



FY2015

DELAWARE VALLEY
dvrpc
 REGIONAL
 PLANNING COMMISSION

JANUARY 2014

Planning Work Program





The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy.

We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



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

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

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.

FY2015

Planning Work Program

DVRPC MEMBER GOVERNMENTS

COMMONWEALTH OF PENNSYLVANIA

STATE OF NEW JERSEY

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

NEW JERSEY DEPARTMENT OF TRANSPORTATION

PENNSYLVANIA GOVERNOR'S POLICY OFFICE

NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS

BUCKS COUNTY

BURLINGTON COUNTY

CHESTER COUNTY

CAMDEN COUNTY

DELAWARE COUNTY

GLOUCESTER COUNTY

MONTGOMERY COUNTY

MERCER COUNTY

CITY OF CHESTER

CITY OF CAMDEN

CITY OF PHILADELPHIA

CITY OF TRENTON



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DVRPC Mission Statement

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

January 23, 2014

On behalf of the Delaware Valley Regional Planning Commission, we are pleased to present the Fiscal Year 2015 Planning Work Program as adopted by the Board of Commissioners on January 23, 2014.

This document details work to be completed by DVRPC and our member governments during FY 2015, which begins July 1, 2014, and extends through June 30, 2015. This year's program includes work mandated by the federal laws MAP-21 and the Clean Air Act Amendments (CAAA), as well as high-priority local and regional initiatives, as identified by the DVRPC Board.

DVRPC's mission is to define a vision for the sustainable growth of the region and work to implement that vision through our planning activities and technical and financial assistance. Key issues for the Commission in FY 2015 include the safety and security of the transportation system, increasing the efficiency and operations of our roads and transit systems, promoting growth and revitalization in our older communities, protecting our air, land, and water resources, and continuing to support programs that will integrate transportation, land use, the environment, and economic development. An important challenge for the Commission in FY 2015 will be to continue implementing the goals of our long range plan, *Connections: The Regional Plan for a Sustainable Future*.

The Commission believes that the FY 2015 work program responds to changing planning and critical issues identified by the leadership and citizens of the region, and will continue to lead the way toward a brighter future. Your comments and suggestions are invited.

James Simpson
Chair

Barry Seymour
Executive Director

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**ADOPTION OF THE
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2015 PLANNING WORK PROGRAM**

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

1. Approves and adopts the Fiscal Year 2015 Planning Work Program (UPWP), consisting of the Regular DVRPC Planning Work Program, the Supportive Regional Highway Planning Program and the Transit Support Program, as recommended by the Board Work Program Committee; and
2. Approves the actions to amend or modify the FY 2014 TIP for New Jersey (NJ14-12) and the FY 2013 TIP for Pennsylvania (PA13-64) as required.
3. Authorizes and directs Barry Seymour, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2015 Planning Work Program with appropriate funding agencies and to prepare, execute and file the required applications and negotiate and execute the necessary contracts and grant agreements, and modifications thereto, on behalf of the DVRPC with and in the form required by a local government, operating agency, state agency, or Federal agency to aid in financing the work described in the approved and adopted Fiscal Year 2015 Planning Work Program; and
4. Authorizes and directs Barry Seymour, Executive Director, to execute and file with such applications, contracts and agreements, such assurances as may be required or any other document concerning compliance with Title VI of the Civil Rights Act of 1964 and all other pertinent directives and requirements thereunder; and
5. Authorizes and directs Barry Seymour, Executive Director, to set forth and execute Disadvantaged Business Enterprise policies and establish and administer procedures as may be required to ensure utilization of disadvantaged businesses to the maximum extent feasible in connection with the procurement needs of the projects described in the adopted Fiscal Year 2015 Planning Work Program; and

6. Designates Barry Seymour, Executive Director, as the authorized representative of the Commission, to provide such additional information, documents and certifications as may be required in connection with all matters pertaining to any application, grant agreement or project contained in the Fiscal Year 2015 Planning Work Program; and
7. Authorizes and directs Renee Wise, Recording Secretary, to impress the official seal of the Commission and attest same on all documents as may be required.

Adopted this 23rd day of January, 2014
by the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY14-004.



Renee Wise, Recording Secretary

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FY 2015 PLANNING WORK PROGRAM

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CHAPTER 1



Introduction

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2015 PLANNING WORK PROGRAM

CHAPTER ONE

INTRODUCTION

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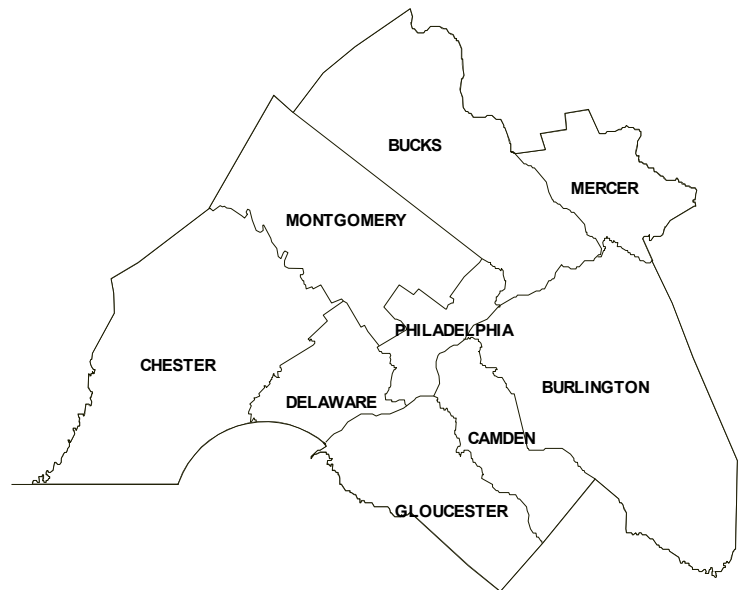
DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Fiscal Year 2015 Planning Work Program

INTRODUCTION

The Fiscal Year 2015 Planning Work Program for the Delaware Valley Regional Planning Commission incorporates the planning programs and support activities of DVRPC and its member governments within the nine-county DVRPC region for the period July 1, 2014 through June 30, 2015. The Work Program is developed annually by the DVRPC Board with its planning partners to reflect the region's short-range planning needs.

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



DVRPC's mission is to unite the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy.

DVRPC emphasizes technical assistance and services and conducts high priority studies for member state and local governments, while determining and meeting the needs of the private sector. Five principal emphasis areas were identified to direct the development of the DVRPC Planning Work Program, including work in FY2015. These areas are:

- Explore local transportation funding opportunities to supplement state and federal funding;
- Facilitate shared services among local governments in the Delaware Valley region;
- Maintain, continue, and enhance the intergovernmental process to ensure coordinated regional development, resolution of regional issues and the provision of technical assistance to our member governments and the region's transportation operating agencies;
- Continue implementation of the *Connections 2040* long-range transportation, growth management, and community development plan for the region, which provides the blueprint for where to focus further planning activities and investments; and
- Enhance the sharing of technology and information collection to ensure that pertinent information is readily available to the region's governments, transportation agencies and decision makers.

MAP-21 & CAAA

As the federally designated metropolitan planning organization (MPO) for the region, DVRPC must respond to the planning requirements of two federal laws: Moving Ahead for Progress in the 21st Century (MAP-21) and the Clean Air Act Amendments of 1990 (CAAA). MAP-21, adopted in 2012, continues the regional transportation planning programs first advanced in ISTEA, TEA-21 and SAFETEA-LU. However, MAP-21 will expire on September 30, 2014, and the content and level of funding in its successor are unclear at this time.

Under MAP-21, certain highway and transit funds are to be administered by a region's MPO, and the MPO is a partner in the planning for the use of all transportation funds. MAP-21 also requires the MPO to produce and oversee a Transportation Improvement Program (TIP), the region's short-range investment plan, which must be consistent and serve to implement the region's long-range plan. The TIP prioritizes all of the Delaware Valley's transportation related projects within the constraints of federal funding that Pennsylvania and New Jersey can reasonably expect to receive within four years.

MAP-21 identifies eight national performance goals that must be considered in the metropolitan planning process:

- Economic Vitality
- Safety
- Security
- Accessibility and Mobility of People and Freight

- Environmental and Energy Sustainability and Planning Consistency
- Enhanced Integration and System Connectivity
- Efficient System Management and Operation
- Preservation of the Existing System

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

Comprehensive Planning and Other Programs

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

DVRPC also responds to the needs of other partners, including state and federal agencies, operating authorities, non-profit foundations and organizations, and the private sector. Consequently, DVRPC annually undertakes a number of special projects funded under a variety of programs to address pressing regional issues. DVRPC continues to implement programs like Classic Towns of Greater Philadelphia, which is aimed at growing, revitalizing, and supporting the region's older suburbs and urban neighborhoods; coordination with the region's environmental protection and open space organizations and reporting on the region's locally funded open space programs; and continuing food system planning and coordination activities. Previously, in conjunction with the New Jersey and Pennsylvania Departments of Transportation, DVRPC prepared the

Smart Transportation Guidebook for Pennsylvania and New Jersey. The award-winning guidebook proposes to manage capacity by better integrating land use and transportation planning. The principles and concepts included in the guidebook have been applied in subsequent multi-municipal corridor studies, as well as follow-up implementation analyses, such as the US 30 corridor in Philadelphia, Montgomery, and Delaware counties and the US130/US 206 corridor in Burlington County. DVRPC continued involvement in PennDOT's Linking Planning and NEPA initiative activities, meetings and program tasks. DVRPC also continued energy and climate change initiatives that included coordination and facilitation, analyses, management tool development and technical assistance to local governments.

In FY 2014, staff continued essential work to complete and attain the Board's July adoption of the *Connections 2040* Plan: defining growth areas, centers and environmentally sensitive areas; tracking progress toward reaching long range goals; revising the transportation project selection process; and analyzing available funding for transportation project implementation. Complementary and supportive initiatives continued, including planning for energy efficiency in municipal operations, working with partners to plant trees in areas with low tree canopy, advancing transportation operations and safety projects, assessing other MPO's long range plan processes and approaches toward local implementation, and responding to many other needs of DVRPC's member governments and agencies.

Agency Roles and Responsibilities

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

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

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

in DVRPC's TIP.

The state DOTs have the lead responsibility for developing the statewide management systems and tools provided for in MAP-21. Development of these systems involves extensive consultation with DVRPC and other MPOs. These systems help DVRPC to identify transportation needs and recommendations for addressing them.

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

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

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

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

DVRPC's Working Committees

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

- **The Regional Technical Committee (RTC)**, which serves as an advisory unit, reporting to the DVRPC Board, in reference to: (1) Transportation Planning consisting of a long-range element and a short-range element; (2) the Transportation Improvement Program; (3) the Transportation Planning Work Program consisting of the DVRPC Work Program; (4) all other transportation planning as directed by the Board; and (5) other functional planning projects and programs related to the Long Range Plan and the Work Program.
- **The Public Participation Task Force (PPTF)** The DVRPC Board acted in October, 2011 to replace the Regional Citizens Committee with a Public Participation Task Force composed of appointed members, as well as citizens at large, who will be selected through an application process. The mission of the task force is to provide access to the regional planning and decision-making process, to review timely issues, and to advise on public outreach strategies.
- **The Delaware Valley Goods Movement Task Force (DVGMTF)**, which was established to maximize the Delaware Valley's goods movement capability by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy. It advises the DVRPC Board on all goods movement issues, studies and projects.
- **The Information Resources Exchange Group (IREG)**, which provides a forum for the exchange of ideas, practices and experiences among regional data managers.
- **The Regional Community and Economic Development Forum**, which facilitates the various economic development, land use and housing agencies in the region to work together on issues of regional importance, fosters greater cooperation between agencies, and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community.

Planning at the Edge, a committee which addresses inter-regional issues and projects identified through DVRPC staff outreach to adjacent metropolitan planning organizations and counties with the goal of achieving cooperative solutions. The committee initiates discussion on proposed coordination, communication and cooperation techniques across regional boundaries.

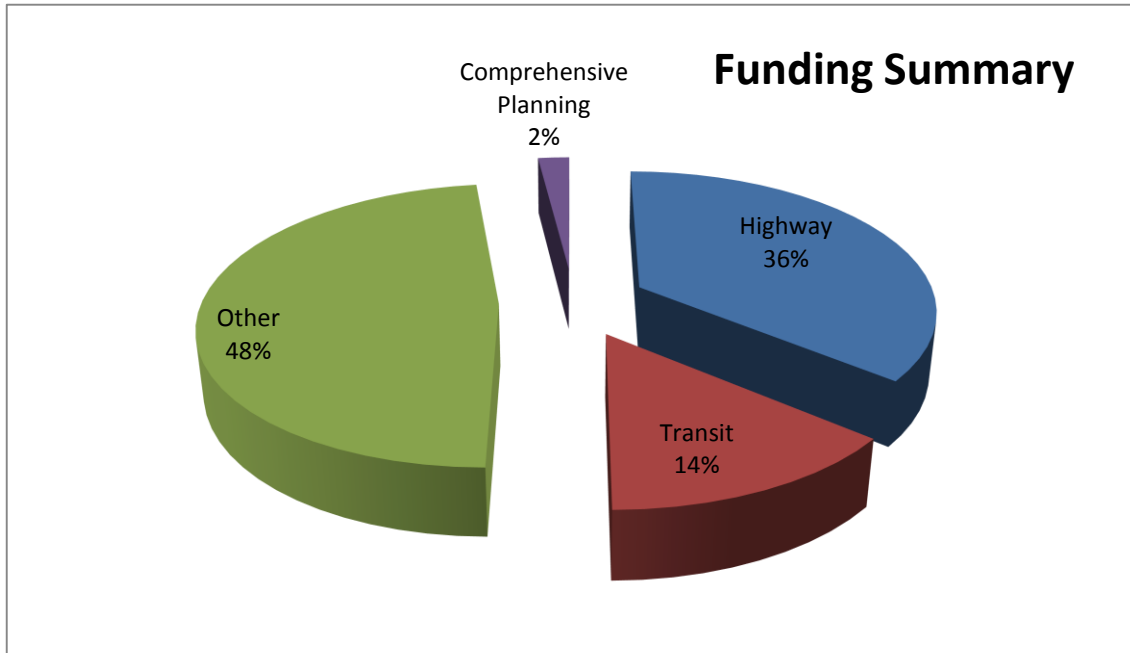
The Regional Aviation Committee (RAC), which provides technical and policy guidance concerning regional airport systems to the states, DVRPC and the Federal Aviation Administration.

The Regional Safety Task Force (RSTF), which is an interdisciplinary team of safety stakeholders/professionals that offers guidance and direction to the Commission's safety conscious planning program. The focus of the task force is diverse and addresses all users and operators of the transportation network, as well as all modes.

The Transportation Operations Task Force (TOTF), which is the focal point of regional ITS and operations coordination. The Task Force is a forum for agencies to share information on ITS deployments, develop a consensus on regional operations issues, and respond to federal and state initiatives. It has the ability to establish subcommittees to tackle specific issues as they arise. As a technical-level group, it directs DVRPC's ITS and Operations planning activities that in turn support the Task Force.

FY 2015 Program Budget

The total budget for the FY 2015 Planning Work Program is **\$24,910,446**, an increase of **\$869,436** from that contained in the FY 2014 Planning Work Program. Table A, *Funding Summary* (see Page 21), shows DVRPC's funding by major source. Table B, *Project Funding* (see Chapter 2) shows the budget and funding for each project.



FY 2015 Programs and Projects

This Work Program continues the reorganized structure begun in FY 2008 which consolidated many related projects into program areas. Some initiatives remain as stand alone projects due to special circumstances. Each program's concept allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board's direction. The list below shows each of DVRPC's major program areas and their goals.

DVRPC Major Program Areas and Related Tasks

Technical Assistance to Member Governments

Ensure intergovernmental coordination, technical evaluation, and regional policy formulation on transportation issues, projects, and plans through monthly meetings of the Regional Technical Committee and quarterly meetings of the Regional Aviation Committee (including meeting minutes and pertinent presentations, research and technical assistance activities). Special studies and local asset inventory activities are also included.

RideECO Marketing

RideECO provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$130/month as of January 2013. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and their employer(s). All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators.

Regional Forum

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

Work Program Administration

Preparation of the Unified Planning Work Program includes negotiating program and project funding, monitoring progress throughout the year, and preparing and submitting required applications and contract documents. Administering the UPWP also includes preparing, administering and providing technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit supportive planning at the local level.

Environmental Justice

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

Regional Congestion Management Process

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

Transportation Operations

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

Corridor Planning

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

Regional Transit Planning Program

This program supports the conduct of transit planning studies, with project selections guided by our planning partners through the Regional Transit Advisory Committee (RTAC). Work includes evaluations of proposed services or facilities, corridor level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites or corridors. This program also supports DVRPC facilitation of federally-mandated coordinated human services transportation planning (CHSTP) functions.

Bicycle & Pedestrian Planning Program

This program promotes transportation facilities and land use decisions that support active modes of transportation to make walking and biking more safe, convenient, affordable, and attractive transportation options throughout the region. Projects emphasize stakeholder outreach, the development and sharing of new data resources using bicycle and pedestrian counters, and the conduct of analysis to develop appropriate, safe, and context-sensitive bicycle and pedestrian facilities and "complete streets" in communities throughout the DVRPC region. As an area of focus, this work includes an emphasis on Active Transportation and Active Places—the idea that those places where walking and biking (Active Transportation) are prevalent are good for the vibrancy and quality of life of a community (Active Places), and vice versa. With this integrated approach, communities gain health benefits, increased mobility, economic stability, and an overall sense of vibrancy.

Delaware Valley Freight Planning

This program is intended to maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight community and implementing a regional goods movement strategy in accordance with State DOT and MAP-21 guidance.

Transportation Safety and Security

This program supports the goals of DVRPC's Long-Range Plan, Regional Safety Action Plan, and the DOTs' Strategic Highway Safety Plan. It incorporates the transportation safety and security planning factors, as required by federal metropolitan planning regulations, into the transportation planning process, and seeks to improve the safety and security of the region's

transportation system, while maintaining acceptable levels of accessibility and efficiency. The program addresses transportation safety and security from a multi-pronged approach in which coordination and outreach are important factors.

Travel Monitoring

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

Smart Growth

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

Economic Analysis and Coordination

The Economic Analysis and Coordination program supports and fosters coordination and information exchange between the economic development and business community on one hand, and the transportation and land use planning community on the other. The program includes various economic analyses and reports and administration of the Regional Community and Economic Development Forum. It incorporates the voices of the economic development and business community into DVRPC's planning activities.

