **-15,221** | **494,185** | **121,419** | **-0.6%** | **19.9%** | **4.1%** |
| **LANCASTER COUNTY, PA** | **218,260** | **217,301** | **285,794** | **355,036** | **-959** | **68,493** | **69,243** | **-0.4%** | **31.5%** | **24.2%** |
| Lehigh County, PA | 171,141 | 170,802 | 219,889 | 229,933 | -339 | 49,087 | 10,044 | -0.2% | 28.7% | 4.6% |
| Northampton County, PA | 87,823 | 97,784 | 132,460 | 141,904 | 9,961 | 34,676 | 9,444 | 11.3% | 35.5% | 7.1% |
| **LVPC REGION** | **258,964** | **268,586** | **352,349** | **371,837** | **9,622** | **83,763** | **19,488** | **3.7%** | **31.2%** | **5.5%** |
| Bergen County, NJ | 447,845 | 422,456 | 529,400 | 554,300 | -25,389 | 106,944 | 24,900 | -5.7% | 25.3% | 4.7% |
| Essex County, NJ | 360,537 | 335,246 | 422,200 | 440,500 | -25,291 | 86,954 | 18,300 | -7.0% | 25.9% | 4.3% |
| Hudson County, NJ | 239,167 | 228,120 | 328,300 | 361,600 | -11,047 | 100,180 | 33,300 | -4.6% | 43.9% | 10.1% |
| Hunterdon County, NJ | 46,631 | 46,676 | 74,800 | 86,900 | 45 | 28,124 | 12,100 | 0.1% | 60.3% | 16.2% |
| Middlesex County, NJ | 393,646 | 374,054 | 507,900 | 553,900 | -19,592 | 133,846 | 46,000 | -5.0% | 35.8% | 9.1% |
| Monmouth County, NJ | 232,026 | 242,998 | 308,400 | 342,600 | 10,972 | 65,402 | 34,200 | 4.7% | 26.9% | 11.1% |
| Morris County, NJ | 274,704 | 267,553 | 334,300 | 358,700 | -7,151 | 66,747 | 24,400 | -2.6% | 24.9% | 7.3% |
| Ocean County, NJ | 128,434 | 145,901 | 165,600 | 180,500 | 17,467 | 19,699 | 14,900 | 13.6% | 13.5% | 9.0% |
| Passaic County, NJ | 178,179 | 168,445 | 205,100 | 226,000 | -9,734 | 36,655 | 20,900 | -5.5% | 21.8% | 10.2% |
| Somerset County, NJ | 173,311 | 164,535 | 247,700 | 278,800 | -8,776 | 83,165 | 31,100 | -5.1% | 50.5% | 12.6% |
| Sussex County, NJ | 35,578 | 37,942 | 53,800 | 61,500 | 2,364 | 15,858 | 7,700 | 6.6% | 41.8% | 14.3% |
| Union County, NJ | 235,537 | 218,333 | 273,300 | 288,400 | -17,204 | 54,967 | 15,100 | -7.3% | 25.2% | 5.5% |
| Warren County, NJ | 33,762 | 35,011 | 41,500 | 45,400 | 1,249 | 6,489 | 3,900 | 3.7% | 18.5% | 9.4% |
| **NJTPA REGION** | **2,779,357** | **2,687,270** | **3,492,300** | **3,779,100** | **-92,087** | **805,030** | **286,800** | **-3.3%** | **30.0%** | **8.2%** |
| New York City, NY | 3,608,968 | 3,590,613 | 4,849,600 | 5,243,100 | -18,355 | 1,258,987 | 393,500 | -0.5% | 35.1% | 8.1% |
| Nassau County, NY | 598,578 | 582,448 | 807,600 | 828,800 | -16,130 | 225,152 | 21,200 | -2.7% | 38.7% | 2.6% |
| Suffolk County, NY | 577,862 | 602,796 | 898,300 | 983,400 | 24,934 | 295,504 | 85,100 | 4.3% | 49.0% | 9.5% |
| Putnam County, NY | 21,656 | 24,610 | 42,600 | 47,800 | 2,954 | 17,990 | 5,200 | 13.6% | 73.1% | 12.2% |
| Rockland County, NY | 106,165 | 111,992 | 160,900 | 176,100 | 5,827 | 48,908 | 15,200 | 5.5% | 43.7% | 9.4% |
| Westchester County, NY | 403,444 | 398,832 | 571,000 | 619,300 | -4,612 | 172,168 | 48,300 | -1.1% | 43.2% | 8.5% |
| **NYMTC REGION** | **5,316,673** | **5,311,291** | **7,330,000** | **7,898,500** | **-5,382** | **2,018,709** | **568,500** | **-0.1%** | **38.0%** | **7.8%** |
| Atlantic County, NJ | 140,098 | 133,687 | 178,244 | 195,607 | -6,411 | 44,557 | 17,363 | -4.6% | 33.3% | 9.7% |
| Cape May County, NJ | 38,554 | 40,267 | 53,036 | 55,718 | 1,713 | 12,769 | 2,682 | 4.4% | 31.7% | 5.1% |
| Cumberland County, NJ | 57,490 | 58,794 | 68,622 | 70,946 | 1,304 | 9,828 | 2,324 | 2.3% | 16.7% | 3.4% |
| Salem County, NJ | 21,351 | 21,372 | 23,781 | 25,667 | 21 | 2,409 | 1,886 | 0.1% | 11.3% | 7.9% |
| **SJTPO REGION** | **257,493** | **254,120** | **323,683** | **347,938** | **-3,373** | **69,563** | **24,255** | **-1.3%** | **27.4%** | **7.5%** |
| New Castle County, DE | 284,283 | 261,981 | 298,599 | 295,706 | -22,302 | 36,618 | -2,893 | -7.8% | 14.0% | -1.0% |
| Cecil County, MD | 22,959 | 27,822 | 55,700 | 60,300 | 4,863 | 27,878 | 4,600 | 21.2% | 100.2% | 8.3% |
| **WILMAPCO REGION** | **307,242** | **289,803** | **354,299** | **356,006** | **-17,439** | **64,496** | **1,707** | **-5.7%** | **22.3%** | **0.5%** |
| **STUDY AREA TOTAL** | **12,982,772** | **12,863,794** | **17,165,144** | **18,384,094** | **-118,978** | **4,301,350** | **1,218,950** | **-0.9%** | **33.4%** | **7.1%** |

Employment Numbers: BLS County Data, 1990,200,2010-ftp: //ftp.bls.gov/pub/special.requests/cew.  Since 2001, employment data is coded on the 6-digit NAICS industry level; prior to 2001, 1987 Standard Industrial Classification Manual provided the basis for industry coding.

**Figure 2: Population Change: 2000-2010**



Figure 2
*Planning at the Edge*
**Population Change: 2000-2010**

Legend:
- Metropolitan Planning Organization (MPO) Boundary
- Less than or equal to 0%
- 0.1 - 5%
- 5.1 - 10%
- 10.1 - 15%
- Greater than or equal to 15.1%

Source: U.S. Census Bureau

Newark/New York City Inset

CONNECTICUT

NEW YORK

PENNSYLVANIA

NEW JERSEY

MARYLAND

DELAWARE

Atlantic Ocean

Counties (New York inset):
Westchester +25,613
Bronx +52,458
Queens +1,343
Bergen +21,016
New York +48,678
Kings +39,374
Passaic +10,826
Hudson +25,266
Essex -8,331
Richmond +25,002
Morris +22,076
Union +13,999
Middlesex +59,658

Counties (main map):
Suffolk +74,100
Nassau +5,032
Putnam +4,010
Westchester +25,613
Rockland +24,887
Bergen +21,016
Passaic +10,826
Sussex +5,065
Morris +22,076
Monmouth +15,080
Ocean +65,667
Middlesex +59,658
Somerset +25,944
Hunterdon +6,349
Mercer +15,761
Burlington +25,337
Atlantic +21,997
Cape May -5,061
Warren +6,292
Bucks +27,613
Montgomery +50,896
Philadelphia +8,457
Camden +5,768
Gloucester +32,569
Cumberland +10,460
Delaware +6,990
Salem +1,798
Northampton +30,669
Lehigh +37,407
Chester +65,374
New Castle +36,624
Berks +37,804
Cecil +15,157
Lancaster +48,787
Harford +26,236
Baltimore +50,737
Baltimore City -30,193
Anne Arundel +48,000
Howard +36,285
Carroll +16,237

INSET

N
0 10 20 Miles

dvrpc

# Identifying Interregional Coordination Techniques and Approaches

## Background

Formal and informal mechanisms are needed to make each MPO aware of the common issues affecting each other and to establish a coordination process to address them. Open communication that enables all concerned to be aware of pertinent issues and opportunities for collaboration or individual action is critical. The 2003 *Planning at the Edge* report identified an assortment of coordination techniques and approaches, and several examples of interregional cooperation were also highlighted. Based on the coordination and communication techniques used for these various programs or projects, the following list and description of techniques and approaches was developed. They are included here to highlight them and because they remain valid approaches to the *Planning at the Edge* process.

## Mission

*Planning at the Edge* seeks to establish formal linkages and informal approaches between DVRPC and external planning agencies that encourage interregional coordination and communication on intergovernmental issues, programs, projects, and facilities.

## Goals

The defined coordination and communication techniques and approaches are intended to:

(1) Enhance interregional and intergovernmental communication, coordination, and cooperation;

(2) Identify issues, establish priorities, and achieve resolution;

(3) Promote land use and transportation plan consistency;

(4) Identify common projects and facilitate implementation;

(5) Promote and share best practices and new technologies of mutual benefit; and

(6) Foster common policy positions and advocate legislative change.