Strategies for Older Communities

Many of the region's oldest suburbs and boroughs face social and economic challenges due to aging infrastructure and disinvestment that are uncharacteristic of more affluent growing suburbs. At the same time, the older suburbs often lack the resources and attention available to the region's core cities to address these issues. This program will continue to convene forums for these municipalities to learn from outside experts as well as their peers, while also providing technical assistance.

Energy and Climate Change Initiatives

This program focuses the attention of local governments on developing policies and actions for reducing energy use and associated greenhouse gas emissions and adapting to predicted climate change impacts by providing leadership, coordination, and technical assistance on these issues.

Long Range Plan

The Long Range Plan program fosters and maintains a long range vision to guide development patterns and transportation investments in the region and identifies strategies to implement the vision. The program ensures that the region's transportation investments are linked to long-range land use, environmental protection, economic development, and transportation goals, while providing guidance and a policy framework for numerous other DVRPC programs.

Air Quality Planning

The Air Quality Planning program improves air quality in the region through coordination of intra- and interregional policies, public education and demonstration of transportation conformity of the region's long range plan and transportation improvement programs.

Environmental Planning

The Environmental Planning program promotes a clean and sustainable environment and implementation of *Connections 2040* by assisting in efforts to preserve the 2040 Greenspace Network and 2040 Conservation Focus Areas, and to complete The Circuit (Greater Philadelphia's regional trail network) for natural resource protection, agricultural preservation, outdoor recreational, and alternative commuting purposes.

Data Exchange and Analysis

This program facilitates the acquisition, organization, analysis, automation, and dissemination of available data sets to support all regional land use and transportation planning activities. This data includes (but is not limited to) newly released Census data products, residential building permit data, and Home Mortgage Disclosure Act (HMDA) data, as well as data for which DVRPC is a primary source, including the TIP, traffic counts, land use and aerial photography. Additional program tasks include maintaining DVRPC's regional online information network; coordinating with the Census Bureau; and administering the Commission's Information Resources Exchange Group (IREG).

Transportation Improvement Program (TIP)

This program area provides for transportation financial planning and capital programming for the DVRPC region. Staff will work with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program

(TIP) as well as the long-range plan. Serving as the facilitator for the region's stakeholders, DVRPC will both develop and maintain a regional DVRPC Transportation Improvement Program (TIP) for Pennsylvania and New Jersey, as mandated by federal regulations; identify and select transportation projects that address the needs of the region; advance the goals of the long-range plan; document modifications to the program; and provide information and documents related to those processes, funding, and capital programming issues. This information will be provided to stakeholders and the public via meeting materials and postings on the DVRPC website. DVRPC will undertake an extensive public participation program that responds to the requirements of MAP-21 and environmental justice concerns, as it relates to this project.

Transportation Asset Management Process

Greater and greater demands are straining the region's transportation system: increased congestion, more truck travel, growing population, aging infrastructure, higher customer expectations, and escalating construction and operating costs. These factors threaten the viability of our transportation system unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade existing assets. A more strategic and systematic process of operating, maintaining, upgrading, and expanding these physical assets is needed. By effectively refocusing business and engineering practices on life cycle costs and benefits, better resource allocation and utilization will result. Such an approach requires quality information and well defined objectives.

Travel and Land Use Modeling

The Travel and Land Use Modeling work program element is intended to develop, enhance, maintain, and apply DVRPC's Land Use, Travel Demand, and Air Quality Models in support of a wide variety of planning activities. Short and long-range regional, corridor, and facility planning studies require accurate socioeconomic, land use, and travel forecasts. Certification of the regional plan and planning process require up to date models that address federal regulations. The models that produce these projections and perform these analyses need to be validated and calibrated with current data. Furthermore, refinement and revalidation of DVRPC's land use, travel simulation, and mobile source emissions models are needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments. In addition to the studies performed by DVRPC, staff will also provide support and assistance under this program to DVRPC's consultants as they upgrade the land use and travel models and related software.

Competitive Program and Project Management

MAP-21, the current federal authorizing legislation for highways and transit, includes funding for nontraditional transportation projects such as multi-use trails, streetscapes, historic restorations, alternative fueled vehicles, and travel demand management, local highway and bridge projects, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. Three categories of federal funding that provide broad eligibility for these non-traditional and local transportation projects are: Transportation Alternatives, Congestion Mitigation and Air Quality and the Surface Transportation Program. TIP funds are also provided to the sub-regions through the Local Concept Development Program in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP)

Geographic Information Systems

A Geographic Information System (GIS) is an important planning tool that provides benefits to DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical projects. GIS is the integration of hardware, software, and data used to collect, store, analyze and display spatially referenced information. GIS allows planners to view and query spatial data and perform advanced analysis to discover relationships, patterns, and trends that support their planning activities. Visualizing information is an integral part of nearly every project, and GIS is highly utilized to create maps necessary for meetings and reports. Improving the accessibility of spatial data is critical to the continued success of GIS and tasks under this program will be coordinated with the Data Exchange and Analysis program.

Work Program Organization

The FY 2015 Planning Work Program is divided into six chapters. Chapter One serves as an introduction to DVRPC's operations and relationship to other transportation agencies in the Delaware Valley region. Chapter Two details the programs and projects which DVRPC will be undertaking during FY 2015. Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively, which are funded by DVRPC and carried out by its member governments and transit operating agencies. Chapter Five includes other projects to be carried out by member governments. Chapter Six includes high priority projects which could not be funded in FY 2015 for both DVRPC sponsored projects and those of its member governments. Additional funding would need to become available in order for these projects to be implemented. It also includes those planning efforts anticipated to be carried out by other transportation agencies to ensure coordinated transportation planning efforts. Within the framework of available financial and human resources, this work program effectively addresses the key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of the Delaware Valley.

Achievement of Long Range Plan Key Principles

The four key principles of the Long Range Plan serve as a framework for many of the projects and programs undertaken by DVRPC. The Work Program serves as an important implementation tool to achieve the future land use and transportation development vision that is set forth in the Long Range Plan. In an effort to highlight the connection between the Work Program and the Long Range Plan, a matrix (*Connections 2040* Long-Range Plan Key Principles) was developed that shows the linkage between these two core documents. Both primary and peripheral associations between the programs and the four key principles of the Long Range Plan are shown in the matrix. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the Long Range Plan.

Moving Ahead for Progress in the 21st Century (MAP-21)

The eight factors of MAP-21 must be considered in the MPO planning process for all projects and strategies. The Work Program serves as an important implementation tool to achieve the directives of MAP-21. In an effort to highlight the connection between the Work Program and MAP-21, a matrix (MAP-21 Projects and Strategies) was developed that shows the linkage between the Work Program and the current surface transportation act. Both primary and peripheral associations between the programs and the eight project and strategy areas are shown in the matrix. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the current Surface Transportation Act.

CONNECTIONS 2040 LONG-RANGE PLAN KEY PRINCIPLES

PROGRAMS	Create Livable Communities	Manage Growth & Protect Resources	Build the Economy	Establish a Modern Multi-Modal Transportation System
Regional Forum	●	●	●	●
Work Program Administration	●	●	●	●
Technical Assistance to Member Governments	●	●	●	●
Environmental Justice	●	●	●	●
Transportation Improvement Program	○	○	○	●
Competitive Program Project Management	○	○	○	●
Long-Range Plan	●	●	●	●
Regional Congestion Management Process	○	○	○	●
Transportation Operations	○	○	○	●
Corridor Planning	○	○	○	●
Smart Growth	●	●	○	○
Strategies for Older Communities	●	○	○	●
Bicycle and Pedestrian Planning Program	○	○	○	●
Regional Transit Planning Program	○	○	○	●
Delaware Valley Freight Planning	○	○	○	●
Economic Analysis and Coordination	○	○	●	○
Environmental Planning	○	●	○	○
Air Quality Planning	○	●	○	●
Transportation Safety and Security	○	○	○	●
Travel Monitoring	○	○	○	●
Data Exchange and Analysis	●	●	●	●
Geographic Information Systems	●	●	●	●
Travel and Land Use Modeling	○	○	○	●
RideCO Marketing	○	○	○	●
Energy and Climate Change Initiatives	○	○	●	○
Transportation Asset Management	○	○	○	●

● Primary Association ○ Peripheral Association

MAP-21 Projects and Strategies

PROGRAM AREAS	1. Economic Vitality	2. Safety	3. Security	4. Accessibility and Mobility	5. Environment and Energy	6. Integration and Connectivity	7. Efficient System Management/Operations	8. Preserve Existing Systems
Regional Forum	●			●				
Work Program Administration								
Technical Assistance to Member Governments				●	●		●	●
Environmental Justice	●		●	○	●			
Transportation Improvement Program	○	●	●	○	●	○	●	○
Competitive Program and Project Management	●			○	●			
Long-Range Plan	○	●	●	○	○	○	○	○
Regional Congestion Management Process	●	●	●	○	●	○	○	
Transportation Operations	●	●	●	○	●	●	○	○
Corridor Planning	●	●		○	●	●	○	
Smart Growth	●	●		○	○	○	○	●
Strategies for Older Communities	●			●	●		○	○
Bicycle and Pedestrian Planning Program	●			○		●	○	
Regional Transit Planning Program	●	●	●	○	●	○	○	○
Delaware Valley Freight Planning	○	●	●	●	●	○	○	●
Economic Analysis and Coordination	○	●	●	●		●	●	
Environmental Planning	●	●			○			
Air Quality Planning	●	●			○			
Transportation Safety and Security	●	○	○	●				
Travel Monitoring								
Data Exchange and Analysis								
Geographic Information Systems			●					
Travel and Land Use Modeling						●	●	
RideECO Marketing	●				○			
Energy and Climate Change Initiatives	●		○		○			
Transportation Asset Management	●	○	●		●		○	○

- Primary Association
- Secondary Association

MAP - 21 identifies the following eight factors to serve as the basis for all metropolitan and statewide planning processes and products:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for all motorized and non- motorized users.
3. Increase the security of the transportation system for all motorized and non- motorized users.
4. Increase accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Title VI Compliance

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.

TABLE "A"

03-17-14

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2015 PLANNING WORK PROGRAM
FUNDING SUMMARY**

FUNDING SOURCE	GENERAL FUND	HIGHWAY PROGRAM	TRANSIT PROGRAM	COMP PLANNING	OTHER PROGRAMS	TOTAL
MISCELLANEOUS	\$0	\$0	\$0	\$0	\$1,823,875	\$1,823,875
FAA	0	0	0	0	90,000	90,000
PA FTA	0	0	1,100,000	0	1,030,000	2,130,000
PA FHWA	0	3,872,000	0	0	3,577,800	7,449,800
PA STATE	0	650,000	0	0	304,225	954,225
PA OTHER	0	0	0	0	272,000	272,000
LOCAL	0	0	0	0	0	0
NJ FTA	0	0	412,371	0	0	412,371
NJ FHWA	0	2,275,303	0	0	1,361,475	3,636,778
NJ STATE	0	0	0	0	0	0
LOCAL	0	0	0	0	0	0
PA LOCALS	\$138,588	\$318,000	\$275,000	\$330,345	\$2,220	\$1,064,153
Bucks County	21,620	49,608	42,900	51,534	444	166,106
Chester County	17,240	39,559	34,210	41,095	444	132,548
Delaware County	18,155	41,658	36,025	43,275	444	139,557
Montgomery County	27,648	63,441	54,863	65,904	444	212,300
City of Philadelphia	52,747	121,031	104,664	125,729	444	404,615
City of Chester	1,178	2,703	2,338	2,808	0	9,027
NJ LOCALS	\$55,894	\$0	\$0	\$165,074	\$1,776	\$222,744
Burlington County	15,516	0	0	45,825	444	61,785
Camden County	15,075	0	0	44,520	444	60,039
Gloucester County	9,966	0	0	29,433	444	39,843
Mercer County	9,731	0	0	28,739	444	38,914
City of Camden	2,672	0	0	7,891	0	10,563
City of Trenton	2,934	0	0	8,666	0	11,600
SUBTOTAL DVRPC	\$194,482	\$7,115,303	\$1,787,371	\$495,419	\$8,463,371	\$18,055,946
MEMBER GOVERNMENTS AND TRANSIT OPERATING AGENCIES						
PA FTA	\$0	\$0	\$900,000	\$0	\$0	900,000
PA FHWA	0	628,000	0	0	1,350,000	1,978,000
NJ FTA	0	0	386,600	0	0	386,600
NJ FHWA	0	0	0	0	2,465,000	2,465,000
PA LOCALS	0	157,000	225,000	0	300,000	682,000
NJ LOCALS	0	0	96,650	0	346,250	442,900
OTHER	0	0	0	0	0	0
SUBTOTAL	\$0	\$785,000	\$1,608,250	\$0	\$4,461,250	\$6,854,500
GRAND TOTAL	\$194,482	\$7,900,303	\$3,395,621	\$495,419	\$12,924,621	\$24,910,446

CHAPTER 2



**Program Area &
Project Descriptions**

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2015 PLANNING WORK PROGRAM

CHAPTER TWO

DVRPC PROJECT DESCRIPTIONS

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**TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2015 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE**

3/17/2014

Page	PROJECT NUMBER	PROGRAMS/PROJECTS -- 2014 - 2015	FY 2015 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
	Chpt. Two-Sect. A	DVRPC PROGRAM AREAS					
35	15-21-010	Technical Assistance to Member Governments	\$ 369,093	\$ 298,056	\$ 71,037	\$ -	\$ -
39	15-22-020	RideECO Marketing	250,000	-	-	-	250,000
41	15-23-010	Regional Forum	240,000	193,608	46,392	-	-
43	15-23-020	Work Program Administration	240,000	193,608	46,392	-	-
45	15-23-040	Environmental Justice	210,000	169,407	40,593	-	-
49	15-41-010	Regional Congestion Management Process	230,000	230,000	-	-	-
53	15-41-020	Transportation Operations	300,000	242,010	57,990	-	-
59	15-41-030	Corridor Planning	760,000	532,422	127,578	20,000	80,000
63	15-41-040	Regional Transit Planning Program	535,000	-	401,250	26,750	107,000
67	15-41-050	Bicycle and Pedestrian Planning Program	430,000	266,211	63,789	20,000	80,000
71	15-41-060	Delaware Valley Freight Planning	350,000	282,345	67,655	-	-
75	15-41-090	Transportation Safety & Security	500,000	322,680	77,320	20,000	80,000
79	15-43-010	Travel Monitoring	645,000	645,000	-	-	-
81	15-44-010	Smart Growth	560,000	282,345	67,655	42,000	168,000
85	15-44-020	Economic Analysis and Coordination	200,000	129,072	30,928	40,000	-
89	15-44-030	Strategies for Older Communities	430,000	169,407	40,593	40,000	180,000
93	15-44-040	Energy and Climate Change Initiatives	240,000	164,027	39,304	36,669	-
97	15-44-050	Long Range Plan	510,000	411,417	98,583	-	-
101	15-44-060	Air Quality Planning	280,000	225,876	54,124	-	-
105	15-44-070	Environmental Planning	354,000	204,000	-	150,000	-
111	15-44-080	Data Exchange and Analysis	260,000	209,742	50,258	-	-
115	15-44-090	Transportation Improvement Program (TIP)	520,000	419,484	100,516	-	-
119	15-44-100	Transportation Asset Management Process	220,000	177,474	42,526	-	-
123	15-51-010	Travel and Land Use Modeling	500,000	403,350	96,650	-	-
127	15-52-020	Competitive Program and Project Management	800,000	50,000	-	-	750,000
131	15-53-010	Geographic Information Systems	380,000	306,546	73,454	-	-
		Subtotal	\$ 10,313,093	\$ 6,528,087	\$ 1,694,587	\$ 395,419	\$ 1,695,000
	Chpt. Two-Sect. B	DVRPC PROJECTS					
	11-47-400	William Penn -- Regional Trails Network Re-Grant and Technical Assistance Program **	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000
	13-41-100	IDrum New Jersey County Mapping **	20,000	-	-	-	20,000
	14-41-100	FFY 2014 Regional Aviation System Planning **	50,000	-	-	-	50,000
	15-10-010	General Fund	194,482	-	-	-	194,482
	15-10-020	Private Sector Data Requests	10,000	-	-	-	10,000
135	15-21-020	Local Technical Assistance Program (LTAP)	30,000	-	-	-	30,000
137	15-22-010	Commuter Benefit Program - RideECO	600,000	-	-	-	600,000
139	15-22-030	Commuter Services / Mobility Alternatives Program (Share-A-Ride)	251,000	-	-	-	251,000
143	15-23-030	Public Participation, Information and Visualization Techniques	320,000	258,144	61,856	-	-
145	15-41-070	Intelligent Transportation Systems (ITS) Program Including RIMIS	933,500	-	-	-	933,500
149	15-41-080	Tri-County Transportation Plan Implementation	60,000	48,402	11,598	-	-
155	15-41-100	FFY 2015 Regional Aviation System Planning	100,000	-	-	-	100,000
157	15-41-110	Central Jersey Transportation Forum	160,000	-	-	-	160,000
159	15-41-120	Race Street Road Diet Analysis -- 5th Street to 9th Street	80,000	-	-	-	80,000
161	15-43-020/25	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-
163	15-43-030	PennDOT District 6-0 Traffic Volume Data	250,000	-	-	-	250,000
165	15-44-150	PA Ozone Action Supplemental Services	125,000	-	-	-	125,000
167	15-44-160	NJ Ozone Action Supplemental Services	50,000	-	-	-	50,000

**TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2015 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE**

3/17/2014

Page	PROJECT NUMBER	PROGRAMS/PROJECTS -- 2014 - 2015	FY 2015 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
171	15-44-180	Pennsylvania Coastal Zone Management Implementation Program	50,000	-	-	-	50,000
173	15-44-190	Delaware Valley Regional Food System Plan	100,000	80,670	19,330	-	-
177	15-44-200	PA/NJ Local Planning Initiatives	200,000	-	-	100,000	100,000
181	15-46-172/175	Penn State University -- Ozone and PM 2.5 Forecasting Services	62,000	-	-	-	62,000
183	15-51-020	Update DVRPC Travel Simulation Model	640,000	-	-	-	640,000
187	15-51-040	Enhancing Turnpike Access to Repositioned Business Parks in Montgomery County, Phase II	150,000	-	-	-	150,000
191	15-51-080	Regional Economic Impact Model	120,000	-	-	-	120,000
193	15-51-090	Roosevelt Boulevard Operational Strategies	180,000	-	-	-	180,000
195	15-51-100	I-76 in Upper Merion Township Lane Reconfiguration	140,000	-	-	-	140,000
197	15-51-120	I-95 Planning Assistance	155,000	-	-	-	155,000
199	15-53-020	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
201	15-53-030	FY 2015 Aerial Imagery	750,000	-	-	-	750,000
203	15-56-700	Member Government Special Projects	811,871	-	-	-	811,871
	15-56-701	Carryover of PennDOT Highway Needs Studies **	500,000	-	-	-	500,000
		Subtotal	7,742,853	587,216	92,784	100,000	6,962,853
		SUBTOTAL DVRPC PROGRAM	\$ 18,055,946	\$ 7,115,303	\$ 1,787,371	\$ 495,419	\$ 8,657,853
		** Carryover Projects					
		MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH					
205	Chpt. Three 15-60-000/15-61-000	Supportive Regional Highway Planning Program	\$ 1,266,250	\$ 785,000	\$ -	\$ -	\$ 481,250
253	Chpt. Four 15-63-000	Transit Support Program	1,608,250	-	1,608,250	-	-
301	Chpt. Five	Other Member Government Projects					
305	15-53-300	PA/NJ Regional GIS Implementation Coordination	300,000	-	-	-	300,000
307	15-62-000	NJ Local Concept & Development	430,000	-	-	-	430,000
309	15-65-000	HISP Design Assistance Program	500,000	-	-	-	500,000
311	15-66-000/15-67-000	PA & NJ Transportation and Community Development Initiative	2,750,000	-	-	-	2,750,000
		SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES	\$ 6,854,500	\$ 785,000	\$ 1,608,250	\$ -	\$ 4,461,250
		GRAND TOTAL	\$ 24,910,446	\$ 7,900,303	\$ 3,395,621	\$ 495,419	\$ 13,119,103

**TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2016 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE**

PROJECT NUMBER	PROGRAMS/PROJECTS -- 2015 - 2016	FY 2016 BUDGET					OTHER
		CHPT. TWO-SECT. A	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER	
Chpt. Two-Sect. A							
16-21-010	Technical Assistance to Member Governments	\$	\$	\$	\$	\$	
16-22-020	RideECO Marketing	250,000	-	-	-	250,000	
16-23-010	Regional Forum	240,000	193,608	46,392	-	-	
16-23-020	Work Program Administration	240,000	193,608	46,392	-	-	
16-23-040	Environmental Justice	210,000	169,407	40,593	-	-	
16-41-010	Regional Congestion Management Process	230,000	230,000	-	-	-	
16-41-020	Transportation Operations	300,000	242,010	57,990	-	-	
16-41-030	Corridor Planning	760,000	532,422	127,578	20,000	80,000	
16-41-040	Regional Transit Planning Program	535,000	-	401,250	26,750	107,000	
16-41-050	Bicycle and Pedestrian Planning Program	430,000	266,211	63,789	20,000	80,000	
16-41-060	Delaware Valley Freight Planning	350,000	282,345	67,655	-	-	
16-41-090	Transportation Safety & Security	500,000	322,680	77,320	20,000	80,000	
16-43-010	Travel Monitoring	645,000	645,000	-	-	-	
16-44-010	Smart Growth	560,000	282,345	67,655	42,000	168,000	
16-44-020	Economic Analysis and Coordination	200,000	129,072	30,928	40,000	-	
16-44-030	Strategies for Older Communities	430,000	169,407	40,593	40,000	180,000	
16-44-040	Energy and Climate Change Initiatives	240,000	164,027	39,304	36,669	-	
16-44-050	Long Range Plan	510,000	411,417	98,583	-	-	
16-44-060	Air Quality Planning	280,000	225,876	54,124	-	-	
16-44-070	Environmental Planning	354,000	204,000	-	150,000	-	
16-44-080	Data Exchange and Analysis	260,000	209,742	50,258	-	-	
16-44-090	Transportation Improvement Program (TIP)	520,000	419,484	100,516	-	-	
16-44-100	Transportation Asset Management Process	220,000	177,474	42,526	-	-	
16-51-010	Travel and Land Use Modeling	500,000	403,350	96,650	-	-	
16-52-020	Competitive Program and Project Management	800,000	50,000	-	-	750,000	
16-53-010	Geographic Information Systems	380,000	306,546	73,454	-	-	
Subtotal		\$ 10,313,093	\$ 6,528,087	\$ 1,694,587	\$ 395,419	\$ 1,695,000	
Chpt. Two-Sect. B							
DVRPC PROJECTS							
16-10-010	General Fund	\$	\$	\$	\$	\$	
16-10-020	Private Sector Data Requests	10,000	-	-	-	194,482	
16-21-020	Local Technical Assistance Program (LTAP)	30,000	-	-	-	10,000	
16-22-010	Commuter Benefit Program - RideECO	600,000	-	-	-	30,000	
16-22-030	Commuter Services / Mobility Alternatives Program (Share-A-Ride)	251,000	-	-	-	600,000	
16-23-030	Public Participation, Information and Visualization Techniques	320,000	258,144	61,856	-	251,000	
16-41-070	Intelligent Transportation Systems (ITS) Program Including RIMIS	933,500	-	-	-	933,500	
16-41-080	Tri-County Transportation Plan Implementation	60,000	48,402	11,598	-	-	
16-41-100	FFY 2015 Regional Aviation System Planning	100,000	-	-	-	100,000	
16-41-110	Central Jersey Transportation Forum	160,000	-	-	-	160,000	
16-43-020/25	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-	
16-43-030	PennDOT District 6-0 Traffic Volume Data	250,000	-	-	-	250,000	
16-44-150	PA Ozone Action Supplemental Services	125,000	-	-	-	125,000	
16-44-160	NJ Ozone Action Supplemental Services	50,000	-	-	-	50,000	
16-44-180	Pennsylvania Coastal Zone Management Implementation Program	50,000	-	-	-	50,000	

**TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2016 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE**

PROJECT NUMBER	PROGRAMS/PROJECTS -- 2015 - 2016	FY 2016 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
16-44-190	Delaware Valley Regional Food System Plan	100,000	80,670	19,330	-	-
16-44-200	PA/NJ Local Planning Initiatives	200,000	-	-	100,000	100,000
16-46-172/175	Penn State University -- Ozone and PM 2.5 Forecasting Services	62,000	-	-	-	62,000
16-51-020	Update DVRPC Travel Simulation Model	640,000	-	-	-	640,000
16-51-120	I-95 Planning Assistance	155,000	-	-	-	155,000
16-53-020	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
16-56-700	Member Government Special Projects	2,700,407	-	-	-	2,700,407
16-56-701	Carryover of PennDOT Highway Needs Studies **	750,000	-	-	-	750,000
	Subtotal	8,341,389	587,216	92,784	100,000	7,561,389
	SUBTOTAL DVRPC PROGRAM	\$ 18,654,482	\$ 7,115,303	\$ 1,787,371	\$ 495,419	\$ 9,256,389
	** Carryover Projects					
MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH						
Cht. Three 16-60-000/16-61-000	Supportive Regional Highway Planning Program PA/NJ Supportive Regional Highway Planning Program	\$ 1,266,250	\$ 785,000	\$ -	\$ -	\$ 481,250
Cht. Four 16-63-000	Transit Support Program PA/NJ Transit Support Program	1,608,250	-	1,608,250	-	-
Cht. Five 16-53-300	Other Member Government Projects PA/NJ Regional GIS Implementation Coordination	300,000	-	-	-	300,000
16-62-000	NJ Local Concept & Development	430,000	-	-	-	430,000
16-64-000	PA Local Scoping	500,000	-	-	-	500,000
16-65-000	HISP Design Assistance Program	500,000	-	-	-	500,000
	SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES	\$ 4,604,500	\$ 785,000	\$ 1,608,250	\$ -	\$ 2,211,250
	GRAND TOTAL	\$ 23,258,982	\$ 7,900,303	\$ 3,395,621	\$ 495,419	\$ 11,467,639

CHAPTER 2a



Program Area Descriptions

PROJECT: 15-21-010 Technical Assistance to Member Governments

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Richard Bickel

Project Manager: Kale Driemeier, Renee Wise

Goals:

To ensure intergovernmental coordination on transportation issues; provide technical assistance and training to increase implementation opportunities; and encourage local and agency actions that help to implement the regional long-range transportation plan's policies and concepts, as well as federal and state policy and program initiatives.

Description:

Ensure intergovernmental coordination, technical evaluation, and regional policy formulation on transportation issues, aviation issues, projects, and plans through monthly meetings of the Regional Technical Committee and quarterly meetings of the Regional Aviation Committee (including meeting minutes and pertinent presentations, research, and technical assistance activities). In addition, flexible, short-term responses to the day-to-day needs of DVRPC's member governments and operating agencies will be prepared. DVRPC will also respond to specific requests from PennDOT to assist with special traffic studies. Assessment and analysis of highway financing options may also be undertaken. Responses to legal inquiries and estimates of the air quality, land use, and transportation effects of proposed transportation improvements may also be prepared. Coordination with PennDOT's Linking Planning and NEPA initiative activities, meetings, and program tasks will also occur, including application of the new approaches to pertinent projects.

PennDOT guidance requires DVRPC to contribute to a statewide effort to develop an inventory of locally owned transportation assets, such as roads and bridges, as part of the expanded Linking Planning and NEPA initiative. DVRPC will commit its resources to the collection and validation of data related to the designated local assets. This project contains funds to assist in the development of the local transportation asset inventory.

Tasks:

1. Staff the Regional Technical Committee and Regional Aviation Committee meetings, including agendas, minutes, and similar materials related to the long-range plan, Transportation Improvement Program, the Annual Planning Work Program and other transportation and land use issues or projects.
2. Perform short-term, high-priority studies; provide technical services and data; investigate specific issues; and participate on transportation committees at the

regional, state, or national levels.

3. At least semiannually, consult with city/county planning directors regarding ongoing projects and short-term needs.
4. Participate on regional or statewide committees and task forces, as appropriate, to represent DVRPC's interests.
5. Conduct short-term research or prepare policy papers and memoranda in response to member government requests or as a follow-up to on-going or proposed DVRPC initiatives.
6. Design and conduct special traffic studies in response to PennDOT requests in coordination with member governments, including estimates of the impact of proposed transportation improvements on vehicular emissions and public transit services, as well as the potential impact on land use patterns.
7. If required, respond to legal inquiries on previously completed PennDOT studies.
8. Continue to undertake activities that respond to the ongoing PennDOT Linking Planning and NEPA process and implementation activities, such as the Screening Form, Environmental Screening Tool, and centralized asset management. The goal is to automate as many aspects of these tasks as possible. Other activities will include participation in pertinent coordination meetings and communication of the outcome to city and county planners.
9. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.
10. Coordinate with the Federal Transit Administration with regard to New Start and Small Start applications proposed by member governments and transit operators.

Products:

1. Policy papers, memoranda, and brief research reports.
2. Meeting agendas, minutes and related materials as required.
3. Reports and other study-related information (traffic data, transit ridership counts, turning movements, land use, economic, and demographic information).
4. Data and other research materials related to the investigation of legal issues involving specific transportation improvement proposals or projects.
5. Summary of coordination and outreach activities related to the Linking Planning and NEPA program and process.
6. Inventory data for inclusion in PennDOT's statewide Local Asset Inventory.

Beneficiaries:

Municipalities, state DOTs, operating agencies, county planning agencies, businesses, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$372,062	\$322,576	\$49,486		
2015	\$369,093	\$298,056	\$71,037		
2016	\$369,093				
2017	\$369,093				

PROJECT: 15-22-020 RideECO Marketing

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Stacy Bartels

Project Manager: Erin Burke

Goals:

To help increase usage of the region's transit systems by promoting this program to and increasing awareness and interest among the region's transit-riding public via a coordinated marketing effort.

Description:

This work program focuses on the production of marketing materials and placement of advertising.

A commuter benefit program has been administered by DVRPC since its inception in 1991, with the name RideEco commencing in 2013. RideECO provides area employers with the opportunity and structure to provide employees with a transit benefit per federal IRS tax code. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and companies. All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators. (Note that this program also reaches to southcentral Pennsylvania.)

Tasks:

1. Work with contracted vendor to develop relevant advertising messages and materials for both key target audiences below.
2. Work with contracted vendor to find and place advertising in relevant and unique media and publications.
3. Promote the program to both main audiences: local employers with worksites accessible by transit, and transit-riding commuters.
4. Extend the educational effort, to a degree, to commuters not currently using transit or vanpools.

Products:

1. Marketing and media materials.
2. Website information.
3. Media schedule and buy confirmations.

Beneficiaries:

Public, area employers, transit agencies, and member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$250,000				\$250,000
2015	\$250,000				\$250,000
2016	\$250,000				\$250,000
2017	\$250,000				\$250,000

*1. PA-TIP/CMAQ- DOT#17891-\$160,000 RideECO Funds-\$40,000. 2. NJ-TIP/CMAQ-DOT#D0406- \$40,000, RideECO Funds-\$10,000

PROJECT: 15-23-010 Regional Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Renee Wise

Project Manager: Barry Seymour

Goals:

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

Description:

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

Tasks:

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

Products:

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

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$240,000	\$207,912	\$32,088		
2015	\$240,000	\$193,608	\$46,392		
2016	\$240,000				
2017	\$240,000				

PROJECT: 15-23-020 Work Program Administration

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Griffies

Project Manager: Richard Bickel

Goals:

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

Description:

Prepare the FY 2016 Planning Work Program, negotiate project funding, monitor the FY 2015 program progress, and prepare and submit required applications and contract documents. Provide input to the Regional Forum and receive output from all projects. Prepare, administer, and provide technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

Tasks:

1. Prepare the FY 2016 Planning Work Program and project budgets based on guidance provided by the Board's Work Program Committee.
2. Assist agencies in work program and budget development.
3. Review documents and provide technical assistance.
4. Coordinate prioritization of the TSP and SRHPP projects for inclusion into the Work Program and prepare agreements with member governments.
5. Prepare applications and contracts, and negotiate with federal, state and local governments to secure funding to carry out the planning programs.
6. Prepare monthly and quarterly progress reports, and conduct program review meetings. Monitor on a daily basis the implementation of the planning programs.
7. Guide third-party consultant selection and assist in the preparation of documents required for consultant selection.
8. Establish accounting procedures and develop methods of progress and expenditure reporting.
9. Review audits of member governments prepared under OMB's Circular A-133: Audits of States, Local Governments, and Non-Profit Organizations.
10. Prepare closing report(s).

Products:

1. FY 2016 Planning Work Program.
2. Monthly and quarterly progress reports and invoices.
3. Contract closing report(s).
4. Grant applications and contracts.
5. Special financial and internal management reports.

Beneficiaries:

Member governments and operating agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$240,000	\$207,912	\$32,088		
2015	\$240,000	\$193,608	\$46,392		
2016	\$240,000				
2017	\$240,000				

PROJECT: 15-23-040 Environmental Justice

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Candace Snyder

Project Manager: Jane Meconi

Goals:

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

Description:

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

Tasks:

1. Update and maintain the DVRPC Public Participation Plan, Title VI Compliance Plan, the Environmental Justice Planner's Methodology, and other publications/reports as needed, to continue the ongoing assessment of the benefits and burdens of transportation system improvements and to continue efforts to apply public involvement techniques that maximize meaningful participation for all segments of the region's population. Explore potential for other EJ publications and brochures for various audiences.
2. Interact with DVRPC staff to monitor progress toward Title VI goals.
3. Prepare for the yearly audit by the state transportation agencies.
4. Assess the region's transportation investments relative to the needs of disadvantaged populations, including, but not limited to, low-income and minority populations. Investigate the state of accessibility and mobility for disadvantaged populations, with a focus on safety, transit, and alternative transportation modes.
5. Refine plan and implementation strategies to provide improved public input

- opportunities to the environmental and transportation planning processes.
6. Refine mechanisms for the ongoing review of the TIP and long-range plan.
 7. Incorporate EJ analysis into individual studies, programs, and plans contained in the DVRPC Work Program, such as corridor studies and long-range planning, to help streamline the transportation project delivery process. Integrate EJ with National Environmental Policy Act (NEPA) planning, particularly with regard to human and environmental impacts, as well as plan recommendations on investments that promote quality of life and mitigate adverse impacts for residents in Greater Philadelphia.
 8. Continue to train staff in EJ/Title VI strategies.
 9. Convene meetings and/or other outreach to the DVRPC Environmental Justice Work Group and plan other events related to equity issues in the region.
 10. Explore opportunities for EJ events for DVRPC stakeholders and the general public.
 11. Participate in equal opportunity, nondiscrimination, and DBE training and committees offered by PennDOT, NJDOT, FHWA, FTA, or other planning partners.
 12. Refine or update the Indicators of Potential Disadvantage (IPD) method (formerly the Degrees of Disadvantage (DOD) method) as needed. Explore additional IPD on a county-wide basis.

Products:

1. Expanded and updated database of community organizations and contacts for public involvement and outreach activities.
2. Refine mechanism for the ongoing review of the TIP, the long-range plan, and other programs and plans, as needed.
3. Refine and update the Indicators of Potential Disadvantage (IPD) methodology and maps, utilizing new 2010 U.S. Census data, as needed.
4. Maintain interactive online EJ mapping feature.
5. Issue Title VI Annual Report to planning partners.
6. Issue Environmental Justice at DVRPC, an annual review of EJ-related planning in the Commission.
7. Maintain and update a web-based directory of EJ/Title VI resources as well as expanded EJ/Title VI publications in the DVRPC Resource Center.
8. Work with neighborhoods, communities, and counties in the region to enhance their awareness of and implementation of EJ and Title VI.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$210,000	\$181,923	\$28,077		
2015	\$210,000	\$169,407	\$40,593		
2016	\$210,000				
2017	\$210,000				

PROJECT: 15-41-010 Regional Congestion Management Process

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Zoe Neaderland

Project Manager: Jesse Buerk

Goals:

Minimize congestion in the Delaware Valley and enhance the ability of people and goods to get where they need to go by means of a systematic, ongoing, and integrated process. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the TIP.

Description:

The Congestion Management Process (CMP) provides analysis of the regional multimodal transportation system, defines congested corridors, and develops a set of strategies for each congested subcorridor. It also includes strategies appropriate almost everywhere in the region. The CMP assists with developing the required supplemental strategies where additional road capacity is necessary.

The CMP is an objectives-driven, performance-based approach that addresses all elements of federal CMP regulations. It increases coordination of transportation and land use planning. It specifically incorporates operations and TDM, goods movement, complete streets, transportation preparedness for major events, and use of archived operations data for planning. The CMP continues to evolve and may result in contracts with consultants for specific technical work, if necessary.