## Techniques

### Communication

- Share meeting minutes from the DVRPC Board and various DVRPC committees (e.g., Regional Aviation, Regional Transportation Committee, Goods Movement Task Force, Information and Regional Exchange Group, Regional Community and Economic Development Forum, etc.);

- Post meeting notices and extend invitations to participate;

- Share newsletters and related informational materials;

- Maintain pertinent information through the internet and agency websites (e.g., meeting calendar, Long-Range Plan and Transportation Improvement Program, Census data, aerial photography, forecasts, study summaries, etc.);

- Maintain e-mail contacts and provide meeting notices and other information to pertinent staff via group e-mail notices; and

- Provide speakers and present pertinent studies, projects, and plans at Board meetings, technical and citizen committees, county and local government meetings, and private-sector organization meetings.

### Coordination

- Add external agency membership on study advisory committees, task forces, and project-related activities for projects, and studies or plans of mutual benefit or interest;

- Share best practices and innovations through the website, at meetings, training sessions, and conferences; and

- Maintain the *Planning at the Edge* Forum and meet with adjacent agencies to maintain regular contact, continue to identify issues and projects, determine action priorities, and define implementation strategies and solutions.

### Cooperation

- Cosponsor conferences, training sessions, and meetings with issues and topics of common interest;

- Create formal joint committees and task forces to address specific issues, problems, and projects;

- Develop mutual policy and legislative positions to advocate advancement on a joint basis with the respective legislative delegations and/or in coordination with national associations; and

- Share data and other information (e.g., traffic counts, model data, etc.).

## Commitment

Demonstrate shared commitment through such actions as:

• Memoranda of Understanding;

• Shared policy positions;

• Plan and project consistency statements;

• Cosigned or individual letters of support; and

• Coauthored reports and studies.

# Interregional Committees and Forums

In the ensuing years since the original *Planning at the Edge* study, MPOs have increasingly reached out to adjoining MPOs through a variety of means, both formal and informal. There are now several forums, in addition to *Planning at the Edge*, that MPOs participate in and the dialogue between MPOs on both specific projects and larger policy issues continues to grow. A few examples of the different forms of interregional coordination are summarized below.

## Metropolitan Area Planning Forum

While many MPOs maintain a regular meeting schedule with surrounding MPOs, the seven MPOs of the Greater New York City region formalized this interaction in January 2008 by forming the Metropolitan Area Planning Forum. Participating MPOs are the New York Metropolitan Transportation Council (NYMTC), Orange County Transportation Council, Poughkeepsie-Dutchess County Transportation Council, North Jersey Transportation Planning Authority (NJTPA), Housatonic Valley Council of Elected Officials (HVCEO), South Western Regional Metropolitan Planning Organization (SWRMPO), and the Bridgeport/Valley Metropolitan Planning Organization (GB/VMPO). Five of the MPOs (NYMTC, NJTPA, HVCEO, SWRMPO, and GB/VMPO) have signed a Memorandum of Understanding (MOU) for the coordination of planning activities in the three-state New York-New Jersey-Connecticut metropolitan region. Specifically, this MOU includes efforts toward achieving, wherever possible, general consistency of participation to the extent practicable in the transportation planning process of the other parties through activities such as committee memberships and/or meeting participation, and addresses the specific areas of the federally mandated planning products.

## Mid-Atlantic Regional Planning Roundtable

MPOs and planning agencies stretching from the Philadelphia region to Northern Virginia, including DVRPC, WILMAPCO, and Baltimore Metropolitan Council, have been meeting annually under the auspices of the Mid-Atlantic Regional Planning Roundtable. These annual forums are held in response to the need to look beyond individual planning regions and foster communication and coordination between regions on transportation issues. Roundtable events seek to:

- Showcase regional planning and cooperation in the host region;

- Include metropolitan and nonmetropolitan perspectives in relation to state and federal policy and resources;

- Feature current and long-term issues relevant to local and regional development challenges for the Mid-Atlantic states and regions; and

- Involve academic and institutional regional research to utilize existing knowledge and develop new and expanded regional and multiregional resources to support and inform planning and implementation at all levels.

A recent evolution of this group is more frequent webinars focused on specific topics that the member agencies are addressing. The first webinar focused on watershed planning for the Chesapeake Bay and subsequent specific-topic webinars are planned.

## America 2050

America 2050 is a national initiative to meet the infrastructure, economic development, and environmental challenges of the nation and is administered by the Regional Plan Association, a New York-based planning advocacy organization. America 2050 receives funding support from various foundations and consulting firms, including the Rockefeller Foundation, Doris Duke Charitable Foundation, Surdna Foundation, Lincoln Institute of Land Policy, J.M. Kaplan Fund, AECOM, Park Foundation, William Penn Foundation, STV Group, Inc., and Ford Foundation.

A major focus of America 2050 is megaregions, a large network of metropolitan areas where most of the nation's population growth will take place. Examples of megaregions include the Boston to Washington corridor in the northeastern United States and the Southern California megaregion stretching from Los Angeles to Tijuana, Mexico. America 2050 serves as a clearinghouse for research on megaregions and a resource for planning efforts nationwide. While not a MPO initiative, the focus on megaregions obviously includes many issues that MPOs and *Planning at the Edge* address.

## Central Jersey Transportation Forum

The Forum has been meeting since 1999 to address concerns of municipalities in Mercer, Middlesex, Somerset, and Hunterdon counties focused on the Route 1 corridor. The key issues are east-west access; improving coordination of transportation and land use in this high-growth, congested area; and transit.

High-level representatives from 21 municipalities, four counties, two MPOs, multiple state agencies, and numerous organizations meet three to four times per year to coordinate and to initiate solutions. The Forum facilitates political will to get agreed-upon projects underway. It encourages multimunicipal approaches and projects. It assists municipalities that want help on technical matters that improve regional transportation, such as circulation elements. The Forum itself is not an implementing agency. This partnership is supported through DVRPC, the North Jersey Transportation Planning Authority, and New Jersey Department of Transportation. A key

goal of the Forum is to achieve improved and more integrated regional land use and transportation planning.

## I-95 Corridor Coalition

The I-95 Corridor Coalition is an alliance of transportation agencies, toll authorities, and related organizations, including public safety, from the State of Maine to the State of Florida, with affiliate members in Canada. The Coalition provides a forum for key decision and policy makers to address transportation management and operations issues of common interest. It is a volunteer, consensus-driven organization composed of various state, local, and regional member agencies that work together to improve transportation system performance far more than they could working individually. The Coalition serves as a model for multistate/jurisdictional interagency cooperation and coordination.

The Coalition began in the early 1990's as an informal group of transportation professionals working together to more effectively manage major highway incidents that impacted travel across jurisdictional boundaries. In 1993, the Coalition was formally established to enhance transportation mobility, safety, and efficiency in the region. During the 1990's, the focus of the Coalition's program evolved from studying and testing Intelligent Transportation Systems (ITS) technologies to a broader perspective that embraced integrated deployments and coordinated operations. The Coalition's perspective evolved from a concentration on highways to one that encompasses all modes of travel and focuses on the efficient transfer of people and goods between modes. The Coalition emphasizes information management as the underpinning of seamless operations across jurisdictions and modes. Many MPOs in the *Planning at the Edge* Forum actively participate in the I-95 Corridor Coalition and the coalition showcases how multiple entities can work together to improve a key interstate facility.

## Freight/Goods Movement Committees

Several of the MPOs that are part of *Planning at the Edge* maintain freight or goods movement committees. DVRPC, BMC, and NJTPA all have committees that report to their respective boards on freight-related issues. These committees draw a diverse membership and include representatives from government, shippers, port, and freight facilities. Many of these committees have membership that expands beyond the jurisdictional boundaries. Membership on these committees typically crosses jurisdictional boundaries, and many MPOs typically attend and participate in other MPO's freight committees.

## DVRPC Regional Aviation Committee

The Regional Aviation Committee (RAC) was formed in 1979 to advise the Federal Aviation Administration (FAA) and the states concerning aviation facility development issues. The regional area for this effort is the nine-county DVRPC area and New Castle County, Delaware, Cecil County, Maryland, and Salem County, New Jersey. This larger region is defined by FAA as the Greater Philadelphia aviation market area. Members of the committee include local, state, and federal officials, airport owners and operators, consultants, interested citizens, news media, and related professionals. The group investigates and advises on: issues involving airport-specific

development objectives, processes and problems; federal and state funding programs and regulatory practices; the definition of regional system future capacity needs and strategies for implementation; local zoning and governance issues; and citizen participation. DVRPC staff has been funded continuously since 1979 to maintain and update the Regional Aviation Systems Plan and to carry out studies seen necessary by the RAC, FAA, and the states, through DVRPC's continuing aviation planning effort, to provide for the needs of the current and future regional aviation system.

## Transportation Conformity Interagency Consultation

Each of the MPOs participating in *Planning at the Edge* is required to conduct a transportation conformity determination to demonstrate that the transportation projects included in their Long-Range Plans and Transportation Improvement Programs will not impede progress toward attaining the air quality goals contained in the respective State Implementation Plans. The transportation conformity determination is conducted under the auspices of the interagency consultation process wherein the MPO coordinates conformity activities with the pertinent federal, state, and local environmental and transportation agencies.  This includes the U.S. Department of Transportation, U.S. Environmental Protection Agency, the state transportation and environmental agency, and transit operators. Because the respective nonattainment areas that are designated by the EPA cover a large area and do not usually coincide with MPO boundaries, MPOs must frequently coordinate on conformity determinations. This may require collaboration on modeling methodology, analysis years, and public outreach, among other activities. Additionally, some states with multiple MPOs in nonattainment status hold regular meetings for air quality stakeholders to discuss the frequently changing regulations and coordinate conformity schedules and resources.