Tasks:

1. Complete the CMP update cycle started in FY 2014 and publish an updated CMP, all in coordination with the CMP Advisory Committee. Communicate with the CMP Advisory Committee through various means.

2. Improve how the CMP results in actual improvements working with state DOTs and others. This work includes the following elements:

a. Finalize a DVRPC process in cooperation with NJDOT that will evaluate recommendations from DVRPC projects and programs as well as recommendations from other non-state sources to produce a short set of problem statements each year. The process will also include how NJDOT and DVRPC will communicate and consider this short set of problem statements. Development of this process involves staff from multiple offices within DVRPC and is coordinated with 15-44-100: Transportation Asset Management Process. Participate in NJDOT Problem Intake Process meetings and tasks. Participate in PennDOT Planning and NEPA process and tasks.

b. Participate in the NJDOT Congestion Management Committee, Quarterly Planning/Operations Meetings, NJDOT Congested Places efforts, and NJDOT's work on CMS-21. This work has previously resulted in problem statements that have moved into the NJDOT capital program and will help DVRPC develop successful candidate project ideas in the future. Help implement the Capital Investment Strategy in additional ways as requested; this also relates to use of archived operations task.

C. Continue to focus on priority subcorridors that do not have significant programmed TIP projects.

D. Continue efforts to build capacity for benefit/cost analysis and other means to evaluate anticipated effects of multimodal strategies at a sketch planning level, as time permits.

3. Advance the relationships and methodologies to use archived operations data for planning in coordination with a range of other offices within DVRPC, especially the Office of Transportation Operations Management, and with partners outside of DVRPC, especially NJDOT and PennDOT. Work with the DOTs includes continuation of the close coordination with NJDOT on calculation of performance measures and participation in PennDOT's process to develop its ATMS. Continue to lead Partners Using Archived Operations Data for Planning. Participate in development and use of MAP-21 measures relating to congestion.

4. Refine understanding of experienced effects of projects (post-implementation evaluation), by gathering and encouraging before-and-after studies. This work will include safety analysis where reasonable to reduce recurring/non-recurring congestion from crashes.

5. Continue to review TIP projects with respect to the CMP, and coordinate with the TIP and Plan. Track status of commitment tables for the biennial memorandum on status of supplemental projects in coordination with project sponsors.

6. Continue to work with DOT, county, and authority staff from an early stage on projects and studies likely to result in major SOV capacity-adding projects. Help with consideration of alternatives to address the problem that avoid adding major SOV capacity (including operations and TDM) by offering analysis, support for meetings, and review of material. If additional capacity is warranted, help identify and integrate supplemental strategies scaled to the project to get the most long-term value from the investment. This includes introducing green infrastructure strategies in coordination with the Office of Environmental Planning. It also includes further integrated transportation/land use planning and implementation of the Smart Transportation Guidebook. Present resulting tables of supplemental projects for DVRPC consideration and agreement. Support for congestion management efforts in the Pennsylvania I-95 corridor will largely move to the project dedicated to I-95.

7. Reach out to inform a range of people about the CMP, including through CMP web pages and improvements to online mapping and visualization tools, newsletters oriented to municipal officials, and annual outreach meetings at DOTs and elsewhere. This will involve developing a much-enhanced web-based CMP interface to replace portions of the CMP report formerly published as print documents.

8. Participate in related studies, workshops, committees, etc., including the DVRPC Goods Movement Task Force and PennDOT congestion management projects.

Products:

1. CMP Advisory Committee agendas, summaries, and related materials.
2. Working papers and reports including the CMP Overview and 2014-2015 Supplemental Project Status Report.
3. CMP information incorporated in the TIP and other documents.
4. Web site refinements, newsletters, and other communication materials.

Beneficiaries:

Member governments and agencies, organizations involved in addressing congestion, businesses, and citizens served by a more efficient and reliable transportation network. Leading Partners Using Archived Operations for Planning benefits MPOs and DOTs from Florida through New York and Connecticut.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$230,000	\$230,000			
2015	\$230,000	\$230,000			
2016	\$230,000				
2017	\$230,000				

PROJECT: 15-41-020 Transportation Operations

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Laurie Matkowski

Project Manager: Christopher King, Matthew West

Goals:

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

Description:

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. This program will not only help DVRPC comply with federal requirements, it will also support DVRPC's ongoing transportation operations planning activities. More detailed information about DVRPC's transportation operations activities can be found at <http://www.dvrpc.org/operations/>. Transportation systems management and operations principles are integrated into DVRPC's planning processes through the Long-Range Plan, the Congestion Management Process, and the Transportation Operations Master Plan.

This year's work program is divided into four components: incident management task forces, traffic signals, structurally deficient bridge detour routing, and transportation operations/technical assistance. Some activities, like incident management, are applicable region-wide, while others, like traffic signals, are specifically focused on a particular state or county. As transportation operations activities tend to be short-term oriented, tasks listed under transportation operations/technical assistance are likely to change as new needs arise.

Managing Incident Management Task Forces (IMTFs) is a major component of transportation operations and is a collaborative effort with the Pennsylvania and New Jersey departments of transportation, and Pennsylvania and New Jersey state police departments. Currently, DVRPC administers and manages seven IMTF's, supports three others in the region, and serves as the regional clearinghouse for regional incident management activities. IMTF's address regional safety issues, improve incident management responses, and foster interagency coordination. In Pennsylvania, DVRPC co-administers the US 30 Chester County IMTF with the Chester County Planning Commission and continues to provide critical technical support to the group. In Philadelphia, DVRPC is working with City agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC continues to manage the I-476/I-76 Crossroads Area and Bucks County IMTF's. In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First

Responders) IMTF and the Burlington County IMTF. DVRPC will continue to assist Mercer County in formalizing the Mercer County IMTF. Additionally, DVRPC participates in incident management programs and IMTF's initiated by other agencies, including US 422, PA 309, and US 202 Section 300. DVRPC held a regional incident management conference in FY 2011 and will conduct a similar regional conference in FY 2015.

In FY 2013, PennDOT asked DVRPC for guidance regarding forming a regional traffic signal retiming program in Southeastern Pennsylvania. In FY 2015, DVRPC will continue to support this effort by working with PennDOT and the counties to choose corridors for retiming and serve on the project team.

DVRPC will begin a pilot project to identify detour routes around select structurally deficient bridges in Montgomery County. This project will also include development of a process to review detour routing around structurally deficient bridges that can be replicated in other counties. If this pilot project proves successful, DVRPC may begin a project in another county in subsequent years as requested.

DVRPC will continue to provide planning and technical assistance for transportation operations. NJDOT requested that DVRPC continue to be involved with a traffic monitoring program for the I-295 Direct Connect Project. This effort involves monitoring the effectiveness of NJDOT's traffic management plan, including measuring travel times, traffic volumes, and crashes. In FY 2015, DVRPC will continue to support this project, as well as develop a bulletin to highlight regional incident management and transportation operations data. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

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

Tasks:

Incident Management Task Forces Tasks

1. Continue managing the Philadelphia Incident Management Task Force, composed of PennDOT, FHWA, Philadelphia Streets Department, Philadelphia Police Department, Philadelphia Fire Department, Philadelphia Office of Emergency Management, Pennsylvania State Police, Delaware River Port Authority, and other applicable agencies.
2. Assist the Philadelphia Incident Management Task Force to address operational and traffic management issues, including ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, upgrading of traffic signals, construction coordination, and work zone traffic management.
3. Continue managing the Delaware County Incident Management Task Force and

- continue to transition its management to Delaware County TMA. The task force is composed of PennDOT, FHWA, Delaware County Emergency Management Agency, local police and fire departments, and other applicable agencies.
4. Assist the Delaware County Incident Management Task Force to address operational and traffic issues, including detour routes, procedures to implement detour routes, maintenance of traffic associated with road construction projects on I-95 and its immediate vicinity, and recaps of major incidents.
 5. Continue providing technical support to the US 30 Incident Management Task Force in Chester County. The task force is composed of PennDOT, Chester County Department of Emergency Services, Chester County Planning Commission, Pennsylvania State Police, local police and fire departments, and other applicable agencies.
 6. Assist the US 30 Incident Management Task Force in conducting incident reviews, developing procedures to implement PennDOT detour routes, and develop a policy and procedures manual.
 7. Continue managing the Burlington County Incident Management Task Force in cooperation with NJDOT, New Jersey State Police, the New Jersey Turnpike Authority, Burlington County, local police and fire departments, and other applicable agencies.
 8. Continue to manage the Bucks County IMTF, in cooperation with PennDOT, Pennsylvania State Police, Bucks County, local police and fire departments, and other applicable agencies.
 9. Continue to manage the existing Incident Management Task Force established in the I-476/I-76 Crossroads Area, in coordination with PennDOT, Pennsylvania State Police, Montgomery County, local police and fire departments, and other applicable agencies.
 10. Assist the I-476 Crossroads Area IMTF in providing training, updating operating guidelines, and construction coordination.
 11. Continue to manage the existing NJ SAFR Incident Management Task Force established in the NJ 42/NJ 55/I-76/I-676/I-295 Corridor in coordination with NJDOT, New Jersey State Police, Camden and Gloucester Counties, local police and fire departments, and other applicable agencies.
 12. Assist the NJ SAFR IMTF in providing training, construction coordination, and response area coordination.
 13. Work with NJDOT, New Jersey State Police, and Mercer County to formalize the Mercer County IMTF, including defining the coverage area and work on an action plan.
 14. Participate in incident management programs initiated by other agencies, including US 422, PA 309, and US 202 Section 300. Provide technical support, including mapping services, GIS, and other assistance as requested.
 15. Work with IMTF leaders to develop a regional conference highlighting incident management activities.

Traffic Signals Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming of traffic signals on a regional basis. Attend relevant meetings as requested.
2. In cooperation with PennDOT and the Pennsylvania counties, select which traffic signals will be chosen for retiming.

County Structurally Deficient Bridge Detour Routing Tasks

1. Form an advisory committee for a Montgomery County pilot composed of municipal emergency personnel, local police and fire departments, county emergency management agencies, PennDOT's Traffic Management Center, county maintenance, and other applicable agencies.
3. Work with the committee to identify 5-8 structurally deficient bridges in Montgomery County.
4. Develop a process to review detour routing that can be replicated in other counties.
5. Develop a technical memorandum identifying the detour routes with applicable GIS layers and data sets.

Transportation Operations/Technical Assistance Tasks

1. Continue the I-295 Direct Connect traffic monitoring program with NJDOT.
2. Gather various regional incident management and transportation operations data to be reported on an annual basis.
3. Perform other activities as requested by NJDOT, PennDOT, operating agencies, or counties.

Products:

Incident Management Task Force Products

1. Incident management task force meeting agendas, summaries, and meeting materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.

Traffic Signal Products

1. Memorandum of Understanding and Concept of Operations documents, developed in coordination with PennDOT and the applicable county.

County Structurally Deficient Bridge Detour Routing Products

1. Advisory committee meeting agendas and meeting minutes.
2. A technical memorandum identifying the detour routes with applicable GIS layers and data sets.

Transportation Operations/Technical Assistance Products

1. Regional Incident Management and Transportation Operations Bulletin.

Beneficiaries:

Member governments and agencies, including PennDOT, NJDOT, and County Planning Agencies; and citizens served by a more efficient and reliable transportation network.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$320,000	\$277,216	\$42,784		
2015	\$300,000	\$242,010	\$57,990		
2016	\$300,000				
2017	\$300,000				

PROJECT: 15-41-030 Corridor Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: David Anderson

Project Manager: Jerry Coyne, Keith Hartington, Michael Becker

Goals:

The purpose of this program is to support DVRPC's long-range plan, Connections 2040; the DOTs' land use and transportation linkage initiatives; member government planning and implementation activities; explore innovative approaches to help implement the long-range land use and transportation plan; and help communities plan for a sustainable future. This program seeks to alleviate congestion, improve the efficiency and safety of the existing transportation network and inform local governments, affected stakeholders, and the public about current best practices to achieve effective corridor plans that link land use and transportation goals and policies.

Description:

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

This program is multifaceted. It will examine and analyze specific corridors, as well as explore innovative approaches that seek transportation and land use planning integration in order to better manage growth in the region. Moreover, the project will strive to improve access to and efficiency of the region's transportation system, improve mobility and safety, and mitigate congestion. Components of Corridor Planning will be conducted with the collaboration of federal, state, and local planners, officials, the development community, and other stakeholders. The Corridor Planning program includes providing both technical and policy guidance on best practices addressing mobility, access, growth, development, zoning, and community design. Corridors to be evaluated are based on Long Range Plan and CMP determinations, as well as county and state recommendations.

This project contains funds to assist in the development of a local transportation asset inventory. In FY 2015, research and analysis on best management practices linking transportation and land use (including access management and other topics, as appropriate) will continue, along with additional implementation plans or case studies, as directed by the pertinent study steering committee. Staff will continue to apply MAP-21 planning factors as the basis of the planning process and product. In keeping with PennDOT guidelines, this effort will identify livability and sustainability

strategies to tie the quality and location of transportation facilities to broader opportunities, such as transit and highway access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation. In addition, the DVRPC website will continue to develop and expand to share corridor planning information and the tenets and requirements of MAP-21 with the public. It will also provide a link to the state departments of transportation websites to share statewide documents. Findings from the research will be incorporated into the corridor planning work and other DVRPC plans and projects.

In addition, this effort will involve participation in the implementation of the Linking Planning and NEPA process to improve the efficiency of project implementation and make the best use of available transportation funds through Smart Transportation philosophies of project development and programming. DVRPC will participate with PennDOT to pilot any identified Linking Planning and NEPA initiatives.

The specific corridors that will be studied in Pennsylvania in FY 2015 are as follows:

(1) Eakins Oval Details Traffic Study in the City of Philadelphia. Eakins Oval is a major civic and traffic focal point in west Center City Philadelphia with a complex system of 10 vehicular ingress/egress points in addition to pedestrian and bicycle access. Several studies have suggested major reconfiguration of the oval for all modes, most notably the 2004 Public Improvements and a New Urban Framework for the Benjamin Franklin Parkway, and the 2007 Benjamin Franklin Parkway Circulation, Parking and Transit Study. This would be a detailed traffic study that would take recommendations beyond interim improvements. With the recent completion of the Center City traffic model, the two major proposals for the long-term reconfiguration of this important link in the transportation network can now be evaluated. Impacts on non-motorized traffic would also be included as part of the study.

(2) PA 29/PA Turnpike All-Electronic Interchange Study. This would examine the traffic pattern, impacts and changes related to the opening of the new PA 29/PA Turnpike All-Electronic Interchange. This effort would assist in future circulation and redevelopment planning in the Great Valley area of Chester County that has been spurred by the interchange opening and widening of Route 202 Section 300.

(3) Develop informational materials on access management in the Pennsylvania region and work with member governments in disseminating this information to local governments. The intent is to have access control measures implemented on highway corridors.

In New Jersey, corridor planning staff will provide assistance, where appropriate, to identify congestion relief strategies such as low-cost operational improvements at intersections, interchanges and bottlenecks in keeping with NJDOT transportation

priorities.

Tasks:

1. Form corridor/area planning steering committee composed of representatives from federal, state, county, and local government and other stakeholders as appropriate.
2. In coordination with the steering committee, identify corridor/area issues that must be addressed, as well as other guidelines for the study. This task may involve reviewing previous studies, conducting field visits, and data collection to better document the issues.
3. Develop and conduct public outreach and involvement program.
4. Prepare a complete description of corridor deficiencies, including transit, within the study areas. Assess the need for zoning ordinance amendments to achieve the vision for the corridor or area.
5. Perform activities associated with the local transportation asset inventory, as necessary. This effort may require the purchase of hardware, software, equipment, and/or services.
6. Identify corridor improvement strategies considering existing land use and transportation plans, analysis of deficiencies from Task 4, and the steering committee and public participation processes. Evaluate these strategies to determine their effectiveness.
7. With the Pennsylvania effort, conduct detailed analysis of current conditions and recommended future improvements.
8. Prepare an implementation strategy for the final recommendations and an action plan to advance them.
9. Document results of the study in a technical report including existing conditions and proposed improvements.
10. Coordinate long-range plan elements with affected state, county, and local governments, operating agencies and other groups.
11. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Additionally, in furtherance of linking planning and NEPA, DVRPC will utilize PennDOT Project Development Screening Forms to initiate all new projects being considered for the LRTP updates and inclusion in the 2015 TIP. DVRPC will also use recommendations and development of case studies or implementation plans to prepare and/or participate in project needs studies for transportation problems, at selected locations. Coordinate with PennDOT and the environmental resource agencies to gain acceptance for the completion of needs studies as part of the planning process.

Products:

1. Corridor or area study reports that identify corridor deficiencies and an implementation strategy to address them. The steering committee and public participation processes will also be documented.
2. Coordinate the corridor plan and other long range plan elements with affected state departments of transportation, local governments, operating agencies and other groups.
3. Handouts and/or power point presentations for steering committees and for public presentations.
4. Findings and lessons learned from the identified studies will be incorporated into DVRPC's continuing corridor planning work.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$680,000	\$589,084	\$90,916		
2015	\$760,000	\$532,422	\$127,578	\$20,000	\$80,000
2016	\$760,000				
2017	\$760,000				

*PA Supplemental FTA Funds

PROJECT: 15-41-040 Regional Transit Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Andrew Svekla, Betsy Mastaglio, Cassidy Boulan, Joshua Rocks

Goals:

This program supports the conduct of transit planning studies, with project selections guided by our planning partners through the Regional Transit Advisory Committee (RTAC). It also supports DVRPC facilitation of federally-mandated coordinated human services transportation planning (CHSTP) functions.

Description:

The Regional Transit Planning Program funds a coordinated program of transit planning projects requested annually by DVRPC's Board and RTAC, including evaluations of proposed services or facilities, corridor-level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites or corridors. To the degree appropriate for a given task or project, work will be approached in an integrated way, drawing on staff expertise across DVRPC offices or partner agencies to best meet the needs of the planning partner. Some of these activities may also require DVRPC to purchase equipment and/or services to meet program goals.

One element that is central to this program is the development of new data-driven tools to inform investment decisions. Prior examples of this type of work include: the Transit Signal Priority (TSP) Favorability Score, Community Investment Index, Transit Score, and "Dots & Dashes." Each of these efforts, which focused on quantifying areas of planning previously assigned to judgment, has expanded our regional toolkit to assist planning partners and members of the public in understanding and prioritizing investments.

Data collection is another important element of this effort: passenger, intercept, parking shed, and ridership surveys are essential for the analysis of transit in the region. This data collection and analysis may include transit stations and their surrounding land use, ridership, parking, and related data. Intercept and mailback surveys conducted in coordination with DVRPC's Office of Travel Monitoring, Office of Modeling and Analysis, and our planning partners may support specific planning studies as well as transportation modeling efforts and the evaluation of transit alternatives in the region.

Federal and state guidance puts an emphasis on the regional coordination of human service transportation. This may include projects formerly funded under the Federal Transit Administration (FTA)'s Job Access and Reverse Commute (JARC) program, which may now be funded under the Section 5307 Urbanized Area Formula Program, and the Enhanced Mobility for Seniors and Individuals with Disabilities program. The Regional Transit Planning Program supports DVRPC participation in and facilitation of future project selection rounds for CHSTP-related programs in Pennsylvania and New Jersey, as well as regional analysis or CHSTP plan updates as may be requested or required from time to time.

Tasks:

1. Convene the Regional Transit Advisory Committee (RTAC) as a subcommittee of the Regional Technical Committee (RTC), comprised of regional transit operators, FTA, county representatives, Transportation Management Associations (TMAs), and representatives of the DVRPC Public Participation Task Force, to meet when appropriate and to develop and prioritize work tasks to be conducted under this program.
2. These work tasks may include evaluations of proposed services or facilities, station- or corridor-level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites or corridors. Projects may be jointly funded and will be conducted collaboratively with the Bicycle and Pedestrian Planning Program.
3. Review, assess, generate, and apply innovative or state-of-the-art planning practices. Develop new means of analyzing data to meet the changing requirements of integrated transit, bicycle/pedestrian, and land use planning. Ensure that appropriate technical resources (such as new software) are available for staff use as new best practices develop.
4. Conduct basic research, such as passenger intercept and license plate surveys, ridership data collection and analysis, inventories of municipal plans and related projects, and facilities/land use inventories.
5. Work with our FTA Designated Recipient partners (SEPTA and NJ TRANSIT) to coordinate and conduct competitive regional CHSTP project selection rounds as appropriate.

Products:

1. Member government outreach and coordination identifying, scoping, and conducting new studies in support of member government goals.

2. Coordination with planning partners to provide specific expertise in support of systems planning efforts, including Alternatives Analyses, and other evaluation or project support.
3. Complete planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations.
4. Conduct of survey and data collection in support of agency projects.
5. Other functions appropriate to responsive transit planning in coordination with member governments, transit agencies, or other appropriate parties.
6. As-needed meetings and communications with the RTAC to develop work tasks and update timetables and statuses.
7. Submission of recommended list of regional CHSTP projects for approval by DVRPC's committee structure. This includes DVRPC Board approval of the list and forwarding to designated recipient (SEPTA or NJ TRANSIT), PennDOT, and FTA, as appropriate.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$420,000		\$420,000		
2015	\$535,000		\$401,250	\$26,750	\$107,000
2016	\$535,000				
2017	\$535,000				

*PA Supplemental FTA Funds

PROJECT: 15-41-050 Bicycle and Pedestrian Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Betsy Mastaglio

Project Manager: Amy Bernknopf, Cassidy Boulan, Gregory Krykewycz, Joshua Rocks

Goals:

This program promotes transportation facilities and land use decisions that support active modes of transportation that make walking and biking become safe, convenient, affordable, and attractive transportation options throughout the region.

Description:

DVRPC seeks to create an environment where people of all ages choose to bike and walk as part of an active, healthy, and environmentally friendly lifestyle. The main priorities of this program are to work with municipalities, counties, and our planning partners to develop and maintain safe bicycle and pedestrian facilities that enhance local mobility. Work will be integrated across DVRPC offices or partner agencies to best meet the needs of the planning partner.

Projects will emphasize stakeholder outreach, the development and sharing of new data resources using bicycle and pedestrian counters, and the conduct of analysis to develop appropriate, safe, and context-sensitive bicycle and pedestrian facilities and "complete streets" in communities throughout the DVRPC region. This program also supports DVRPC's participation in state, regional, and local bicycle and pedestrian advisory or policy committees, helping to shape and promote constructive bicycle and pedestrian direction and policy. Some of these activities may also require DVRPC to purchase equipment or services to meet program goals.

As an area of focus, this work includes an emphasis on Active Transportation and Active Places—the idea that those places where walking and biking (Active Transportation) are prevalent are good for the vibrancy and quality of life of a community (Active Places), and vice versa. With this integrated approach, communities gain health benefits, increased mobility, economic stability, and an overall sense of vibrancy.

Tasks:

1. Conduct the Trail Access to the Proposed Wawa Regional Rail Station project, as submitted by the Delaware County Planning Department for FY 2015 funding consideration. This work will assess future bicycle and pedestrian connections between the future SEPTA Wawa station and the Chester Creek and Octoraro rail-trails networks as well as other local destinations.

2. Together with DVRPC's Office of Safety and Security Planning, conduct the U.S. Highway Route 130 Pedestrian and Bicycle Safety Study, as submitted by the Burlington County Bridge Commission for FY2015 work program funding. The study will address bicycle and pedestrian access and safety along the corridor in an effort to revitalize and improve the quality of life around the corridor from Florence Township in Burlington County to Pennsauken Township in Camden county, including both of these municipalities..
3. Coordinate with the Regional Transit Advisory Committee (RTAC), a subcommittee of the Regional Technical Committee (RTC), to develop, prioritize, and conduct projects on improved access between transit and the network of bicycle and pedestrian facilities, including analysis of new on- or off-street trail access to transit stations, bicycle access and parking facilities at transit stations, wayfinding and promoting connections between stations, employment and commercial centers and trails, and marketing off-peak and weekend transit service to the trail network.
4. Support, through outreach and project recommendations, the implementation of the region's various "best practice" efforts that benefit, and benefit from, the inclusion of bicyclists and pedestrians, including Complete Streets, green stormwater infrastructure, and placemaking efforts.
5. Collect and interpret pedestrian and bicyclist counts, together with the DVRPC Office of Travel Monitoring.
6. Projects may be jointly funded, and conducted collaboratively, with the Regional Transit Planning Program.
7. Provide technical assistance to and coordination among member governments and broader regional and state committees. This includes participation in state, regional, and local task forces and relevant project technical advisory committees.

Products:

1. Complete planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations, as appropriate.
2. Survey and data collection in support of agency projects.
3. Other technical work for regional stakeholders, as required.

Beneficiaries:

State DOTs, transit operators, counties, municipalities, school districts, bicyclists, and the commuting public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$350,000	\$303,205	\$46,795		
2015	\$430,000	\$266,211	\$63,789	\$20,000	\$80,000
2016	\$430,000				
2017	\$430,000				

*PA Supplemental FTA Funds

PROJECT: 15-41-060 Delaware Valley Freight Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Theodore Dahlburg

Project Manager: Michael Ruane

Goals:

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

Description:

Freight movement is a critical planning factor in the Delaware Valley. The region's economic competitiveness is closely tied to the freight network and, from a transportation perspective, freight shipments continue to grow across all modes. Planning for freight also helps promote quality of life, safety, environmental, sustainability, and land use goals.

The DVRPC freight planning program has evolved substantially since its inception in 1992. The program has directly led to the formulation of policies and projects designed to maintain the region as a preeminent international freight gateway and to promote "good neighbor strategies" that mitigate adverse local impacts. Evidence of the broad integration of freight considerations can be found in the DVRPC Long-Range Plan, the DVRPC TIPs, and in many other aspects of DVRPC's work.

A major goal of the freight program is to seek to maximize each of the major freight modes and to improve their interconnectivity. This approach is being advanced by highlighting freight activity and infrastructure needs on major facilities, on the region's National Highway System connectors, and within and around freight activity centers.

Finally, a major objective of the freight program is to initiate and sustain meaningful outreach to the local freight community and to build awareness and expertise among planners and the general public. A freight advisory committee is the focal point of this effort. Educational pieces on freight operations and issues are prepared each year, and many useful resources are made available on the freight page of the DVRPC website (e.g., the PhillyFreightFinder web mapping application).

Tasks:

1. Provide staffing for the Delaware Valley Goods Movement Task Force, its three subcommittees, the Task Force's Executive Committee, and membership

development efforts.

2. Facilitate Task Force and freight community input on the DVRPC Transportation Improvement Programs (TIPs), Long Range Plan, Work Program, and other DVRPC policies, programs, and technical studies.
3. Respond to inquiries, surveys, and requests regarding the region's freight transportation network and freight planning process.
4. Prepare meaningful and timely technical products for area decision-makers and planners, DVRPC committees, and informational pieces for the general public. (e.g. Prioritized list of projects to improve freight movement)
5. Participate in local associations, special events, and conferences that promote expertise and awareness regarding freight (e.g., counties, cities, TMAs, and the Traffic Club of Philadelphia).
6. Maintain and update a user-friendly freight page on the DVRPC website with accurate and current information.
7. Maintain a multiyear freight data and mapping program highlighting facility capacity and activity measures, and leading to assessments of deficiencies and improvement opportunities.
8. Support freight initiatives, funding programs, and staffs from neighboring MPOs, the New Jersey, Pennsylvania, and Delaware DOTs, and FHWA.
9. Promote "freight as a good neighbor" strategies that balance freight facilities and operations with community goals.
10. Monitor pertinent federal legislation and support national and multijurisdictional efforts beyond the boundaries of the traditional DVRPC region (e.g., the I-95 Corridor Coalition).
11. Support the Transportation Research Board's Urban Freight Transportation Committee and foster MPO efforts in the field of freight planning.

Products:

1. Quarterly meetings of the Delaware Valley Goods Movement Task Force, meeting highlights, facilitated communication among the Task Force Executive Committee, contact information for committee members and friends, and quarterly progress reports.
2. Task Force action items, recommendations, and input on the TIPs, Long-Range Plan, and Work Program, and input on related DVRPC technical studies and policy issues.
3. Presentations and completed surveys and technical responses as requested.
- 4.a. Data and technical products (e.g., maps).
- 4.b. Prioritized list of projects to improve freight movement based on performance measures and statewide freight plans.
- 4.c. Identification of freight transportation and operations issues within the City of Philadelphia.
5. Support of targeted, local freight work groups, conferences, webinars, and special events.
6. Updated freight page of the DVRPC website.

7. Updated PhillyFreightFinder web mapping application.
8. Support of state DOT staffs, annual rail freight funding programs, and activities required by MAP-21, such as state freight advisory committees, freight plans, and performance measures.
9. Linkage of freight planning efforts to environmental justice concerns, land use considerations, air quality, and job creation.
10. Coordination with multijurisdictional corridor initiatives, support of TIGER grant applications, and tracking of national initiatives and federal legislation.
11. Oversight of agendas for the Annual Meeting and summer meeting, session planning, membership updates, and research needs for the TRB's Urban Freight Transportation Committee.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$350,000	\$303,205	\$46,795		
2015	\$350,000	\$282,345	\$67,655		
2016	\$350,000				
2017	\$350,000				

PROJECT: 15-41-090 Transportation Safety and Security

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Zoe Neaderland

Project Manager: Kevin Murphy, Regina Moore

Goals:

Improve the safety and security of the region's transportation system. This program helps implement the Long-Range Plan. It is a collaborative effort with a wide, multimodal range of partners. It covers many elements, from analysis of data that forms an underpinning to many other items to assistance finding funding to implement projects.

Description:

1. Regional Safety Task Force (RSTF)

The RSTF is a multimodal partnership of agencies and organizations that work together to improve transportation safety. DVRPC provides staff support to it. The RSTF will continue to meet quarterly. In FY 2015 it will guide the completion of the Transportation Safety Action Plan as well as continue to focus on one key emphasis area per meeting. It is increasingly action-oriented and tracks performance toward its objectives.

2. Transportation Safety Action Plan

Complete the fourth update of the Transportation Safety Action Plan. This document is coordinated with State Strategic Highway Safety Plans (SHSPs) of both states. The Transportation Safety Action Plan includes recommended strategies that address engineering, enforcement, education, emergency services/first responders, and policy approaches.

3. Crash Data Management System

Refine and maintain a readily understandable way to use crash data. The results provide a starting point in selecting locations for focused work, and support projects within and outside of DVRPC.

4. US 130 Pedestrian and Bicyclist Safety Study

Safety staff will lead a project coordinated with DVRPC's Office of Transit, Bicycle, and Pedestrian Planning along US 130 from Florence Township in Burlington County to Pennsauken Township in Camden county, including both of these municipalities. This project will be closely coordinated with NJDOT, county, and local stakeholders. It will focus on safety and mobility improvements for walking and biking, particularly ones that can be done quickly and at low cost.

5. Safety Project Implementation Assistance

Support partners at the state, county and municipal levels to advance safety projects proposed in previous safety studies (RSAs, CCSAP, etc.), or at locations identified through a data-driven process. The purpose is to increase the number of completed safety projects in order to have a measurable improvement on safety.

6. Roosevelt Boulevard Safety Study, Phase II

Coordinate with Philadelphia transportation agencies and PennDOT-District 6 to conduct tasks to follow up the FY 2014 project.

7. Special Studies & Coordination Efforts

Conduct analysis and participate in efforts with outside partners to advance safety programs and projects that are consistent with the goals of the Transportation Safety Action Plan as time permits.

8. Transportation Security Planning

Participate in appropriate security planning efforts. One element of this task is support for efforts to improve the resilience of transportation infrastructure against the impacts of extreme weather.

Tasks:

1. Regional Safety Task Force (RSTF)

- a. Prepare for and hold quarterly meetings.
- b. Track progress toward objectives and take action to achieve targets.
- c. Stay engaged with small tasks that have evolved from volunteer action items.

2. Transportation Safety Action Plan

- a. Complete and publish the updated Transportation Safety Action Plan and summary cards.
- b. Participate in updates and implementation of both states' SHSPs.

3. Crash Data Management System

- a. Coordinate the refinement and maintenance of the crash databases.
- b. Update existing safety analysis on DVRPC's web site and advance innovative ways to communicate safety analysis.
- c. Prepare annual crash data bulletin for the region on key safety trends.
- d. Prepare annual county crash data fact sheets including municipal-level data.
- e. Respond to data requests from inside and outside of DVRPC.

4. US 130 Pedestrian and Bicyclist Safety Study

- a. Conduct baseline crash analysis.
- B. Inventory pedestrian and bicyclist environment, transit service, schools, and other non-motorized trip generators.
- C. Identify potential improvements, priority recommendations, and how they will likely

be implemented.

D. Complete report or other final material.

5. Safety Project Implementation Assistance

a. Outreach and data analysis for the New Jersey HSIP Design Assistance Program.

B. Continued support for PennDOT-District 6 safety data mapping to help identify potential projects.

C. Support to implement other safety projects, such as from previous RSAs and CCSAPs.

6. Roosevelt Boulevard Safety Study, Phase II

Tasks to be developed with Philadelphia agencies and PennDOT.

7. Special Studies & Coordination Efforts

a. Coordinate with Mercer County Planning Division and the DVRPC Office of Energy and Climate Change Initiatives to briefly investigate how to increase the number of utility poles with reflective object markers in order to reduce the number and severity of run-off-the-road crashes. This may involve policy research and some discussions with utility companies. The effort will be oriented to the whole region and shared through appropriate DVRPC committees.

B. Expand use of DDACTS by New Jersey police departments and their partners in cooperation with South Jersey Transportation Planning Organization and New Jersey Division of Highway Traffic Safety.

C. Expand use of DDACTS in Pennsylvania as part of implementation of a project proposed by DVRPC through the Safety Technical Advisory Group (TAG) of the State Transportation Innovation Council (STIC).

D. Coordinate and provide support for running New Jersey's teen driver Share The Keys education program in the DVRPC region.

8. Transportation Security Planning

a. Participate in external meetings, webinars, and other events.

B. Facilitate coordination on security planning within DVRPC.

C. If requested, lead actions developed with partners such as running a meeting or providing analysis.

Products:

1. RSTF meeting materials and summaries.

2. Transportation Safety Action Plan and summary cards.

3. Crash databases, GIS files, visualizations on web site; crash data bulletin and series of county fact sheets.

4. US 130 report.

5. Documentation of assistance to counties in selecting potential HSIP projects and pursuing funding for other projects.

6. Various meeting materials; handout or brief paper on increasing use of reflective

object markers on utility poles.

7. Technical material supporting safety improvements on Roosevelt Boulevard.

8. Summaries of security meetings.

Beneficiaries:

Residents, employees, through-travelers, and shippers experiencing safer and more secure transportation; municipalities; counties; state agencies, and federal agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$420,000	\$363,846	\$56,154		
2015	\$500,000	\$322,680	\$77,320	\$20,000	\$80,000
2016	\$500,000				
2017	\$500,000				

*PA Supplemental FTA Funds

PROJECT: 15-43-010 Travel Monitoring

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry

Goals:

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

Description:

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48-hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system (see 15-43-020-025). Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>.

Tasks:

1. Coordinate with PennDOT and member governments to review traffic count locations.
2. Establish weekly schedules, manpower assignments, and control procedures.
3. Collect traffic data at approximately 3,000 selected locations.
4. Upload data into the DVRPC Traffic Count system, process counts, edit for quality control, and develop annual average daily traffic volumes.
5. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
6. Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
7. Input traffic count data files into the comprehensive regional GIS-T database for sharing over the Internet.
8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability.
9. Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
10. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally

owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:

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

Beneficiaries:

Member governments, operating agencies, private sector, and agency staff.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$645,000	\$645,000			
2015	\$645,000	\$645,000			
2016	\$645,000				
2017	\$645,000				

PROJECT: 15-44-010 Smart Growth

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karin Morris

Project Manager: Andrew Svekla, Christina Arlt, Emily Costello, Karen Cilurso

Goals:

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

This project supports PennDOT's Planning Priority (from PennDOT's Planning Priorities Actions and Procedures 2013-2014) of "(I) Land Use/Transportation Linkages/Economic Development/Modernization," specifically "(B) to provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, access management, transit oriented development, healthy communities, etc.," and "(E) identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation."

This project supports NJDOT's support of the NJ State Strategic Plan, whose vision is for sustainable physical and economic development. Additionally the Smart Growth program area supports NJDOT's MPO Transportation Priorities including promoting partnerships, pursuing congestion relief, maximizing opportunities for Complete Streets implementation. This project supports FHWA-NJ Division's Planning Emphasis Areas of expanded use of management systems and data-driven tools to inform investment decisions. This project also supports the New Jersey Statewide Long Range Transportation Plan

Description:

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

zoning reform (both smart growth zoning and sustainable zoning), market analysis, and municipal outreach.