# Conclusions and Next Steps

The *Planning at the Edge* project began with the premise that mutual benefits would follow from enhanced coordination and communication among the MPOs and counties that surround DVRPC's nine-county region. The identification of common interregional issues and ways and means to enhance communication and information among the cooperating agencies was also explored. The establishment of the *Planning at the Edge* Study Advisory Committee, while originally intended to guide the current study process, has the added benefit of providing a forum for continued discussion of existing or new interregional issues, projects, and opportunities for shared action.

Based on current trends and plans, growth and development will continue in the *Planning at the Edge* region, expanding further into once-rural areas and continuing to overlap across traditional county and regional boundaries. Thus, the concept of regionalism should not be confined to a single area and its components, but should extend to broader regions of impacts and influence. To address this changing and expanding framework for planning and decision-making, it is essential to enhance communication and coordination among the disparate planning and implementing agencies with responsibility for land use, transportation, and other infrastructure systems. *Planning at the Edge* offers one region's approach to respond to these new challenges and to develop a common agenda for the future.

## Survey

While the *Planning at the Edge* Forum offers many benefits, attendance was sparse at many meetings in recent years, and many MPOs reported that they did not have sufficient staff to send to meetings. In response to declining participation in *Planning at the Edge* events, a survey of participating MPOs was conducted in the fall of 2010 to assess interest in the forum and determine the future direction for the forum. Eight MPOs responded to the survey, and all stated that they were interested in continued participation in *Planning at the Edge*, but several noted that they did not have enough staff to send to meetings or found the distance to travel to meetings was too great. The response to the question of what topics would be most interesting was wide ranging. The most popular responses were project-specific topics such as I-95 or Amtrak's Northeast Corridor; regulatory areas such as Long-Range Plans, the Congestion Management Process, or air quality conformity; new planning focus areas such as climate change or local food system planning; and transportation funding. The majority of respondents were interested in more in-depth workshops in which an expert in the field would provide state-of-the-practice instruction. Because of the lack of staff to devote to *Planning at the Edge*, respondents were interested in less frequent meetings, with roughly half saying two to three meetings a year is appropriate and

slightly more than half of the respondents saying meetings should be held as needed. Five of the respondents preferred that meetings be held as webinars, with two voting to hold future meetings at DVRPC. In response to whether membership should be expanded to include other planning and advocacy organizations such as the Regional Plan Association, SmartPlan NJ, and 10,000 Friends of Pennsylvania, the consensus was to add them informally. Complete results of the survey are shown in Appendix C.

## Next Steps

Intraregional collaboration has expanded significantly over the past 10 years, since the first *Planning at the Edge* report was issued. MPOs regularly participate in the planning process of adjoining regions and have multiple official venues to share ideas, concerns, and best practices. The goals and techniques that were included in the 2003 report remain pertinent to interregional collaboration, and DVRPC will continue to participate in and promote activities that promote cross-jurisdictional planning.

Based on the results of the survey, there is sufficient interest in continuing the *Planning at the Edge* Forum. The future format should be based on identifying key topics that are pertinent to each of the MPOs and holding meetings when the need arises. In addition, meetings should be available as a webinar option in order to draw the participation of MPOs that may lack staffing to send to a physical location, but still wish to participate. Moving to an as-needed meeting schedule is also advisable since many of the MPOs participate in similar forums with their bordering MPOs, such as the Metropolitan Planning Forum or the Mid-Atlantic Regional Planning Roundtable. Prior to the initial *Planning at the Edge* study, interaction between regions was uneven. However, the recent and current interregional planning process has been a continual, comprehensive, and collaborative experience.

# Metropolitan Planning Organization Fact Sheets

# Baltimore Metropolitan Council
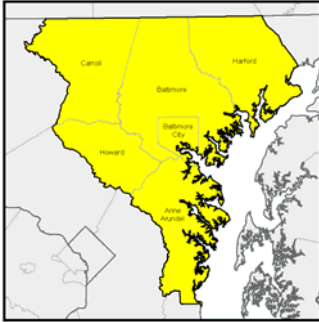


1500 Whetstone Way, Suite 300
Baltimore, MD 21230
Phone: 410-732-0500
Fax: 410-732-8248
http://www.baltometro.org

Executive Director: Larry Klimovitz

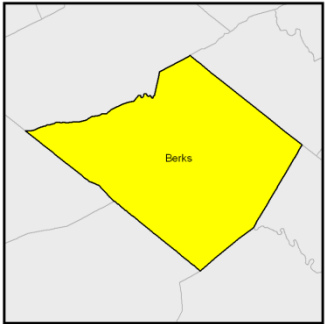2010 Population: 2,662,691
2010 Employment (BLS Data): 1,194,272

Coverage Area: Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties, MD

Baltimore Regional Transportation Board Voting Members:
Counties of: Anne Arundel, Baltimore, Carroll, Harford, and Howard
Cities of: Annapolis and Baltimore
Maryland Department of Transportation
Maryland Department of the Environment
Maryland Department of Planning

Regional Transportation Plan Horizon Year: 2035

Air Quality Nonattainment Status:
Serious Nonattainment Area for the Eight-Hour Ozone Standard
Maintenance Area for the Carbon Monoxide Standard (City of Baltimore)
Nonattainment Area for the Annual $PM_{2.5}$ Standard

# Berks County Planning Commission



633 Court Street, 14th Floor
Reading, PA 19601
Phone: 610-478-6300
Fax: 610-478-6316
http://www.co.berks.pa.us/planning

Executive Director: Glenn Knoblauch

2010 Population: 411,442
2010 Employment (BLS Data): 161,100

Coverage Area: Berks County, PA

Reading Area Transportation Study Voting Members:
Berks County
City of Reading
Representative of Berks County Boroughs
Representative of Berks County 1st Class Townships
Representative of Berks County 2nd Class Townships
Berks County Planning Commission
Pennsylvania Department of Transportation Central Office
Pennsylvania Department of Transportation District 5-0
Berks Area Reading Transportation Authority (BARTA)
Reading Regional Airport Authority

Regional Transportation Plan Horizon Year: 2035

Air Quality Nonattainment Status:
Maintenance Area for the Eight-Hour Ozone Standard
Nonattainment Area for the Annual $PM_{2.5}$ Standard

# Delaware Valley Regional Planning Commission
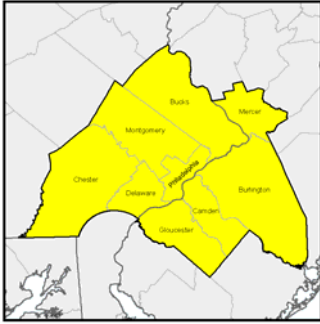


190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
http://www.dvrpc.org

Executive Director: Barry Seymour

Coverage Area:
Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties, PA
Burlington, Camden, Gloucester, and Mercer Counties, NJ

2010 Population: 5,626,186
2010 Employment (BLS Data): 2,480,051

Voting Members:
Counties of Bucks, Chester, Delaware, Montgomery, Burlington, Camden, Gloucester, and Mercer
Cities of Philadelphia, Chester, Camden, and Trenton
Pennsylvania Governor's Appointee
New Jersey Governor's Appointee
Pennsylvania Department of Transportation
New Jersey Department of Transportation
Pennsylvania Governor's Policy Office
New Jersey Department of Community Affairs

Regional Transportation Plan Horizon Year: 2035

Air Quality Nonattainment Status:
Moderate Nonattainment Area for the Eight-Hour Ozone Standard
Maintenance Area for the Carbon Monoxide Standard (Cities of Philadelphia, Camden, Burlington City, and Trenton)
Nonattainment Area for the 24-Hour and Annual $PM_{2.5}$ Standard

# Lancaster County Planning Commission



150 North Queen Street
Suite #320
Lancaster, PA 17603
Phone: 717-299-8333
Fax: 717-295-3659
http://www.co.lancaster.pa.us/planning

Executive Director: James Cowhey

2010 Population: 519,445
2010 Employment (BLS Data): 217,301

Coverage Area: Lancaster County, PA

Lancaster County Transportation Coordinating Committee Voting Members:
Lancaster County
City of Lancaster (5 representatives)
Lancaster County Planning Commission (9 representatives)
State Senate
State House
Pennsylvania Department of Transportation Central Office
Pennsylvania Department of Transportation District 8-0
Red Rose Transit Authority
Lancaster Airport Authority
Lancaster County Transportation Authority

Regional Transportation Plan Horizon Year: 2035

Air Quality Nonattainment Status:
Maintenance Area for the Eight-Hour Ozone Standard
Nonattainment Area for the 24-Hour and Annual $PM_{2.5}$ Standard

# Lehigh Valley Planning Commission
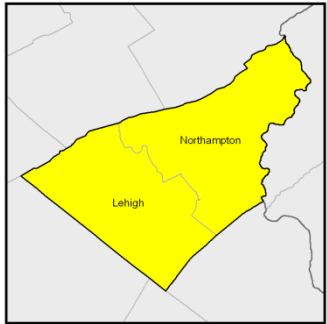


961 Marcon Boulevard - Suite 310
Allentown, PA 18109
Phone: 610-264-4544
Fax: 610-264-2616
http://www.lvpc.org

Executive Director: Michael Kaiser

2010 Population: 647,232
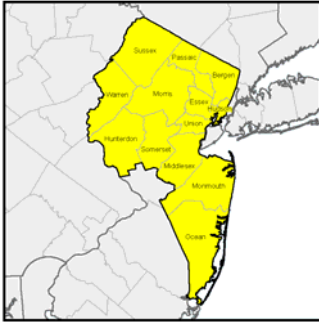2010 Employment (BLS Data): 268,586

Coverage Area: Lehigh and Northampton Counties, PA

Lehigh Valley Transportation Study Voting Members:
Counties of Lehigh and Northampton
Cities of: Allentown, Bethlehem, and Easton
Lehigh Valley Planning Commission
Pennsylvania Department of Transportation Central Office
Pennsylvania Department of Transportation District 5-0
Lehigh and Northampton Transportation Authority (LANTA)
Lehigh-Northampton Airport Authority

Regional Transportation Plan Horizon Year: 2030

Air Quality Nonattainment Status:
Maintenance Area for the Eight-Hour Ozone Standard
Nonattainment Area for the 24-Hour PM $_{2.5}$ Standard

# North Jersey Transportation Planning Authority



One Newark Center, 17th floor
Newark, NJ 07102
Phone: 973-639-8400
Fax: 973-639-1953
http://www.njtpa.org

Executive Director: Mary K. Murphy

2010 Population: 6,579,907
2010 Employment (BLS Data): 2,687,270

Coverage Area: Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren Counties, NJ

Voting Members:
Counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren
Cities of Jersey City and Newark
Governor's Appointee
New Jersey Department of Transportation
New Jersey Transit
Port Authority of New York and New Jersey
Citizen Representative

Regional Transportation Plan Horizon Year: 2035

Air Quality Nonattainment Status:
Moderate Nonattainment Area for the Eight-Hour Ozone Standard
Maintenance Area for the Carbon Monoxide Standard
Nonattainment Area for the 24-Hour and Annual $PM_{2.5}$ Standard

# New York Metropolitan Transportation Council



199 Water Street
22nd Floor
New York, NY 10038-3534
Phone: 212-383-7200
Fax: 212-383-2418
http://www.nymtc.org

Executive Director: Joel P. Ettinger

2010 Population: 12,368,675
2010 Employment (BLS Data): 5,311,291

Coverage Area: Nassau, Putnam, Rockland, Suffolk, and Westchester Counties, NY

Voting Members:
Counties of Nassau, Putnam, Rockland, Suffolk, and Westchester
New York State Department of Transportation
New York City Department of Transportation
Metropolitan Transportation Authority
New York City Department of Planning

Regional Transportation Plan Horizon Year: 2035

Air Quality Nonattainment Status:
Moderate Nonattainment Area for the Eight-Hour Ozone Standard
Maintenance Area for the Carbon Monoxide Standard (New York City and Nassau and Westchester counties)
Nonattainment Area for the 24-Hour and Annual $PM_{2.5}$ Standard

# South Jersey Transportation Planning Organization
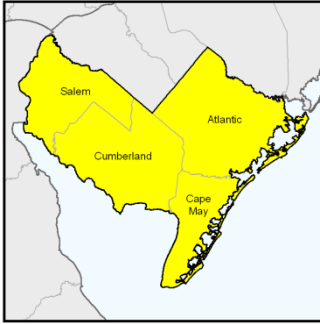
782 S. Brewster Road, Unit B6
Vineland, NJ 08361
Phone: 856-794-1941
Fax: 856-794-2549
http://www.sjtpo.org

Executive Director: Timothy Chelius
Staff Contact for Planning on the Edge: Bill Schiavi

2010 Population: 594,795
2010 Employment (BLS Data): 254,120

Coverage Area: Atlantic, Cape May, Cumberland, and Salem Counties, NJ

Voting Members:
Counties of: Atlantic, Cape May, Cumberland, and Salem
Cities of: Atlantic City and Vineland
Municipalities' representative from Cape May and Salem counties
New Jersey Department of Transportation
New Jersey Transit Corporation
South Jersey Transportation Authority

Regional Transportation Plan Horizon Year: 2035

Air Quality Nonattainment Status:
Moderate Nonattainment Area for the Eight-Hour Ozone Standard
"Not Classified" Limited Maintenance Area for the Carbon Monoxide Standard (Atlantic City, Atlantic County, and Penns Grove, Salem County)

# Wilmington Area Planning Council
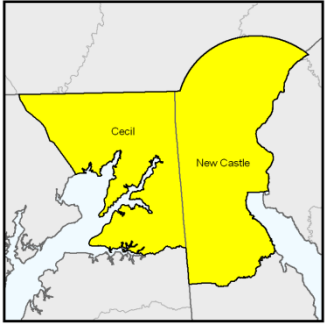


850 Library Avenue, Suite 100
Newark, DE 19711
Phone: 302-737-6205
Fax: 302-737-9584
http://www.wilmapco.org

Executive Director: Tigist Zegeye,
Staff Contact for *Planning at the Edge*: Tamika Graham

2010 Population: 639,587
2010 Employment (BLS Data): 289,803

Coverage Area: New Castle County, DE and Cecil County, MD

Voting Members:
Counties of New Castle, DE and Cecil, MD
City of Wilmington
Municipalities' Representative from New Castle County
Municipalities' Representative from Cecil County
Delaware Governor's Appointee
Maryland Governor's Appointee
Delaware Department of Transportation
Delaware Transit Corporation

Regional Transportation Plan Horizon Year: 2040

Air Quality Nonattainment Status:
Moderate Nonattainment Area for the Eight-Hour Ozone Standard
Nonattainment Area for the 24-Hour and Annual $PM_{2.5}$ Standard (New Castle County, DE)

# Metropolitan Planning Organization Key Studies, Initiatives, and Issues

**(As Identified by each Metropolitan Planning Organization)**

# Baltimore Metropolitan Council

## Transportation and Land Use Corridors

Regional Transportation and Land Use Vision: In FY 2011, BMC staff, working with a consultant, gathered input from agency and jurisdictional partners and the public on preferences for land use development scenarios and the transportation systems and facilities required to support these scenarios. BMC staff has incorporated input from this initiative, known as *Imagine 2060*, into revised goals and strategies for *Plan It 2035*, the regional long-range transportation plan.

Cooperative Forecast Group (CFG): This group, consisting of representatives from the major planning agencies and jurisdictions in the region, generates socioeconomic and demographic data through a process that reviews changes in local land development patterns as the result of changing local policies or new developments in the market. This data is a vital input to the regional travel demand forecasting process, the regional visioning process, and the development of the long-range transportation plan.

The CFG will maintain a liaison with state and local demographers and economic development officials to monitor locally sensitive development issues. Discussions will continue with the Metropolitan Washington Council of Governments as biregional forecasts are prepared and updated. Periodic meetings between the CFG and its counterpart at the Metropolitan Washington Council of Governments will be included in these activities.

2010 Census Data Review: BMC staff is reviewing, analyzing, and developing relevant transportation-related products from data released by the Department of Commerce and U.S. Bureau of the Census for use in the Baltimore region.

Development Monitoring: BMC staff tracks new land development patterns in the region by type (residential, commercial, industrial, etc.), location, and timing. This includes determining the placement of household and employment growth and associated impacts and demands on the region's transportation network. Ongoing contact with state and local agencies provides data needed for this activity.

Since FY 2003, the BMC Building Permit Data System (BPDS) has provided various products and services to the region. These include: (1) statistical summary reports of planned building activity across the region that are compiled monthly from building permits received and processed by BMC; (2) analyses of regional trends, supported by maps and charts highlighting notable development activity, as well as a comparison with the national trend during the reporting period; and (3) BPDS online, which enables users to search the building permit files and to retrieve items directly online through subscription.

## Public Transit Service

Regional Transit Plan: At the request of the BRTB, in FY 2012 BMC staff will work with a consultant to study the existing transit system in the Baltimore region and to identify ways to

make transit service better serve existing and potential users. This will include evaluating elements of existing transit service and systems, including facilities, fares, routes, and schedules, as well as the institutional and policy frameworks under which interregional, intraregional, and local systems operate. The effort also will involve gathering input from system users and operators, both their observations about how transit facilities and systems operate currently and their expectations about how these facilities and systems should operate.

Rail Transit Station Access Project: BMC staff has contracted with a consultant to study conditions at the regional rail transit stations relative to pedestrian and bicycle access. This work will update a document completed in 2000 and will develop recommendations and cost estimates for improvements related to pedestrian and bicycle access at and around the rail transit stations.

## Goods Movement Planning

Ongoing Freight Planning: Staff has continued efforts to incorporate input from the freight community into the Baltimore regional transportation planning process. Staff activities have supported: (1) the BRTB's Freight Movement Task Force (FMTF); (2) freight evaluations and studies; (3) *Maryland Moves: A Freight Data Quarterly*; (4) *Maryland Moves: A Freight News Monthly*; and (5) continued involvement on regional freight-related issues.

Regional Freight Study: At the request of the BRTB, in FY 2012 staff will initiate a regional freight study. The purpose will be to focus on freight movement, access, and connectivity issues, both specific to the Baltimore region and with respect to the flow of goods from and to other regions. This study will complement the Maryland Statewide Freight Plan released in September 2009 (the first-ever freight plan for Maryland; it provides a comprehensive overview of the state's current and long-range freight planning activities and investments).