As part of this project, staff will prepare the Gloucester County Vision for the New Millennium Project, which will develop the framework for updating the county's master plan, which last was comprehensively redone in 1982. Staff will form and work closely with an advisory committee to guide the work. DVRPC will compile and analyze data, along with mapping, and then will develop and execute an outreach strategy to prepare the goals, objectives, and vision statement for the county. A template for Master Plan elements will be developed for use in future phases, and staff will assist the county in seeking additional funding for DVRPC to continue working with the county on developing Master Plan Elements, such as land use, open space, farmland preservation, and circulation.

This project will also competitively select a TOD/placemaking study for a specific station (using the transit committee). Working closely with the municipality, county, transit agency, and local stakeholders, staff will examine development opportunities, station access and parking, bike/ped improvements, market analysis, and zoning and plan changes to encourage TOD.

Staff will prepare Noncontiguous Parcel Cluster Ordinances in NJ for selected municipalities if requested.

Also included is continually updating the Smart Growth Project Database web map and adding new categories, as well as updating the Municipal Adoption of Smart Growth Tools web map/static maps, and adding new categories. There may also be opportunities for producing some analyses based on the findings in the two mapping applications regarding acceptance and implementation of smart growth in the region.

DVRPC will also continue its Municipal Outreach program, including hosting webinars and audioconferences at DVRPC offices, as well as other off-site locations. The Municipal Implementation Tool brochures series will also continue, with new topics added, and these may also be expanded into DVRPC-developed webinars to accompany the brochures' publication. New training programs, workshops, educational materials, or website additions could also be created that build the capacity of local governments to implement the Long-Range Plan and smart growth.

DVRPC will also continue to coordinate in-house efforts to apply smart growth standards to current studies, such as selected corridor and transit studies, of which staff are integral members or managers on these projects.

Tasks:

1. Create the Gloucester County Vision for the New Millennium Project, including outreach, visioning, and draft and final reports.
2. Prepare a TOD/placemaking Study; location to be competitively selected.
3. Prepare Noncontiguous Parcel Cluster Ordinances for select NJ municipalities.
4. Update the SGPD and the Muni Adoption of SG Tools web maps.
5. Sponsor or co-sponsor municipal training programs or workshops as needs arise, including hosting the APA audioconference series at locations throughout the region.
6. Prepare municipal implementation tool brochures on various planning and smart growth topics to advance the objectives in the long-range plan.
7. Assist and/or lead corridor and transit unit studies.
8. Present and promote DVRPC's smart growth studies and products to local, regional, and national audiences, through workshops, seminars, conferences, etc.

Products:

1. Gloucester County Vision for the New Millennium draft and final reports.
2. TOD/placemaking study.
3. NCPD Ordinances.
4. Updated SGPD and Muni Adoption of SG Tools web maps.
5. Webinars and training programs.
6. MIT brochures and related webinars.
7. Transit and corridor unit studies/plans.
8. Smart growth presentations at local, regional, and/or national conferences and workshops.

Beneficiaries:

Member governments, DOTs, transit agencies, private sector, and nonprofits.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$390,000	\$285,879	\$44,121	\$60,000	
2015	\$559,900	\$282,345	\$67,555	\$42,000	\$168,000
2016	\$390,000				
2017	\$390,000				

*PA Supplemental FTA Funds

PROJECT: 15-44-020 Economic Analysis and Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Project Manager: Alison Hastings, Mary Bell

Goals:

Ensure a diverse and competitive regional economy by coordinating regional transportation, land use, and economic development planning.

Address the planning issues identified in MAP-21, specifically by supporting the economic vitality of the metropolitan area and promoting consistency between transportation improvements and state and local planned growth and economic development patterns.

Provide information on the value to the regional economy of implementing elements of DVRPCs long-range plan.

Highlight the importance of efforts for regional energy efficiency and carbon reduction to regional economic competitiveness.

Highlight the importance to regional economic competitiveness of enhanced workforce development and access by employers to a skilled workforce.

Lead, participate in, and provide support for regional efforts to take advantage of opportunities created by the growing desire for businesses that provide products and services that are environmentally benign or energy efficient to transform our regional economy.

Lead, participate in, and provide support for regional efforts to better coordinate economic and workforce development strategies in the region, including managing and maintaining the Greater Philadelphia region's comprehensive economic development strategy (CEDs).

Description:

This project will foster a regional economy attractive to both businesses and residents by supporting economic development strategies aligned with the goals of DVRPC's Long-Range Plan, Connections 2040. These include smart growth, transit-oriented development, the use and preservation of existing transportation and other infrastructure, agricultural preservation, and the conservation of natural resources and environmental amenities. A key aspect of this project is continued coordination among established and emerging players in the region's economic development and regional planning landscape.

In addition, DVRPC will strive to deliver value to the region's economic development community by collecting and assessing economic data, identifying its importance and relevance, and disseminating the results of that research through economic impact studies, data bulletins, and policy reports. This research will be based on regional employment data acquired by DVRPC from the National Establishments Time Series (NETS) database, the CoStar Commercial Real Estate database, and other available economic data sources. This research is intended to highlight (both quantitatively and qualitatively) the economic value of implementing DVRPC recommendations regarding transit-oriented development, reinvestment in older communities, agricultural and natural resource protection, and support for businesses that foster environmental protection and energy efficiency. The project will also support DVRPC staff to help them assess the economic impact of their projects, where feasible.

Working with others, DVRPC will also continue to manage and maintain the Greater Philadelphia Economic Development Framework as the region's comprehensive economic development strategy (CEDS), as required by the U.S. Economic Development Administration (EDA). EDA requires that a regional CEDS be updated annually and rewritten every fifth year. During FY 2014, staff will work with the CEDS Regional Review Committee to complete the 2014 major CEDS revision (due by September 30, 2014) and begin preparation of the 2015 annual CEDS update, due to the U.S. EDA by September 30, 2015.

The project includes three main components:

(1) Continue the economic development coordinating role initiated in FY 2007 with DVRPC's Integrating Land Use, Transportation, and Economic Development Planning project and continued in subsequent years through meetings of the Regional Community and Economic Development Forum (RCEDF). By continuing this coordinating role, RCEDF facilitates networking and coordination between the various economic development and planning agencies in the region on issues of regional importance, fosters greater cooperation between agencies, and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community. This activity strengthens DVRPC's relationships for achieving the goals of the Long-Range Plan.

(2) Conduct analytical work in support of regional economic development efforts, including studies that both qualitatively and quantitatively highlight the economic value of regional land use and transportation planning efforts, and distribute the results of that work via DVRPC's online data tools and/or through policy papers, data bulletins, or analytical reports.

(3) Manage and maintain the Greater Philadelphia region's CEDS, as required by

the EDA, including completing the 2014 major CEDS revision, amending the list of vital projects as appropriate, and beginning the preparation of the 2015 annual CEDS update.

Staff will also continue to support the goals and objectives of the New Jersey State Strategic Plan, which outlines an incentive-based strategy that tactically aligns government entities and resources, builds on existing economic and quality of life assets, and establishes clear goals to position New Jersey to better compete for and capitalize on growth opportunities.

Tasks:

1. Convene regular meetings of the RCEDF, whose membership includes regional economic development professionals, land use and transportation planners, and private and non-profit sector representatives. The committee will meet to coordinate on regional issues and to guide analytical work. This committee has evolved through the combination of the study committee associated with DVRPC's FY 2007 Integrating Land Use, Transportation, and Economic Development (LUTED) project with DVRPC's former Land Use and Housing Committee (LUHC).

2. Conduct analytical work in support of regional economic development efforts, including efforts to promote an energy-efficient economy and the economic value of workforce development, and economic development studies that support and advance the goals of DVRPC's long-range plan. This task includes the continued analysis of employment data provided through the National Establishments Time Series (NETS) database and the COStar Commercial Real Estate database.

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

- (a) Conduct meetings (as necessary) of the CEDS committee (a subcommittee of the RCEDF) to review projects proposed for inclusion on the CEDS list of vital economic development projects, and amend the list as appropriate.
- (b) Working with members of the RCEDF, complete the preparation of the 2014 major CEDS revision. This report, due to EDA by September 30, 2014, will include background information; an analysis of economic development problems and opportunities; the definition of regional CEDS goals and objectives, incorporating the current CEDS goals, but revising them as necessary in response to changed circumstances; a discussion of community and private sector participation; a list of strategic projects, programs, and activities intended to implement the CEDS goals and objectives; a CEDS plan of action; and an evaluation of performance measures.
- (c) Review projects included in the CEDS and, where applicable, identify potential environmental issues and assemble pertinent data and document as part of the annual CEDS update.
- (d) Work with the CEDS Review Committee to begin the preparation of the 2015 annual CEDS update, including the review and update of the key projects list and

the identification and evaluation of performance measures that indicate progress toward achieving the CEDS goals and objectives.

4. Work with PennDOT and the Governor's Action Team on regional economic development projects, as applicable, and promote public/private partnerships.
5. Provide data and support for the use of an economic impact model, such as TREDIS, that measures economic impacts from certain transportation projects and land use patterns.

Products:

1. Highlights from Regional Community and Economic Development Forum (RCEDF) meetings.
2. Results of analytical work, including periodic stand-alone analytical reports, data bulletins, and data snapshots, as well as input to other documents.
3. Minutes of CEDS committee meetings and amendments to the CEDS list of vital projects.
4. The 2014 major CEDS revision, due to the EDA by September 30, 2014.
5. Background reports and summaries of research efforts undertaken to support the completion of the 2015 annual CEDS update, due to the EDA by September 30, 2015.
6. Data supporting an economic impact model, as needed.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$200,000	\$129,945	\$20,055	\$50,000	
2015	\$200,000	\$129,072	\$30,928	\$40,000	
2016	\$200,000				
2017	\$200,000				

PROJECT: 15-44-030 Strategies for Older Communities

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karen Cilurso

Project Manager: Alison Hastings, Christina Arlt

Goals:

To support the major land use and transportation policies of Connections 2040: Plan for Greater Philadelphia by encouraging reinvestment in the region's mature suburbs and core cities through redevelopment and intergovernmental cooperation.

The Strategies for Older Suburbs (SOS) project supports PennDOT's Planning Priority (I) Land Use/Transportation Linkages/Economic Development/Modernization, specifically (B) to provide input on any training and planning activities targeted to county and local governments, conservation districts, and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, access management, transit-oriented development, healthy communities, etc, and (E) identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities, such as access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.

This project supports NJDOT's support of the NJ State Strategic Plan, whose vision is for sustainable, physical, and economic development. Additionally the Strategies for Older Suburbs (SOS) program area supports NJDOT's MPO Transportation Priorities including promoting partnerships and maximizing opportunities for Complete Streets implementation. This project supports FHWA-NJ Division's Planning Emphasis Areas of expanded use of management systems and data-driven tools to inform investment decisions, particularly for programs such as the Transportation and Community Development Initiative (TCDI). This project also supports the New Jersey Statewide Long Range Transportation Plan.

Description:

Many of the region's mature communities face social, economic, and infrastructure challenges uncharacteristic of more affluent exurban communities and lack the resources available to the region's core cities. Staff will identify techniques and programs that have been successfully utilized in this region as well as elsewhere to facilitate community revitalization and create mechanisms through which developed communities can network with other municipalities facing common challenges. The goals of the SOS program help make our older communities more livable.

Through the SOS project, staff will provide outreach and education directed at municipal officials and residents with the Roundtable Series. The Roundtable Series is a “conversation” for our planning partners to discuss issues and exchange ideas that affect these communities. Topics may include infrastructure, economic development, conservation, public relations, and grant development. Up to four roundtable discussions will be held.

Staff will continue work on the Classic Towns of Greater Philadelphia program. Through the Classic Towns program, marketing and advertising are used to promote communities as great places to live, work, and play. The Classic Towns program strives to improve the quality of life in older communities of the region, thus utilizing existing infrastructure. A consultant will be used to provide assistance with these tasks and staff will work directly with all communities on various events, promotional pieces, and other tasks, as requested.

The Transportation and Community Development Initiative (TCDI) will continue in FY 2015. Staff will work with the TCDI review committee to hold a new solicitation for new projects and then move all projects to contract. The TCDI newsletter will be published up to four times during the fiscal year. The TCDI project also includes maintaining the Smart Growth Grant database to oversee communication with grantees and providing updated information for the DVRPC website for all projects completed.

For FY 2015 the Breaking Ground Implementation Series will continue. The Breaking Ground series is an opportunity for DVRPC to highlight our planning work and partners from throughout the region. This conference focuses on project implementation of DVRPC’s work, as well as regional, state, and local partners. The theme of the conference will be chosen during the fiscal year.

Tasks:

1. Maintain and interact with the roundtable invitees made up of state, county, and local governments, nonprofits, main street communities, and economic development partners on issues facing older suburbs and downtowns. Up to four roundtables will be held.
2. Identify and engage local stakeholders and community leaders, as well as provide local technical assistance to older communities on revitalization efforts and tools that meet the specific needs of their community.
3. Continue to work with outside agencies on the promotion of older communities and neighborhoods through the Classic Towns Program.
4. Continue to gain financial and technical support for the marketing of Classic Towns through outreach and collaboration with regional, state, local entities, and partnerships with Philadelphia agencies.
5. Continue to implement the Classic Towns campaign and marketing efforts.

6. Contract with qualified consultants on Classic Towns for advertising and website administration.
7. Administer the TCDI program by overseeing contract administration and project advancement, as well as publish the newsletter.
8. Continue to maintain the Smart Growth Grants database.
9. Develop and facilitate the Breaking Ground Implementation Series.
10. Conduct other studies as necessary pertinent to the Older Suburbs and Core Cities.

Products:

1. Technical assistance to local municipalities, counties, and transit agencies on revitalization and other areas as required.
2. Database of TCDI projects and TCDI newsletters.
3. Updates to the Classic Towns website and other marketing materials, as necessary.
4. Hold events and contests for the Classic Towns member communities, as requested.
5. Workshops throughout the fiscal year for member Classic Towns (at least two).
6. Additional webpages on website for new towns in the Classic Towns program.
6. Deliverable products as required by each TCDI contract.
7. Materials for Breaking Ground Implementation Conference.

Beneficiaries:

Member governments, nonprofits, developers, private sector, and Classic Towns communities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$430,000	\$173,260	\$26,740	\$50,000	\$180,000
2015	\$430,000	\$169,407	\$40,593	\$40,000	\$180,000
2016	\$430,000				
2017	\$430,000				

*1.PA-TIP/STU-TCDI Administration- DOT # 97311-\$100,000 2. NJ-TIP-STP-STU-TCDI Administration- DOT#D0204-\$80,000

PROJECT: 15-44-040 Energy and Climate Change Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Rob Graff

Project Manager: Elizabeth Compitello, Shawn Megill Legendre

Goals:

This program area will:

- Provide leadership to the region on reducing energy use, increasing the use of low-carbon energy, reducing greenhouse gas (GHG) emissions, and preparing the region for predicted climate change impacts.
- Focus the resources and attention of municipal, county, and regional officials on developing policies and practices to reduce energy use and GHG emissions, and to prepare for predicted climate change impacts.
- Develop and disseminate information on regional energy use, energy costs, and GHG emissions. This information will be provided at the local and sectoral level where feasible.
- Require and facilitate regional coordination—both drawing on and strengthening relationships among state, regional, county, and municipal officials throughout the region, as well as relationships with other key stakeholders, including utilities and non-profit organizations. This work will leverage economies of scale, and identify and disseminate best practices from around the region and across the nation.

Description:

This program area leads planning efforts to prepare the region for a future in which regions with greater energy efficiency, cleaner energy, lower emissions of greenhouse gases, as well as those that have proactively planned for the anticipated impacts of climate change on the built and natural environment, are expected to be at a competitive advantage.

These issues are interrelated: DVRPC's regional greenhouse gas emissions inventory shows that over 90 percent of the region's GHG emissions are attributable to burning fossil fuels for energy. In addition, the energy system in the region and the country as a whole is undergoing a profound transformation, with increased private and public investment in energy efficiency and conservation as well as in renewable and lower-carbon energy sources, in both the transportation sector and the built environment. In addition, concern regarding the availability and cost of fossil fuels shapes long-term energy policy.

This program area assists the region in preparing to work and live in a way that uses less fossil-fuel based energy while maintaining a high quality of life. This program area also assists the region as it prepares for changes in the region's climate that appear inevitable, regardless of reductions in GHG emissions.

Tasks:

Coordination and Facilitation—DVRPC will continue to facilitate coordination and discussion within the region through the use of meetings, information sharing, websites and other means. DVRPC will participate in relevant local, regional, state, and federal efforts related to energy-efficiency and conservation, GHG emissions reduction, and climate change adaptation. DVRPC will continue to work with local governments, state and federal agencies, neighboring MPOs, and partner organizations in the region.

Information Collection and Analysis—DVRPC will continue to develop and disseminate information on regional energy use, energy costs, and GHG emissions, as well as opportunities for reduction, at the state, local, and sectoral level. DVRPC will begin to develop and disseminate information on the predicted impacts of climate change on the region.

Technical Assistance: Energy Use and GHG Emissions—DVRPC staff will continue to serve as a resource for counties and municipalities carrying out analysis of energy use and GHG emissions both in local government operations and at the community level. Because financing is recognized as a key barrier to implementing energy efficiency projects, DVRPC will work with local and regional partners to identify, develop, and implement approaches to address this issue.

Technical Assistance: Ordinance Assistance and Coordination—DVRPC will continue its coordination with municipal and county officials to develop and enact model ordinance language to address alternative energy production and access, energy efficient development, and siting of alternative fuel vehicle infrastructure.

Technical Assistance: Impact Analysis—Prioritizing the many alternatives to reduce energy use and GHG emissions requires rigorous analysis of the reduction impacts, cost-effectiveness, feasibility, energy savings, and other associated benefits and costs. DVRPC will continue to assist its member governments and others in assessing alternative policies and actions appropriate at the regional, county and municipal level in order to help select the most appropriate set of responses.

Technical Assistance: Climate Change Adaptation Planning—DVRPC will assist local government stakeholders in understanding and preparing for the expected impacts of climate change on the region, including providing information on carrying out risk and vulnerability assessments and developing strategies to increase resilience. DVRPC will continue to participate in ongoing climate change adaptation

activity at the national, state, regional, and local level to ensure the concerns of the region are represented.

Scenarios and Modeling—This program area will support DVRPC’s Office of Long Range Planning, as needed, in developing energy use and GHG information needed to support their modeling of alternative future regional scenarios. In addition, this project will develop tools for use by individuals, organizations and regional partners to help decision makers envision the relative GHG emission and energy use impacts of various policy actions.