## Environmental Studies and Programs

Air Quality Conformity Analysis: Analysis is based on a combination of methodologies established using the latest U.S. Environmental Protection Agency (EPA) emissions model to estimate emissions of fine particulate matter, eight-hour ozone, and carbon monoxide for conformity determination under the $PM_{2.5}$ NAAQS, the eight-hour ozone NAAQS, and the carbon monoxide NAAQS.

Environmental Stakeholder Forum: Staff held a stakeholder forum that included local, state, and federal agencies dealing with natural and historical resource plans and inventories in the region. The purpose of this forum will be to determine how to further integrate these plans and inventories into the long-range transportation planning process in compliance with the SAFETEA-LU requirement that MPOs consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during development of the long-range transportation plan.

## Infrastructure Planning

Regional Long-Range Transportation Plan: In FY 2011, BMC developed the regional long-range transportation plan, known as *Plan It 2035*.

BRAC-Related Infrastructure Improvements: BMC staff, in cooperation with the Maryland Department of Transportation and the affected counties and cities, is involved in planning for infrastructure improvements needed to accommodate growth at Aberdeen Proving Ground in Harford County and Fort George G. Meade in Anne Arundel County. This growth will be the result of decisions to locate additional functions at these facilities through the Base Realignment and Closure (BRAC) Act.

# Berks County Planning Commission

## Transportation/Land Use Corridor Projects:

The 422 Plus Study: Considered tolling the Route 422 Expressway (approximately 25 miles) between Route 202 and just east of PA 662 in Berks County; improvements to the 422 roadway and impacted local roads; plus reestablishing 44 miles of passenger rail along an active freight line owned by Norfolk Southern between Norristown and Wyomissing.

County Comprehensive Plan: Update to the Berks County Vision 2020 (April 2003). The plan guides growth and development and assists in evaluating various development proposals and requests for financial assistance by local agencies to county, state, and federal agencies.

## Public Transit Services

Norristown Regional Rail Line Extension: The study regarded the possible extension of passenger rail service from Norristown to Reading/Wyomissing.

Commuter Services of Pennsylvania: Commuter Services is a nonprofit Regional Coordinated Transportation Service Provider that works with MPOs and various chambers of commerce to provide an alternative for commuters in order to reduce congestion and mitigate environmental impacts by working with employers to give employees different options than driving to work. Commuter Services is working on a study (the Regional Transit Coordination Study) to determine where transit coordination needs exist.

## Goods Movement/Aviation Planning

No major goods movement issues were raised.

Small Regional Airports in Montgomery County are not regulated by or linked to any entity in Berks County.

## Environmental Studies and Programs

Schuylkill River Heritage Corridor: Historic tourism and culture.

Dutch Country Roads Wayfinding Program: Program to enhance and promote tourism through the Pennsylvania Dutch region. The program encompasses nine counties within the region.

Clean Air Nonattainment Issues: Attainment Maintenance Area.

Schuylkill River Highlands Landscape Initiative: An initiative to preserve, restore, and enhance the natural, historic, cultural, and recreational resources of the Schuylkill Highlands and the Schuylkill River Watershed.

Agricultural Preservation: Capped easement offers per acre are less than those in neighboring Montgomery County, which have resulted in slower progress in purchasing such easements inside Berks County's eastern boundary.

Horseshoe Trail: Valley Forge to Dauphin County. Multicounty trail that would connect with the Appalachian Trail and is threatened by continued residential development. Some trail preservation easements have been purchased.

Threat Assessment: Integrated a methodology to determine the area's likelihood of development into the 2007 Berks County Greenway, Park and Recreation Plan.

Appalachian Trail: Worked with municipalities along the trail corridor to update their zoning ordinances to protect the trail from developmental pressure.

## Infrastructure Planning:

Water and Sewer: Updating the Sewer and Water Regionalization study.

## Multimunicipal Planning:

Joint Comprehensive Planning Program: Applied for Housing and Urban Development (HUD) funding to update two joint comprehensive plans. Southern Berks Joint Comprehensive Plan to include New Morgan Borough and combining the Hereford Washington Joint Comprehensive Plan with the Bally/Bechtelsville Joint Comprehensive Plan to form one plan.

# Delaware Valley Regional Planning Commission

## Transportation/Land Use Corridor Studies and Projects

DVRPC is currently conducting or has recently completed corridor studies for the Route 422, Route 30/Lancaster Avenue, and NJ 73 corridors. Other corridors with significant impacts on surrounding MPOs include PA 100 and PA 41. Other key corridors with cross-MPO issues and impacts include: Route 202, Route 322, I-95, and Amtrak's Northeast Corridor. Projects included in DVRPC's Long-Range Plan or being studied that will impact surrounding MPOs include:

**Highway Projects:**

Route 422: There are several projects along this corridor in the vicinity of King of Prussia/Valley Forge grouped under the heading of the River Crossing Complex. Most improvements to this corridor are focused on eliminating congestion in the King of Prussia area; however, there are also several roadway reconstruction projects in the Pottstown vicinity.

Route 202 (Section 100): Widen from West Chester to the Delaware State Line.

Route 30/Coatesville-Downingtown Bypass: The entire bypass will be reconstructed and brought up to current standards. Full interchanges will be built at Airport Road and PA 113 and the bypass will be widened between Route 30 Business/Exton Bypass and Reeceville Road.

PA Turnpike and I-95 Interchange: An interchange between the PA Turnpike and I-95 will be constructed. The first phase will allow movements between NB I-95 and EB I-276 and WB I-276 and SB I-95, as well as widen the Turnpike. Future phases will allow for all movements at the interchange, as well as construction of a second Delaware River bridge.

I-95: This multibillion project will reconstruct I-95 in Philadelphia and bring the interstate up to current standards, including eliminating lane drops.

New Jersey Turnpike: Two separate projects will widen the turnpike to a 12-lane section between Exit 6 and 9 and to a six-lane section between Exit 4 and the Delaware Memorial Bridge.

I-476 (PA Turnpike Northeast Extension): Widen to six lanes in phases between Mid-County and Lansdale, and Lansdale and Quakertown interchanges.

Atlantic City Expressway: Widen between NJ 73 into Atlantic County.

**Transit Projects:**

Quakertown Line: New rail line between Lansdale and Pennridge, Bucks County.

Gloucester Rail Line: New rail line between Camden and Glassboro with possible future extension to Vineland.

SEPTA Thorndale Line: Extension to Parkesburg near the Lancaster County border.

SEPTA Norristown Line: Extension to Wyomissing, Berks County.

Route 1 Bus Rapid Transit: Service in Mercer and Middlesex counties.

## Other Planning Studies and Issues

Regional Air Quality Conformity Assessment: The entire DVRPC region is part of the 18-county, four-state Moderate Nonattainment Area for Ozone. DVRPC is part of two separate Annual and 24-Hour $PM_{2.5}$ Nonattainment Areas. Mercer County is part of the New York-Northern New Jersey-Long Island, NY-NJ-CT $PM_{2.5}$ Nonattainment Area, which covers parts of three states and 10 MPOs. The remaining eight DVRPC counties, as well as New Castle County, Delaware, comprise the Philadelphia-Wilmington, PA-NJ-DE $PM_{2.5}$ Nonattainment Area.

Regional Airport Planning: DVRPC plans for the 12-county, four-state Regional Airport System. Planning efforts are focused on preserving general aviation facilities and shifting noncommercial demand to reliever airports to maximum commercial utilization of Philadelphia International Airport.

Central Jersey Transportation Forum: The Forum has been meeting since 1999 to address concerns of municipalities in Mercer, Middlesex, Somerset, and Hunterdon counties focused on the Route 1 corridor. The key issues are east-west access; improving coordination of transportation and land use in this high-growth, congested area; and transit.

Planning at the Edge: This project summarizes interregional issues and projects identified through DVRPC staff outreach to adjacent MPOs and counties with the goal of achieving cooperative solutions. Staff from each agency meets to share ideas and discuss proposed coordination, communication, and cooperation techniques, issue and project priorities, and other potential collaborative activities.

Goods Movement Planning: The Delaware Valley Goods Movement Task Force, DVRPC's freight advisory committee, is open to all trucking, railroad, port, airport, shipper, freight forwarder, economic development, and member government representatives that go beyond DVRPC's borders. DVRPC is also involved with additional initiatives and partners in a support role, such as the I-95 Corridor Coalition; the Pennsylvania inland port; the Transportation Research Board; and the Pennsylvania Rail Freight Advisory Committee. Planning activities focus on an East-West Global Gateway Corridor and a North-South Interurban Distribution Corridor. Specific freight activities include:

Future Freight Flows Workshop: DVRPC recently hosted the first Future Freight Flows Workshop, a collaboration of the M.I.T. Center for Transportation & Logistics, FHWA, and AASHTO. This workshop looks at different scenarios and their impacts on freight flows in the future and is intended to create a meaningful and transferable tool that other state DOTs and MPOs can utilize to better incorporate freight into the planning process.

Freight Scans: Were conducted in all of the DVRPC counties, with a primary purpose of equipping the staffs of county planning agencies with increased understanding of freight trends and with greater capacity to address freight issues.

Freight Flows and Forecasts in the Philadelphia CSA: This study disaggregated a national-level database of origin- and destination-based commodity flows down to the level of the Philadelphia CSA. Data is available based on origin, destination, mode, and commodity.

Port Security Concerns: Post 9/11 for Delaware River Ports. Also may be considered a relief port for the Port of New York and New Jersey.

## Public Transit Service

Bus: Restoration of bus service along Route 202 from Wilmington to West Chester.

SEPTA: Rail service to Wilmington and Newark. Both stations have capacity-improving projects underway. There are currently only two tracks south of Wilmington. Fare modernization process underway. Issues to be considered are compatibility with New Jersey Transit, PATCO, and DART payment systems.

Amtrak: Northeast Corridor Connections.

## Environmental and Open Space Planning

Open Space: A recently completed study, *The Economic Value of Protected Open Space in Southeastern Pennsylvania*, quantifies that preserved open space throughout southeastern Pennsylvania generates hundreds of millions of dollars in economic benefits.

Food System Planning: Recently completed *Eating Here: The Greater Philadelphia Food System Plan*. This plan identifies opportunities to develop the regional economy and strengthen our agricultural sector, decrease waste and want, improve public health, protect the region's soil and water, and encourage diversity, innovation, and collaboration. It contains the Committee's specific priority recommendations based on these values. The report encompassed a 100-mile Greater Philadelphia foodshed.

Energy and Climate Change Initiatives: DVRPC leads, supports, and coordinates efforts to reduce energy consumption and greenhouse gas emissions in the region. This program area currently encompasses the following major tasks: conducting a regional greenhouse gas inventory that is allocated to counties and municipalities; providing tools and technical support to counties and municipalities in measuring and reducing energy use and greenhouse gas emissions; integrating climate change and energy concerns throughout DVRPC activities; sea-level rise planning; and preparing the region for alternative sources of energy.

Pennsylvania Coastal Zone Management (CZM) Program: DVRPC assists PA DEP with administration of the CZM program within the Delaware Estuary Coastal Zone, which extends for 57 miles along the Delaware River from Marcus Hook in Delaware County to Morrisville in Bucks County. The CZM program provides grants to governments, nonprofit organizations, and educational institutions for projects that improve water quality, enhance public enjoyment of and access to coastal resources, and mitigate the adverse impacts of stormwater runoff and nonpoint source pollution.

Economic Development: Recently completed the Greater Philadelphia Economic Development Framework, which was adopted by the U.S. Department of Commerce Economic Development Administration as the official Comprehensive Economic Development Strategy for the nine-county DVRPC region. Coordination between New Castle County, Delaware, and Salem County, New Jersey, is carried out for select projects, specifically those submitted by Select Greater Philadelphia.

Air Quality Partnership: The Air Quality Partnership (AQP) is a public/private coalition dedicated to improving air quality in the Greater Philadelphia Region by providing air quality advisories and educating the public about air quality issues. The AQP is administered by DVRPC. DVRPC and the New Jersey and Delaware Air Quality Action programs share promotional resources and advertising materials.

# Lancaster County Planning Commission

## Transportation/Land Use Corridor Projects

Route 30: The Route 30 EIS of a four-lane relocation from PA 896 to PA 41 was terminated in 2009. Smaller intersection and corridor-wide safety improvements are now programmed on the TIP. LCPC staff will work with the municipalities to consider and implement access management in the corridor.

PA 23: EIS of a relocated facility between Route 30 and Route 322 has been slowed but has not been terminated. Preliminary engineering work has taken a context-sensitive approach and the design has been right-sized to a two-lane facility with at-grade intersections. Companion land use planning has also occurred.

PA Turnpike: The Morgantown interchange is located on the boundary between Lancaster and Berks counties. Recent development has caused congestion at this interchange. This area has been coined "Queen of Prussia" after King of Prussia and the development it experienced in the 1990s. Development at the Morgantown area may also have been induced by the potential turnpike slip ramps at PA 23. This would result in a 20-minute commute from the Morgantown area into the Great Valley area.

## Public Transit Service

All three Amtrak stations in Lancaster County are being improved.

## Goods Movement Planning

LCPC participates in the regional goods movement forum and has provided $5 million of CMAQ funding for Norfolk Southern's Dillerville Yard expansion/relocation project.

## Environmental Studies and Programs

Water: Lancaster County is currently developing a Water Resources Strategy as an element of the Lancaster County Comprehensive Plan, and it will focus on infrastructure, stormwater management, and water quality and quantity issues.

Natural Areas: Lancaster County completed a comprehensive update to its Natural Areas inventory in 2009, which identified key preservation, conservation, and restoration and recreation areas. A large amount of the county's significant natural areas are located along its borders.

Historic Preservation: Lancaster County completed a Cultural Heritage element of the County Comprehensive Plan in 2006. The Plan identifies key goals and objectives for preserving the county's unique community character. Additionally, Lancaster County established a County Byway program that is working with the PA 23 and PA 741 corridors as initial pilot programs.

## Planning and Preservation Efforts

Smart Growth: Lancaster County updated its Growth Management Plan, *Balance*, in 2006. In addition to continuing to the urban growth concept, the plan focuses on an urban and rural strategy designed to achieve and sustain Lancastrians' vision of a balanced community, where urban centers prosper, natural landscapes flourish, and farming is strengthened as an integral component of our diverse economy and cultural heritage.

Tourism: Lancaster County adopted a Strategic Tourism Development Plan as an element of the County Comprehensive Plan in 2005. The Plan focused on the establishment of Tourism Development Areas and Corridors to focus limited resources in areas most appropriate for the continuation of sustainable tourism development. Additionally, the county facilitated a plan for the Route 30 Corridor in eastern Lancaster County.

## Team PA Economic Development Activities

Stay Invent the Future: Initiative to retain young, skilled workers to come and remain in Pennsylvania.

Computerized Database of Vacant/Available Commercial and Industrial Space: DVRPC inventory now on the DVRPC website.

# Lehigh Valley Planning Commission

## Transportation/Land Use Corridor Projects

PA 309: In the Quakertown area is a multiple intersection problem, not a congestion problem. This road intersects with I-78, which experiences heavy traffic volumes from the east and west.

PA Turnpike: The Lehigh Valley Interchange of the Northeast Extension has allowed for decreased driving time to and from the Philadelphia region to Allentown. Both residential and commercial growth are occurring near the interchange. A majority of the traffic build-up is occurring in Montgomery County rather than Lehigh County.

I-78: East to West corridor. Growth is occurring outward toward western New Jersey and moving toward the Easton and Bethlehem areas. The growth pressures for Bucks County and the Lehigh Valley are not along the same corridors.

Route 22/222: Growth occurring toward Berks County, but not moving toward the DVRPC region.

PA 33: Connection from the Stroudsburg area to I-78 has been completed.

## Public Transit Service

Quakertown Rail Restoration Study: Assessed the prospects for restoring passenger rail service to Allentown/Bethlehem from Philadelphia. The study showed that there would be little ridership and high capital cost. Lehigh Valley's strong commute pattern is to New York City, not Philadelphia.

Interregional Bus Service: Provided by Carl R. Beiber Tourways, Greyhound, and Susquehanna Trailways. Commuter Bus service to 30th Street Station, Philadelphia, was operated as a pilot program. However, the service was stopped given very low ridership.

LANTA (Lehigh and Northampton Transit Authority): Fixed-route intraregional bus system. Improvements have recently been made to Route 22 that will increase service for high-priority routes and express bus service.

## Goods Movement Planning

CSX Transportation and Norfolk Southern Corporation: Rail capacity was restored following the closing of the Bethlehem Steel Corporation plant.

Truck Issues: A multimodal truck-train transfer is being studied at Bethlehem Steel. A majority of the truck traffic has been relocated from Route 22 to I-78 and PA 33.

## Environmental Studies and Programs

Clean Air Nonattainment Status: Marginal Area.

**Highest Priorities for the Lehigh Valley**

Route 222 and the I-78 Interchange at Bryansville, which will include relocating sewer connections.

Bethlehem/Easton/Allentown downtown accessibility.

Route 22 widening. This is a long-term project, although the first phase has been completed.

Small localized projects.

# North Jersey Transportation Planning Authority

## Transportation and Land Use Corridors

Route 1: Heavy congestion on east-west roads that cross the corridor.

Route 1 Penns Neck Area: EIS to address mobility issues around Washington Road and Harrison Street.

NJ 31 at CR 518: Safety and operational improvements at intersection, including construction of one through lane and an exclusive left-turn lane at all four approaches. There are truck restrictions.

Route 202: Heavy congestion; Transit is being looked at as an alternative.

Route 130: Study conducted by consultants Parsons Brinckerhoff and Tony Nelesson. North to South Corridor.

NJ 92: Opposition in Mercer County because of impacts. Penns Neck Bypass has more support. This highway issue is on the agenda of the Central New Jersey Transportation Forum.

Central New Jersey Transportation Forum: Led by DVRPC, working with NJTPA, stakeholders, municipalities, and county government officials from the Route 1 corridor area. Meet quarterly to discuss cross boundary issues that are affecting this corridor.

Seasonal Traffic: Seasonal traffic on the state's major highways, such as the Garden State Parkway and the NJ Turnpike, create congestion problems during peak-hour traffic on weekends in the summer months.


## Public Transit Service

Increasing rail service into Manhattan remains a top priority, even though the Access to the Region's Core project, which would have constructed an additional Trans-Hudson rail tunnel, was cancelled.

West Trenton Line: Study being conducted to reactivate service from Trenton to New York. Study has been put on hold. Some towns have supported the connection (Hopewell, Montgomery, and Hillsborough). This proposed rail service would also connect to the Raritan Valley Line. Monmouth-Ocean-Middlesex (MOM) Rail Line: Study being conducted to use existing Conrail freight tracks for passenger service that will connect with the Monmouth Junction and the Northeast Corridor Line. Revised Environmental Impact Statement (EIS) is on NJ Transit's website. Includes enhanced bus service on Route 9.