Coordination with other DVRPC Activities – Reducing GHG emissions and energy use result from many activities at DVRPC outside of this program area. This program area will continue to coordinate a broader public message that links the related issues of energy, air quality, cost-savings and climate change through DVRPC’s ongoing programs.

This program area is prepared to carry out additional tasks, depending on staff availability and the priorities of member governments, including those noted below.

Technical Assistance: Additional Sectors – DVRPC recognizes that other public sector organizations, such as school districts, have tremendous opportunities for energy savings. DVRPC is prepared to begin a discussion with these sectors to identify ways to adapt and disseminate to these sectors technical tools we have developed. In addition, DVRPC is prepared to work with selected commercial areas such as those located in DVRPC’s Classic Towns and older strip developments outside of town centers, including “Main Streets” and other downtown shopping areas. Working with interested business associations and property-owners, DVRPC is able to provide basic training and resources for energy-efficiency improvement. This work would facilitate consistency and draw on the economies of scale inherent in regional-level data gathering and analysis.

Technical Assistance: Ordinance Assistance and Coordination – In addition to the ordinance assistance and coordination tasks noted above, DVRPC is prepared to continue developing and disseminating quantitative tools to evaluate the links between development patterns, energy use, and greenhouse gas emissions and assist municipalities to incorporate best practices into land use regulations and building codes.

This work will be carried out in coordination with county, state, and federal-level efforts, as well as with regional and national organizations that support work in energy and climate change action.

Completion of these tasks may require the support of consultants.

Products:

1. Publications and spreadsheet-based tools as a component of technical support for municipalities and counties in reducing their energy use and GHG emissions. These will be available on DVRPC’s website.
2. Written reports and PowerPoint presentations for municipalities in the region to summarize results of technical assistance provided and to educate municipal managers on energy management.
3. Highlights of meetings related to regional coordination.
4. Analysis and modeling of energy use and GHG emissions reduction options provided via the DVRPC website.
5. Continued integration of energy use and GHG emissions analysis into DVRPC planning documents.
6. Contributions to local, regional, state, and national efforts to reduce energy use and greenhouse gas emissions, and to prepare for climate change. These will include written comments on documents, active participation in meetings, and recommendations for actions.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$240,000	\$170,490	\$26,313	\$43,197	
2015	\$240,000	\$164,027	\$39,304	\$36,669	
2016	\$240,000				
2017	\$240,000				

PROJECT: 15-44-050 Long-Range Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Project Manager: Brett Fusco, Patricia Elkis

Goals:

Develop and implement a long-range vision and plan for a sustainable future by providing guidance for future growth and development and ensuring that transportation investments are linked to long-range land use, economic development, environmental, and transportation goals. DVRPC's Long-Range Plan and overall planning policy is developed around four core principles: creating livable communities, building the economy, managing growth and protecting the environment, and establishing a modern multimodal transportation system.

Description:

Metropolitan planning organizations (MPOs) are required to prepare and maintain a long-range transportation plan with a minimum 20-year horizon, and in air quality non-attainment areas to update the plan every four years. DVRPC has worked with member governments, regional stakeholder organizations, and the public to develop a comprehensive Long-Range Plan that not only addresses the future of transportation, but also looks at the interaction with land development and revitalization, environmental resources, and economic growth.

The Plan serves as a high-level policy directive for all of DVRPC's work and is incorporated into every DVRPC project and program. DVRPC's Long-Range Plan, Connections 2040 Plan for Greater Philadelphia, was adopted by the DVRPC Board in July 2013. The Plan incorporates performance measures for selecting transportation projects and gauging progress toward Long-Range Plan goals. Additionally, the Plan addresses the eight planning factors required under current federal planning regulations, as well as the seven national goal areas identified in the most recent federal transportation authorization, MAP-21.

The Connections 2040 Plan includes an extensive analysis of what is required to rebuild and improve our transportation system and the challenges that the region is facing in achieving the goal of preserving and maintaining transportation infrastructure. The Plan also includes a thorough summation of alternatives to meet these challenges. The Long-Range Plan was adopted in early FY 2014, but work continues on implementing the plan through continued outreach to member governments, stakeholders, and the public: the publication of a user-friendly document and webpage, follow-up analysis and studies, and continuation of

tracking progress through performance measures. Particular attention will be focused on some of the major challenges identified in the Plan, such as transportation funding.

Tasks:

1. Continue a comprehensive public and stakeholder outreach program to implement the policies, strategies, and projects included in the Long-Range Plan.
2. Continue the development of a scenario analysis begun in FY 2014 that highlights the impacts of Plan policies and strategies, with a specific focus on transportation investments and asset management, and their return on investment.
3. Work with stakeholder agencies, such as the Pennsylvania State Planning Board, New Jersey Office of Planning Advocacy, PA and NJ DOTs, and county planning departments, to develop, update, and implement their respective strategic and Long-Range Plan documents and ensure consistency across federal, state, regional, county, and local planning processes.
4. Collect and analyze demographic, travel, and other data to determine their impact on the future growth and development of the region.
5. Identify and incorporate sustainable transportation practices into the regional planning process.
6. Work with the state DOTs and regional transit operators to collect and update asset management data, including local data, and investigate appropriate methodologies to determine and improve the condition of the region's transportation system.
7. Update the Connections 2040 Tracking Progress set of indicators to gauge the extent to which Long-Range Plan goals are being met.
8. Collect and analyze pertinent indicators to compare Greater Philadelphia to peer regions across the country.
9. Maintain the Planning at the Edge Forum as a means to discuss and coordinate multi-regional issues and success stories that cross MPO boundaries.
10. Implement the Linking Planning and NEPA process to improve the efficiency of project implementation and make the best use of available transportation funds through Smart Transportation philosophies of project development and programming.
11. Participate with PennDOT on any identified Linking Planning and NEPA initiatives.

12. Continue to work with historic preservation advocates, local stakeholders, environmental review professionals, and cultural resources management professionals on a regional mitigation bank for historic resources.

13. Continue the ‘Which Way Now?’ transportation funding education and awareness campaign. Specific tasks and products will focus on developing case studies or scenarios that assess how they could be utilized on specific regional facilities. This will be carried out in consultation with county planning partners.

Products:

1. A Return on Investment scenario report.
2. A Rating the Region report.
3. A summary brochure that provides a policy perspective, and specific strategies to creating a more sustainable transportation network.
4. Web-based update to the Tracking Progress set of indicators.
5. Meeting summaries of Planning at the Edge Forum meetings.
6. Project Development Screening Forms to initiate all new projects being considered for Long-Range Plan updates and inclusion in the 2015 TIP.
7. A report on case studies of alternative transportation funding mechanisms.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$550,000	\$476,465	\$73,535		
2015	\$510,000	\$411,417	\$98,583		
2016	\$510,000				
2017	\$510,000				

PROJECT: 15-44-060 Air Quality Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sean Greene

Project Manager: Michael Boyer

Goals:

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

Description:

DVPRC's air quality program has three main components:

- 1) technical analysis (Transportation Conformity),
- 2) public education and outreach (Air Quality Action), and
- 3) stakeholder coordination (Air Quality Planning Coordination).

Federal requirements mandate that DVRPC must demonstrate the conformity of the region's long-range transportation plan and the Transportation Improvement Program with air quality goals. The Plan and TIP need to be amended from time to time with projects which may require a demonstration of conformity. This work will be consistent with the guidance released by the US EPA and US DOT. Acceptance of the conformity findings is necessary for transportation projects to be funded.

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

DVRPC also serves as a regional coordinator and participant of various air quality forums. The focus is on discussion and progress of air quality issues with regional and federal air quality stakeholders. Policies selected to guide the region on transportation-air quality measures will also be discussed. DVRPC will also work to achieve interstate coordination within the ozone and particulate matter 2.5

nonattainment areas. This project permits proactive participation in the air quality planning activities of the departments of transportation and environmental protection in Pennsylvania and New Jersey as well as the US EPA and US DOT. Contacts will be maintained with Delaware and Maryland agencies as well. Communication and educational activities will be maintained with the region's leadership to broaden the understanding of issues and policies. Staff will also participate in additional air quality related activities that promote the reduction of emissions in the nonattainment area.

Tasks:

Transportation Conformity

- Determine the projects in the Plan and/or TIP, or any revisions, which have an impact on air quality conformity determination.
- Review and update procedures for conducting conformity tests, incorporating model enhancements and revisions to the applicable State Implementation Plans. In 2015, this task includes transitioning from the MOVES 2010b air quality model to the EPA-required MOVES 2013 model.
- Prepare input parameters for the regional travel simulation model and for the latest version of MOVES approved by US EPA, especially inspection and maintenance characteristics in each state.
- Run models to determine emissions associated with proposed TIP, Plan, or TIP/Plan amendments.
- Perform off-model analyses on projects as required.
- Ensure that Conformity Determination meets requirements and deadlines for emerging regulations and updated standards
- Coordinate all activities with the Transportation Conformity Interagency Consultation Group and conduct public outreach.

Air Quality Action

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

concentrations.

Air Quality Planning Coordination

- Provide staff support for the Regional Transportation Committee, including the maintenance of records, agendas, meeting summaries, and staff presentations. Participate in meetings and workshops, at the request of USEPA, the state environmental departments, and others, on air quality planning. This will include quarterly meetings of the Philadelphia Diesel Difference Working Group.
- Provide literature or presentations to groups requesting information on transportation and air quality programs.
- Publish 10 issues of the ALERT newsletter on air quality activities.
- Review conformity demonstrations with transportation and air quality committees and present the results of meetings on the Plan and/or TIP.
- Conduct a program of interagency consultation on any conformity demonstration.
- Demonstrate the air quality benefits of CMAQ funded projects through air quality analysis using the Air Quality Off Network Estimator for state DOTs.
- Provide data and information to planning partners and health professionals regarding regional air quality statistics and analysis.

Products:

Transportation Conformity

1. Summary report documenting conformity procedures, including MOVES inputs, program modules, and emissions factors that demonstrate that the TIP and Long-Range Plan are compatible with air quality goals.

Air Quality Action

1. A report on the year's activity.
2. Resources for news and editorial outlets for stories on air quality.
3. Paid advertisements and promotional literature.
4. Public outreach at community and environmental events.

Air Quality Planning Coordination

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

Beneficiaries:

State, county, and municipal governments, DOTs, and residents of the region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$280,000	\$242,564	\$37,436		
2015	\$280,000	\$225,876	\$54,124		
2016	\$280,000				
2017	\$280,000				

PROJECT: 15-44-070 Environmental Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Linn

Project Manager: Alison Hastings, Amy Miller, Shawn Megill Legendre

Goals:

This program area will:

Provide leadership to the region on maintaining healthy ecological systems, creating livable communities, planning transportation systems that balance mobility needs with sustainability goals, and preparing the region to adapt to the predicted impacts of climate change.

Increase the level of education and outreach on sustainability planning principles to member governments and the public.

Develop and disseminate information on green infrastructure, growth management, land preservation, watershed protection, non-motorized transportation, and climate change adaptation.

Promote the following goals of PennDOT, NJ DOT, and FHWA:

- Support a broad range of commuting alternatives to single occupancy vehicle (SOV) travel to maximize the efficiency of the existing transportation system.
- Identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.
- Implement the Program Development and Project Delivery Process to make the best use of available transportation funds and improve project implementation.
- Utilize the Screening Forms to initiate new projects being considered for inclusion in the LRTP and TIP.
- Preserve and enhance critical state resources.
- Provide transportation choice and efficient mobility of goods.
- Support land use patterns that promote accessibility, sustainable mobility and transportation choices.
- Incorporate environmental stewardship principles into transportation investments.
- Maximize opportunities for Complete Streets.
- Expand use of management systems and data-driven tools to inform investment decisions.
- Conduct planning studies with the goal of using findings to develop problem statements.

- Streamline the environmental review process.
- Identify, implement, and assess programs and strategies to adapt to and mitigate the impacts of climate change.
- Support sustainable growth patterns, and consider all modes of transportation.

Description:

This program area will lead planning efforts to build a sustainable region by maintaining and improving environmental quality, enhancing the livability of communities, and making the region more resilient to the impacts of climate change. All of these activities are interwoven. For example, DVRPC’s work to protect natural areas is critical to maintaining floodplains and managing stormwater, which is in turn critical for adapting to an expected increase in heavy downpours due to climate change.

The Environmental Planning program assists local governments, agency partners, and the private sector in completing plans and studies that promote environmental quality and preservation of natural resources and balances transportation needs with environmental health. Issues addressed include land use, water quality and quantity, flooding, wildlife habitat, natural vegetation, open space and recreation, and farmland preservation.

To the degree appropriate for a given task or project, work will be approached in an integrated way, drawing on staff expertise across DVRPC offices or partner agencies to best meet the needs of the planning partner.

One element that is central to this program is the development of new data-driven tools to inform investment decisions. Prior examples of this type of work include: the Southeastern Pennsylvania Greenspace Priorities Analysis, the Schuylkill Action Network Source Water Protection Model, and the Environmental Screening Tool.

The project includes the following tasks:

- Information Collection and Analysis — Update webpages of federal, state, county and municipal lands, preserved farmland, multiuse trail information, locally funded open space programs and municipal use of natural resource protection tools on the DVRPC website. The website includes maps, tables, and narrative.
- Regional Environmental Planning — Build upon DVRPC’s ongoing efforts to integrate conservation and green infrastructure with transportation systems planning and incorporate this work into the LRP, CMP, corridor studies, land use/transportation studies, and PennDOT’s Program Development and Project Delivery Process. DVRPC will work to identify opportunities to improve the transportation system while working to maintain and restore the function of natural systems. Data gathered and tools developed will be used to strengthen the

linkages between environmental stewardship and transportation investments, and streamline the environmental review process. DVRPC will continue to support the New Jersey Statewide Habitat Connectivity Initiative by coordinating transportation investments and habitat connectivity improvements. In addition, this project will perform activities associated with the local transportation asset inventory, as necessary.

- **Municipal Environmental Planning** — Continue environmental resource planning services for New Jersey municipalities, which provides environmental resource inventories, open space plans, farmland preservation plans, master plan conservation elements, and environmental ordinances. The regional vision for green infrastructure and open space can more likely be achieved by empowering municipalities to conduct better and targeted land preservation and stewardship work at the local level. The program is fee-based but DVRPC provides a subsidy to communities in Mercer, Burlington, Camden, and Gloucester counties to encourage more municipalities to undertake the work. In this fiscal year, staff will continue to market the program to local governments, as well as respond to direct requests from municipalities.

- **Trail Access to Wawa Rail Station** — The Environmental Planning unit will coordinate with the Office of Bicycle and Pedestrian Planning to study and plan for improved connections between the Wawa rail station and the region's trail system. The study will investigate the feasibility of connecting the Chester Creek trail to the Wawa station by sharing SEPTA's right-of-way, as well as enhancing connections between the station and a network of local trails in Middletown Township with the goal of enhancing access to the station through non-motorized means.

- **City of Philadelphia Municipal Parking Lots and Green Stormwater Infrastructure** — The use of designed and engineered plantings and vegetation in urban/suburban settings is now a well-established "win-win" method for managing stormwater runoff. DVRPC will work with the City of Philadelphia to analyze municipal parking lots in CSO areas of the city in order to identify those with the greatest potential for stormwater management improvements. DVRPC will gather data for lots throughout the study area and identify those municipal parking lots with the greatest potential for retrofit based on utilization, development potential, and impact to water quality (potential reduction in CSO volume). DVRPC will also assist member governments with gathering the data and information they need to plan for and implement successful green infrastructure projects as needed.

- **Technical Assistance: Climate Change Adaptation Planning** — DVRPC will assist member governments, federal and state agencies, and academic institutions in understanding and preparing for the expected impacts of climate change. While communities are aware of the threats posed by extreme heat, severe storms, flooding and sea level rise, the historical patterns upon which they base their

planning are expected to change. This program will help local governments understand how these climate stressors are predicted to change, assess community vulnerability, and identify strategies to increase resilience. Strategies that support existing planning goals will be prioritized. DVRPC will continue to participate in ongoing climate change adaptation efforts at the national, state, and local level to assure the concerns of the region are represented.

- **Technical Assistance: Trail and Greenway Planning** — Support The Circuit Coalition’s efforts to implement The Circuit by providing technical assistance on funding, trail planning, evaluation metrics, and trail construction. DVRPC will focus on implementing the trail-user counting program started in FY14 and coordinating between PennDOT and the trail development community. This project also provides continued technical assistance for completed greenway plans and municipal environmental planning projects. Together, these activities will protect and link greenspace corridors and provide increased opportunities for non-motorized access to jobs, housing, recreational activities and cultural services.
- **Scenarios and Modeling** — The program area will support DVRPC’s Office of Long Range Planning, as needed, in developing land use, green infrastructure, and environmental data and mapping needed to support modeling of alternative future scenarios and evaluation of transportation investments. In addition, this program will continue to refine existing tools and data sources that will help decisionmakers envision the relative impacts of transportation investment decisions.
- **Coordination and Facilitation** — DVRPC will continue to facilitate coordination and discussion within the region through meetings, information sharing, websites and other means, and will participate in environmental, sustainability, trail-development, and climate change adaptation work locally, regionally, at the state level, and federally. DVRPC will partner with local governments, neighboring MPOs, state and federal agencies, and non-profit organizations. In particular, DVRPC will bring county open space planners and land trusts together for at least one Open Space Coordinating Committee meeting for PA and NJ in each fiscal year. DVRPC will also continue to coordinate and facilitate meetings of The Circuit Coalition. In addition, DVRPC staff will continue to support a variety of regional environmental initiatives.

Tasks:

1. Update data on protected lands and trails and share with counties and other agencies.
2. Gather post-election data on localities initiating or changing their open space funding programs through voter referendums.
3. Update and post open space and natural resource maps, data, and tables to the web.
4. Conduct research and data collection to support municipal green infrastructure

implementation.

5. Support PennDOT's project development process and Linking Planning and NEPA.
6. Coordinate with NJDEP and transportation planning partners on the NJ Statewide Habitat Connectivity Initiative.
7. Solicit open space planning work to assist local governments.
8. Coordinate with the Delaware County Planning Department and DVRPC's Office of Bicycle and Pedestrian Planning to complete the Wawa station trail access study.
9. Coordinate with the Philadelphia Water Department and appropriate stakeholders to analyze the use of municipal parking lots for green stormwater infrastructure.
10. Develop trail and greenway plans where local partners and funding exist.
11. Continue technical assistance to municipalities, counties, state agencies, and non-profits for greenway, open space and trail planning.
12. Support The Circuit Coalition's efforts to implement The Circuit by providing technical assistance on funding, marketing, trail planning, evaluation metrics and project management.
13. Convene PA and NJ Open Space Coordinating Committees with guest speakers on topical issues and ample time for coordination and collaboration among county and land trust open space planners.