Bus Rapid Transit (BRT) alternative: Another Central New Jersey Transportation Forum initiative is studies being conducted to determine viability of BRT in the area. The Greater Mercer TMA will examine BRT technology and right-of-way issues in Central Jersey. The study will include forecasted BRT ridership and its potential impact to alleviate traffic congestion. There is an associated feeder bus service that will connect to Hightstown and Lawrenceville.

## Goods Movement Planning

Port Inland Distribution Network (PIDN): Study being conducted to alleviate cargo truck traffic. Six South Jersey locations are being considered as inland container terminals for cargo shipped to North Jersey. Cargo would be shipped on smaller barges around Cape May and the Delaware River.

New Jersey Turnpike: Trucks seek alternative routes due to toll increases and lack of truck stops and other amenities. New growth and warehousing around Interchange 8A and vicinity.

NJ 31 and NJ 179: Experience high volumes of truck traffic. Hunterdon County is leading the study team.

Port of New York and New Jersey: Open five days a week. Heavy truck volumes. Study will look toward DVRPC region for relief.

1-78: Jamesburg and New Brunswick Area travel west along this road.

## Environmental Studies and Programs

Clean Air Nonattainment Issues: Severe Nonattainment Area (NY).

Protected Lands Inventory: Future expansion to all adjacent DVRPC counties Crosswicks Watershed Management Area 20 (Mercer, Monmouth, Ocean, and Burlington): information gathered as part of watershed plan. Project timetable reduced to two years from four.

Goal Oriented Zoning (GOZ) Building Analysis: Computer program created by the Regional Planning Partnership that shows build-out impacts with respect to water quality and pollution. Also shows impacts if best zoning practices are implemented.

East Coast Greenway: Along Delaware and Raritan Canal, from New Brunswick to Trenton.

Cape May to High Point Trail: Primarily on-road. Bikeway workshops for the Bicycle and Pedestrian Master Plan. This is a state initiative.

River to Bay Greenway (Camden, Burlington, and Ocean counties): 70 miles from Delaware River to Barnegat Bay, linking existing and proposed open space. To be done through the Trust for Public Land.

NJ 29 Scenic Byway (Stockton to Frenchtown): Acquisition of scenic easements and land in viewshed of NJ 29 Scenic Byway, through partnership with New Jersey Green Acres Program.

## Infrastructure Planning

Sewer: Limited service in the Pinelands Area.

Water: Aquifer recharge and salt intrusion.

# New York Metropolitan Transportation Council

## Transportation and Land Use Corridors

Tappan Zee Bridge/I-287 Corridor:
EIS is currently underway for this corridor, which includes the Tappan Zee Bridge and extends for 30 miles from the I-287/I-87 interchange in Suffern, New York, to the I-287/I-95 interchange in Port Chester, New York. The study will identify and evaluate alternative proposals to address identified transportation needs for the corridor, while taking into account the structural needs of the Tappan Zee Bridge, as well as other existing New York State Thruway infrastructure.

Staten Island Expressway:
A recently completed major investment study identified current and future transportation problems and recommended an intermodal range of alternatives within the Staten Island Expressway/Gowanus Expressway corridor (I-278) from the New Jersey Turnpike to the Brooklyn-Battery Tunnel. These included bus prioritization and interchange improvements.

Goethals Bridge Replacement Project:
The Goethals Bridge provides a key link in this gateway between northern New Jersey and Staten Island. Following the Final EIS, a preferred alternative was selected that consists of a cable-stayed replacement bridge on an alignment south of the existing bridge and removal of the existing bridge after construction of the new bridge.

I-84 Study:
Looking at improving capacity on Interstate 84 between the Connecticut State Line and Interstate 684 in Putnam County.

## Public Transit Service

With the cancellation of the Access to the Region's Core (ARC) project, various agencies in the region are looking at additional alternatives to increase rail capacity between North Jersey and Manhattan. Potential options include:

Penn Station Access
Extending MTA Metro-North Railroad's Hudson and New Haven lines to Pennsylvania Station on Manhattan's west side.

Express Bus Service Study
Pennsylvania, New York, and New Jersey study on improving commuter bus travel and frequency through bridge and tunnel crossings of the Hudson River between New Jersey and Manhattan.

West of Hudson Study
Enhancing commuter service in the Port Jervis Line corridor and instituting transit access improvements to Stewart International Airport in Orange County.

High-speed Rail
Improving intercity rail service in the Empire Corridor.

PATH Improvements
Modernizing the Port Authority Trans-Hudson (PATH) rail system between New Jersey and Manhattan.

## Goods Movement Planning

Cross Harbor Freight Movement Project:
EIS is underway with the focus on a rail freight tunnel that could be built under the New York Harbor to link the nation's rail system ending in New Jersey with existing rail lines east of the Hudson River.

Improving multimodal access to the region's port facilities and airports.

Improving the region's multimodal goods movement and distribution system.

Update of NYMTC's Regional Freight Plan: about to begin.

## Environmental Studies and Programs

Clean Air Nonattainment Issues: Severe Nonattainment Area.

# South Jersey Transportation Planning Organization

## Transportation/Land Use Corridor Projects

NJ 55: High traffic volumes and growth pressures. This four-lane limited-access highway passes through the urbanized areas of Cumberland County-Millville and Vineland. Pittsgrove Township in Salem County could be a possible area for increased growth and development due to the interchanges at NJ 55. Industrial growth could occur at the NJ 42/55 interchange as well.

Route 30: Two-lane,east-west route that is used as both a local and regional route to Atlantic City. Camden County is conducting a transportation and economic development study for its portion of Route 30. Growth has occurred in areas such as Hammonton, Egg Harbor Township, and Galloway.

Atlantic City Expressway (ACE): Major expressway to Atlantic City from Philadelphia area, carrying local and regional travelers.

I-295: North-south limited-access expressway that runs parallel to the New Jersey Turnpike. Salem County has experienced increased growth, with a majority of its residents traveling to Philadelphia or New Castle County, Delaware for employment.

Route 322: East-west route that runs parallel to the Atlantic City Expressway and provides the region an alternative to the ACE and Route 30. Connects Pennsylvania with Atlantic City and other shore communities, passing through urbanized areas such as Hammonton.

NJ 47: Parallels NJ 55 and connects Gloucester County with Cumberland and Salem counties.

Route 130: Connects Trenton with Salem County, providing access to the Delaware Memorial Bridge.

NJ 45: Connects Gloucester County with Cumberland and Salem counties.

NJ 40: Traverses the southeastern portion of Gloucester County, connecting it with Cumberland County.

Cross-County Connection: Only TMA that serves the SJTPO region.

Route 206: Hammonton to Trenton travel demand (2-lane highway).

Route 9 (Garden State Parkway): Multimunicipal transportation corridor plans. New territory for SJTPO.

Seasonal Traffic: Season traffic on the state's major highways, the Garden State Parkway, and the Atlantic City Expressway create congestion problems during peak hours on the weekends in

the summer months. SJTPO is studying the impact of seasonal traffic that originates from inside and outside our region on the entire SJTPO network of transportation assets.

## Public Transit Service

Atlantic City Line (NJ Transit): Connects Atlantic City and Philadelphia, Pennsylvania.

EZPASS: This system has been installed throughout New Jersey and allows accessibility to and from the Delaware Valley region.

NJ Transit Bus Routes: Connect Gloucester and Camden counties and Philadelphia to the SJTPO Region.

NJ Transit: A proposed Cape May Transit line. The proposed rail service would extend from Tuckahoe to Cape May. Winslow (Camden County) could connect to it via the Atlantic City Rail Line.

SJTPO has interest in the possible expansion of rail service, including a possible expansion of the proposed Glassboro–Camden Line into Cumberland County.

## Goods Movement Planning

PIDN Study: Salem County studied as possible relief port for Port of New Jersey/New York. The Port of Salem has been designated part of the New Jersey Maritime Highway.

The South Jersey Port and Freight Study was completed by NJDOT in 2010.

## Environmental Studies and Programs

Pinelands Commission and Area: Provides for preservation of a large part of the SJTPO area.

Clean Air Nonattainment Issues: SJTPO is part of the 18-county Philadelphia-Wilmington-Atlantic City Moderate Ozone Nonattainment Area.

Emergency Evacuation Planning: Salem Plant, "Emergency Mobility Study" involves 2025 modeling for a hurricane event.

SJTPO is studying coastal evacuation in FY 2011.

## Infrastructure Planning

Sewers: Lack of sewers in SJTPO area.

## Economic Development Activities

Areas of Municipal Distress: Vineland.
This may understate the economic distress for this region. To attain more recent designation of economic distress, SJTPO consulted the FHWA Planning Environment & Realty webpage. This webpage designates Economic Distress based on the county level, not municipal level. There are 28 counties in the area covered by the four MPOs of WILMAPCO, DVRPC, SJTPO, and NJTPA. A total of eight counties in this area are designated by the above website as economically distressed. There are four of these economically distressed counties in the SJTPO area. In fact, these counties (Atlantic, Cape May, Cumberland, and Salem) constitute the entire SJTPO area.

Corridor Development: NJ 55, NJ 45, and NJ 47.

Rural Economic Development: No major issues at present.

Economic Development Study: Route 9 (Garden State Parkway).

# Wilmington Area Planning Council

## New Initiatives

Livability: This year WILMAPCO has championed the submission of two federal grants that would spur the redevelopment of underutilized places in our region. The first is the redevelopment of the Newark train station area, the second the redevelopment of the Eastern Corridor in the industrial northeast of our region.

Sustainable Communities: Our involvement working toward sustainable communities has increased markedly and is exemplified by the partnerships we have built around the Safe Routes to School Program (SRTS).  We have acted as the pivot agency in three such programs in the Wilmington region, and will continue to engage new schools and communities during the next decade. Partnerships built around our SRTS programs include: Nemours Health and Prevention Services, the HOPE Commission, local schools, and neighborhood associations.

Energy Use and Climate Change: We have joined with the EPA and other MPOs in the Mid-Atlantic region to coordinate efforts around environmental sustainability. In Delaware, WILMAPCO participated in the update of the state's Energy Plan and aims to work with our partners to develop a greenhouse gas emissions inventory for the region in the coming years.

WILMAPCO has also begun assessing the vulnerability of our transportation infrastructure to sea-level rise. The study will paint a broad picture of the sea-level rise impacts that our transportation infrastructure may face. Highway and rail segments that risk inundation within identified clusters will be flagged, along with a regional impact profile.

## Transportation/Land Use Studies and Projects

Transit-Oriented Development: WILMAPCO is addressing the issue of community livability by developing new partnerships while conducting transportation studies and Transit-Oriented Development (TOD) plans that are centered on train service. In the past few years, WILMAPCO has worked on numerous TOD studies and train station plans for communities that were reliant on local partnerships to shape new development and create more livable communities. These include the Elkton TOD Study, the Claymont Train Station Improvement Plan, and the Newark Train Station Feasibility Study. WILMAPCO has been asked by the town of Newport, Delaware, and the Delaware Transit Corporation (DTC) to study the feasibility of reopening Newport's closed train station and assisting the town to create a TOD district that will support the new station.

Mixed-Land Use Model: DelDOT and WILMAPCO established a workgroup with the purpose of creating a fair and consistent procedure to assess (through Traffic Mitigation Agreements) the benefits and impacts of mixed-use development. Using two major study efforts underway, model

comparisons were performed and applied on six approved or proposed mixed-use developments statewide. A sensitivity analysis was conducted to identify the most sensitive input. WILMAPCO will wait for TRB to decide on changes to the ITE Manual, and then begin to utilize both models where appropriate with interested agencies.

## Goods Movement Planning

Megaregion Freight Analysis: The University of Maryland's National Center for Smart Growth is spearheading the development of a multiagency freight model. This megaregion effort would capture freight traveling through multiple regions and will create consistency in the MPO's and DOT's model inputs and outputs across these neighboring jurisdictions. WILMAPCO and DelDOT jointly support this effort and will work collaboratively with other agencies involved, including data sharing.

Port of Wilmington Truck Parking Study: WILMAPCO, DelDOT, and the Port of Wilmington are conducting a study on truck traffic relating to port operations, particularly in the areas outside of the port, along Terminal Avenue and Pigeon Point Road. The study will also attempt to identify a truck parking area outside of the port property to alleviate back-ups and to free up approximately three to four acres of port property for other operations. In addition, the study will forecast future truck levels serving the Port of Wilmington and determine what other transportation improvements will be needed to keep the port competitive.

## Regional and Local Transit

Downstate Intercity Passenger Rail Service: We are coordinating with DelDOT and DTC on a study funded by the federal High Speed Intercity Passenger Rail fund to examine the need for service between the Northeast Corridor and Dover, with an extension to Ocean City, Maryland. There have been requests for this service, and as the Delaware/Maryland areas grow, there will be increased demand for rail service to get to and from major metropolitan centers. This study follows a 2005 Track A Feasibility Study.

Amtrak Northeast Corridor: We are continuing to lead efforts to promote passenger service in our region's "Commuter Rail Gap," a 20-mile stretch of track between Perryville and Newark absent of local train service. This seems the single most pressing transportation problem that the Wilmington region faces. Partnering with MDOT, DelDOT, Norfolk Southern, and Amtrak, we are conducting a study to determine the benefit of adding an extra rail track to this corridor, which would benefit from the addition of service.

SEPTA/MARC: Rail service to and from Philadelphia to stops in Delaware have increased dramatically in the last few years, and those gains have remained steady. Funding has been programmed to purchase two rail cars that will enable more trips to run between Philadelphia and Newark. Ridership at the Perryville station on MARC's Penn Line has also been bolstered.

Wilmington Transit Hub: WILMAPCO is working with the state, DelDOT, DTC, the parking authority, developers, and other stakeholders to relocate the Downtown Wilmington transit hub. This project was submitted for a federal grant, but was not awarded. We will continue to look for other means of funding. This proposed site would be serviced by buses that connect to the Amtrak train station for regional rail service.

## Other Planning Studies and Issues

Regional Air Quality Conformity Assessment: We are part of a 13-county, four-state nonattainment area, which presents several challenges. WILMAPCO's region has met the three-year federal $PM_{2.5}$ standard during the 2004 to 2006 period. Unfortunately, New Castle County cannot be redesignated until all stations in the Philadelphia metro region meet the standard.

Airport Intermodal Planning: There are potential improvements to the intermodal facilities and services within the State of Delaware, particularly with airports. There is an opportunity for public-private investment in multimodal infrastructure, as well as the potential to incorporate access to state airports in public transit as a factor in decision-making.

BRAC: Changes at the Aberdeen Proving Ground (APG), a few miles south of the WILMAPCO region in Harford County, will have major impacts extending to our region. During FY 2007, WILMAPCO signed on as a Strategic Partner in the Chesapeake Science & Security Corridor Coalition, which is made up of all counties within approximately 100 miles of the base. Through this partnership, WILMAPCO has been working to prepare for the transportation needs of incoming employees and their families and new jobs.

East Coast Greenway: New Castle County has made solid progress building its segment of the East Coast Greenway. Though only a few links have been constructed in Cecil County, over half of the planned greenway in New Castle County is complete. WILMAPCO serves on the Delaware East Coast Greenway Alliance and continues to work with partners to complete the segments through the state.

Interregional Report: In 2008 WILMAPCO completed an update to the 2004 Interregional Report. The study area covers 28 counties across 10 planning organizations. This update looked at demographic and travel changes, freight movements impacting the WILMAPCO region, volume to capacity ratios, regional transit service, and other transportation system elements. The report also identified seven key corridors that could benefit from multistate, multiregion investments in infrastructure.

# Survey Results

# Planning at the Edge Forum Survey

**1) Are you interested in continuing to participate in the *Planning at the Edge* Forum?**

    **_8_ Yes**

    **___ No**

**2) If you are not interested in participating regularly, what keeps you from attending meetings?**

    **_2_ Not enough staff to send to a meeting**

    **_2_ Too great a distance to travel**

    **___ Not interested in the agendas**

    **___ Find little value in the forum**

**3) What topics or issues would most interest you?**

    **_6_ Project-specific (i.e., I-95, Amtrak Northeast Corridor)**

    **_5_ New areas of focus, such as climate change or local food systems**

    **_6_ Regulatory areas, such as long-range plans, CMP, or air quality conformity**

    **_3_ Smart Growth/plan implementation**

    **_7_ Others: freight, safety, corridor/local area studies, transportation funding**

    **Please list: Funding and highway reconstruction/rehabilitation/ resurfacing/restoration projects; Funding for projects across multiple jurisdictions that promote sustainability; Freight and transportation funding.**

**4) What type of format should the meetings have?**

    **_5_ Workshop style conducted by an expert in the field**

    **_3_ Presentation by staff of work conducted by an MPO**

    **_1_ Other**

    **Please list: Exchange by all MPOs about how they are approaching specific issues such as identify highway reconstruction/rehabilitation/resurfacing/restoration projects and collecting data for the Congestion Management Process.**

**5) How often should meetings be held?**

      **_1_ Quarterly**

      **_3_ 2 to 3 times a year**

      **_4_ As needed**


**6) Where should meetings be held?**

      **_1_ Rotated among each MPO**

      **___ Rotated along the I-95/Amtrak NE Corridor (WILMAPCO, DVRPC, NJTPA)**

      **_2_ DVRPC**

      **_5_ Conducted as a webinar**


**7) Should membership expand to include other planning organizations such as the Regional Plan Association, SmartPlan NJ, and 10,000 Friends of Pennsylvania?**

      **_1_ Yes**

      **_2_ No**

      **_5_ Add them informally via mail and related information**


**8) Please share any other comments below.**

      **Sessions should be about how MPOs can solve problems shared by the MPOs or how they can meet MPO requirements.**

      **How does _Planning at the Edge_ fit in with the new Mid-Atlantic Regional Learning Network Initiative?**

      **Our problem is not lack of interest. We are down to 15 staff members. We just don't have the staff hours to spend at meetings other than our own. We try to select information situations that have a direct relationship to projects we have going on in our office.**

**Abstract:**   This study summarizes interregional issues and projects identified through DVRPC staff outreach to adjacent metropolitan planning organizations and counties with the goal of achieving cooperative solutions. The report is an adjunct to the *Planning at the Edge* Forum, which initiates discussion on proposed coordination, communication and cooperation techniques, issue and project priorities, and other potential collaborative activities. Tables and maps that summarize county-level demographic information for the broader study area are included in the report. Examples of successful formal, informal and ad hoc interregional cooperation initiatives are also summarized.

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