Products:

1. Updated DVRPC website pages containing current maps, tables, and narrative about open space lands, programs, and municipal use of resource protection planning tools in the region.
2. Publication of Environmental Resource Inventories, Open Space and Recreation Plans, Farmland Preservation Plans, Conservation Elements, and other resource-related planning documents and ordinances for local governments with which DVRPC has project agreements.
3. Trail Access to Wawa Station final report.
4. Report summarizing the analysis of the potential to utilize municipal parking lots for green stormwater infrastructure in the City of Philadelphia.
4. Maps, data, presentations, and referrals to municipalities and counties with which DVRPC has worked on greenway plans or municipal projects, as needed.
5. Presentations on DVRPC's efforts to link environmental stewardship, green infrastructure and transportation planning.
6. Organization of two "Roundtable" meetings for PA and NJ Open Space Coordinating Committees and minutes from the meetings.

Beneficiaries:

PADEP, PADCNR, NJDEP, PennDOT, NJDOT, counties, municipalities, conservation organizations, land trusts, sustainability coordinators, trail advocacy groups, The Circuit Coalition, the private sector, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$354,000	\$175,000		\$179,000	
2015	\$354,000	\$204,000		\$150,000	
2016	\$354,000				
2017	\$354,000				

PROJECT: 15-44-080 Data Exchange and Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Mary Bell

Project Manager: Elizabeth He, Joseph Fazekas, Matthew Gates, Taghi Ozbeki

Goals:

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

Description:

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

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

This program also includes reviewing and assessing data available through the American Community Survey (ACS) and the evaluation and use of the Census Transportation Planning Package (CTPP) which has been approved by both the Pennsylvania and New Jersey departments of transportation. For more information on DVRPC's available data services, see: <http://www.dvrpc.org/data.htm>. For more information on DVRPC's IREG Committee, see: <http://www.dvrpc.org/about/committees.htm>.

Tasks:

Data Exchange Tasks:

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

Data Analysis Tasks:

1. Acquire and analyze available data files prepared by the United States Census Bureau; organize the Census files and other data sources for comparative purposes; and tabulate selected data for publication and dissemination via the DVRPC website.
2. Continue to coordinate with the Census Bureau and FHWA to review all available data products (such as the American Community Survey, Census Transportation Planning Products (CTPP), and the Economic Census), including data on population, households, workers, employment, and vehicle availability.
3. Organize and analyze additional demographic, land use, and transportation data as appropriate, including residential building permit data, municipal population estimates, Home Mortgage Disclosure Act (HMDA) data, current population and housing surveys, and other information provided by online network participants.
4. Prepare regional data bulletins, analytical data reports, data snapshots, and other materials on the region's demography, and disseminate the information via both print media and the DVRPC website.
5. Continue to refine and enhance DVRPC's online data products, including the Municipal Data Navigator and County and Regional Profiles.

6. Respond to specific data requests from member governments, DVRPC staff, and representatives of both the public and private sectors.
7. Prepare special data summaries as requested by member governments and agencies.
8. Coordinate and respond to individual data issues and opportunities and provide technical assistance as requested by member governments and other agencies.
9. Participate in Census seminars, training sessions, and State Data Center functions.
10. Participate in ongoing discussions regarding the United States Census program and upcoming Census product releases.

Products:

Data Exchange Products:

1. Expanded network database of selected data and digital graphics.
2. Enhanced interactive website database access.
3. Meeting materials and records for the IREG committee and sub-committees.

Data Analysis Products:

1. Demographic database enhancements for Internet dissemination, including enhancements to DVRPC's internet-based County Profiles and Municipal Data Navigator.
2. Regional data bulletins, analytical data reports, data snapshots, and other summaries and analyses of available information.
3. Additional materials as appropriate.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$260,000	\$225,238	\$34,762		
2015	\$260,000	\$209,742	\$50,258		
2016	\$260,000				
2017	\$260,000				

PROJECT: 15-44-090 Transportation Improvement Program (TIP)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Elizabeth Schoonmaker

Project Manager: Kwan Hui, Richard Murphy

Goals:

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

Description:

This project provides for transportation financial planning and capital programming for the DVRPC region. Staff will work with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program (TIP) as well as the Long-Range Plan. DVRPC will also develop and maintain a regional DVRPC TIP for both Pennsylvania and New Jersey, as mandated by federal regulations, and will post information related to both processes on the DVRPC website. This project supports negotiations to ensure that this region receives adequate financial resources, and to identify and select transportation projects that address the needs of the region and advance the goals of the Long-Range Plan.

At this time the TIP selection process is consensus based. Due to severe funding constraints and overwhelming needs that far outreach the region's resources, there has not recently been a solicitation for new projects. Any DOT-recommended new projects are reviewed with consideration of the DOT management system rankings, should they be available. Existing TIP projects are consistent with and have been drawn from DVRPC's Long-Range Plan, Connections 2040. Program development occurs through a TIP subcommittee comprised of regional stakeholders and is currently based on schedule and cost of existing projects, constrained by the level of funding available. All project costs and schedules are updated by DOT project managers and stakeholder subcommittee members as appropriate. A series of subcommittee meetings is held where costs and schedules are further reviewed and concerns vetted and negotiated. A constrained draft program is released for a 30-day public comment period prior to presenting to the DVRPC Board.

DVRPC will undertake an extensive public participation program that responds to the requirements of MAP-21 and environmental justice concerns as it relates to this project. Coordination with DOTs' program development and project delivery activities, including PennDOT's Linking Planning and NEPA initiative, will also occur. This program area also contains funds to assist in the development of a local

transportation asset inventory. Staff will continue to investigate innovative financing techniques and emerging federal regulations and state policies, particularly as they pertain to funding and capital programming. For more information, see: <http://www.dvrpc.org/tip>

Tasks:

1. Participate in development of statewide financial guidance with NJDOT, PennDOT, and the federal agencies (FTA and FHWA), as appropriate.
2. Conduct negotiations with the state DOTs and transit operators on behalf of the region to arrange for funding of the projects in the TIP.
3. During the TIP update cycle, revise costs, schedules, and descriptions of carryover projects from the previous TIP; coordinate program development and project delivery activities, including Linking Planning and NEPA project development process to solicit new eligible projects from member agencies; and assist the RTC in prioritizing projects.
4. Participate with PennDOT to pilot any identified Linking Planning and NEPA/new project development process activities.
5. Undertake an extensive public participation program to solicit comments and input from the general public on the TIP and to provide public education opportunities in various forums. The public participation component will respond to the requirements of MAP-21 and environmental justice concerns.
6. Provide opportunities for public comment on the capital program and prepare a summary of public comments and agency responses for Board consideration prior to adoption of the TIP.
7. According to constraints of financial guidance and in consultation with the counties/cities, DOTs, transit operators, and the RTC, develop a draft TIP (in printed and electronic form), prepare an administrative version of the TIP (following Board adoption) with supporting documentation for submission to state DOTs to be included in the STIP for transmittal to the federal agencies, and prepare a final document for general use (in printed and electronic form).
8. Prepare financial summaries for each TIP (Pennsylvania and New Jersey); monitor actual funding of these programs; maintain project data; monitor projects; and provide periodic reports and summaries to DVRPC committees and Board.
9. Assist states, counties, and transit operators with funding changes for TIP actions to maintain fiscal constraint. Review, evaluate, and process requests for TIP amendments and modifications according to procedures in the Memorandum Of Understanding for Pennsylvania and New Jersey. Periodically review and revise the MOU in conjunction with the state DOT's and FHWA/FTA.
10. Update and maintain the TIP database and post information on the website.
11. Coordinate with DOT's in development and integration of transportation performance measures.
12. Develop financial estimates for the transportation element of the long-range plan, when appropriate.
13. Participate in special project solicitations (e.g., CMAQ, Safety, Local Bridge).

14. Investigate and explain to the Board, its committees and the public, the laws and regulations related to federal funding programs and planning requirements, as well as state funding programs.

15. Research innovative funding techniques and assess for local applicability.

16. Make presentations to committees and public groups and respond to public questions.

Products:

1. Financial plans for the TIP (and Plan when appropriate).

2. Financial Summary Reports.

3. Project Development Screening Forms.

4. Regional Transportation Improvement Program.

5. Periodic amendments and modifications to the TIP.

6. Periodic status reports.

7. News Releases and Public Information documents.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$540,000	\$467,802	\$72,198		
2015	\$520,000	\$419,484	\$100,516		
2016	\$520,000				
2017	\$520,000				

PROJECT: 15-44-100 Transportation Asset Management Process

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Project Manager: Brett Fusco

Goals:

To maintain and improve the region's transportation system through the use of Transportation Asset Management (TAM) procedures and data to identify the region's transportation assets, to monitor condition, and to advance improvements in a systematic manner that will minimize life cycle costs. Assets include roads, bridges, rails, signals, and various roadside features.

Description:

Greater and greater demands are straining our transportation system: increased congestion, more truck travel, growing population, aging infrastructure, higher customer expectations, and escalating construction and operating costs. These factors threaten the viability of our transportation system unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade our existing assets.

Asset management plans should be used to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost as well as track progress of selected projects toward meeting performance goals. A more strategic and systematic process of operating, maintaining, upgrading, and expanding our physical assets is needed. By effectively refocusing business and engineering practices on life cycle costs and benefits, better decision-making on resource allocation and utilization will result. Such an approach requires quality information and well-defined objectives.

Through the use of transportation asset management systems and engineering and economic analysis tools, the region, in concert with the system owners and operators, can more comprehensively view the big picture and evaluate system data before making decisions on how limited financial resources can best be deployed in the long-range plan (LRP) and the Transportation improvement Program (TIP).

DVRPC has been working closely with NJDOT and PennDOT to establish strategic objectives for managing and improving their assets and identifying specific performance measures needed to meet those objectives. Recently, SEPTA won funding to develop an asset management system for transit. DVRPC has also addressed project prioritization in its Plan development and in its Congestion Management Process (CMP), and is updating project evaluation criteria for the TIP.

DVRPC will continue to provide input and guidance to our partners as they develop and expand these transportation asset management processes and utilize them to identify cost-effective improvements to maintain and enhance the region's transportation network. Our partners hope to extend these systems to cover all owners and operators in the region, including turnpikes and authorities and the counties and municipalities. It is essential that the asset owners and operators establish an internal asset management agenda and a willingness to share with DVRPC their data on asset age, design, condition, and improvement costs by treatment type. The parties recognized that data does not currently exist for all asset categories or that it may exist in formats that are not readily useable by an asset management system. For TAM to be used as a decision-support tool, it is critical to know what assets are in place, their current condition, their expected performance over time, and how the data can be linked to engineering and economic performance measures.

A key reason to develop a TAM is to better inform the capital programming process, whether short-term (TIP) or long-term (Plan). Both DOTs have established mechanisms to advance this linkage. In New Jersey, the Capital Investment Strategy is the mechanism that NJDOT uses to link asset management to the capital programming process. DVRPC is fully engaged in this process. In Pennsylvania, the evolving Linking Planning and NEPA process will be a key mechanism that links asset management to the capital programming process. PennDOT has also created a new Division of Asset Management. Related to both Pennsylvania initiatives is the Pennsylvania Local Data Collection effort, whereby MPOs will assist PennDOT in establishing an inventory of local assets. This project contains funds to assist in the development of this local transportation asset inventory. A similar effort is being contemplated in New Jersey.

Staff will work with the DOTs, transit operators, and authorities as they advance their TAM systems. DVRPC will be involved in the development of these processes, working cooperatively with stakeholders to obtain agreement on data structures, performance measures, strategic funding allocation methods, local system data collection, and data sharing and reporting procedures. Staff will coordinate TAM efforts with work being done under the CMP.

Tasks:

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

1. Meet with appropriate stakeholders to identify asset categories, strategic objectives, and measurable performance and/or service levels to meet those objectives.
2. Participate in the development and use of the various partner asset management

systems to track information on asset inventory, condition, needs, and performance for various asset categories.

- a. Work with PATCO to establish a baseline Asset Management Plan to comply with MAP-21 requirements.
- 3. Participate in NJDOT Problem Intake Process meetings and tasks.
- 4. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (8- to 20-foot spans), including georeferencing data.
- 5. Assist asset owners to utilize their asset management systems to:
 - a. Identify typical costs for maintaining and preserving existing assets;
 - b. Identify stakeholder and public expectations and desires;
 - c. Define those asset condition values that would trigger when to make a particular investment (such as preservation, rehabilitation, reconstruction, replacement, or capacity enhancement);
 - d. Analyze asset data to determine when to implement the most cost-effective action for a specific asset;
 - e. Coordinate with the CMP, including sharing data and methods; and
 - f. Utilize the asset system processes and data to develop draft TIP and Plan updates.
- 6. Assist TAM owners in the development and production of system performance reports.

Products:

- 1. Periodic System Performance Reports.

Beneficiaries:

Member counties, state DOTs, and transit operators.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$220,000	\$190,586	\$29,414		
2015	\$220,000	\$177,474	\$42,526		
2016	\$220,000				
2017	\$220,000				

PROJECT: 15-51-010 Travel and Land Use Modeling

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Matthew Gates

Project Manager: Christopher Puchalsky, Fang Yuan

Goals:

Support the vitality of the region, increase safety for all users, improve accessibility for people and freight, protect the environment, enhance connectivity between modes, and promote the efficient management and operation of the existing transportation system through the development and use of transportation, air quality, economic development and land use models.

Description:

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

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

In FY14 DVRPC began development of its next generation, activity-based travel model, TIM3.0. This work will continue in FY15. At the same time, staff will continue to maintain, refine, and apply the current TIM 2.1 model for various traffic and transit studies and other planning activities. DVRPC will also conduct an in-depth review of FTA's new "National Standard Model" which may optionally be used for ridership forecasts for new starts funding. This review will include the pros and cons

of using FTA's model and the relative sensitivities of the NSM, TIM2.1, and TIM3.0.

Data will be collected on travel trends, traffic volumes, transit ridership, and travel times. The highway network used in both TIM2.0 and TIM3.0 will need to be updated to reflect new or revised facilities, recent federal functional class changes, and changes in transit service patterns and schedules.

Some of these activities may require DVRPC to purchase equipment or services.

Tasks:

1. Collect data on screenline traffic volumes including autos, trucks, bikes, pedestrians, and transit riders by direction and time of day.
2. Collect, tabulate, and analyze travel time data for selected corridors from Traffic.com, INRIX, and other sources.
3. Collect other transportation data needed for 2015 model validation, including journey-to-work, parking shed, external travel, tolls and fares, and trip length frequency.
3. Update highway and transit networks for base and future years, to reflect federal functional class changes, and TIP and Plan project changes; update tolls, fares, and parking charges.
4. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES air quality model, including practice conformity run.
5. Analyze bike, pedestrian, transit, and highway projects, as required.
6. Prepare estimates of truck and bus travel, as needed.
7. Prepare growth factors as required to support regional planning and engineering efforts.
8. Prepare trip tables, select-link analysis, and other travel model tabulations, as required.
9. Conduct in-depth review of FTA's new Standard National Model for new starts evaluation.
10. Initiate work on 2015 model validation.

Products:

1. Summaries of screenline traffic volumes.
2. Summaries of corridor travel times.
3. Base and future-year highway and transit networks.
4. Summaries of the results of air quality conformity demonstrations.
5. Travel patterns, volumes, statistics, etc. for data request and to support member governments and other DVRPC planning efforts.
6. Average annual growth factors by County and Functional class.
7. Growth rates and VMT estimates to support planning efforts as required.
8. Up-to-data travel model documentation.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$500,000	\$433,150	\$66,850		
2015	\$500,000	\$403,350	\$96,650		
2016	\$500,000				
2017	\$500,000				

PROJECT: 15-52-020 Competitive Program and Project Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Project Manager: James Briggs, Joseph Banks, Ryan Gallagher

Goals:

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

Description:

Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project applicant and his or her team, local governments, the public, the PennDOT district office, PennDOT's central office staff, and the FHWA.

The current federal authorizing legislation for highways and transit includes funding for non-traditional bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, and historic restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

TIP funds are also provided to the sub-regions through the Local Concept Development and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). The goal of the HSIP design assistance program is to provide funding to the counties for the design of HSIP eligible projects and preparing them for construction. As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance.

For more information, see the following website:
<http://www.dvrpc.org/Transportation/ProjectImplementation/>

Tasks:

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects.
3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate.
4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed.
9. Submit the consultant's final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website and provided to the RTC and Board, as needed.

Products:

1. Program Guidance/Workshops.
2. Recommended list of projects for funding.
3. Project Agreements.
4. Progress Reports.
5. Project Management Database.
6. Completed Construction Projects.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$770,000	\$50,000			\$720,000
2015	\$800,000	\$50,000			\$750,000
2016	\$800,000				
2017	\$800,000				

*1.PA-TIP,\$432,000- DOT #66460,State Appropriation A-581Funds Match-\$108,000, CMAQ-\$88,000- DOT #66461- State Appropriation A-581Funds Match-\$22,000 2. NJ-STP-STU TIP-DOT#X30A-\$100,000

PROJECT: 15-53-010 Geographic Information Systems

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: William Stevens

Project Manager: Kimberly Korejko, Mark Gatti

Goals:

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

Description:

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

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

This project also contains funds to assist in the development of a local transportation asset inventory.

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

Tasks:

1. Create new geospatial data from source documents.
2. Compile and evaluate existing geospatial data from all available sources.
3. Geo-reference existing features to current aerial imagery.
4. Develop and maintain metadata that meets current industry standards for all geospatial datasets.

5. Continuously update geospatial data from DVRPC programs and from external sources, including, but not limited to, the state DOT transportation management systems, U.S. Census, state agencies, operating agencies, and member governments.
6. Ensure compatibility of geospatial data with related databases.
7. Continue migration of geospatial data into DVRPC's enterprise Oracle database.
8. Provide data files and technical support to planning efforts of DVRPC, state agencies, county planning organizations, operators, and the private sector, as requested.
9. Coordinate data development with other DVRPC programs and federal, state, and local efforts, whenever possible.
10. Attend training, seminars, and conferences to keep current on latest industry trends.
11. Expand geospatial data sharing and distribution using current web technologies.
12. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (8- to 20-foot spans), including georeferencing data.
13. Perform activities associated with the local transportation asset inventory.

Products:

1. Current, accurate, and comprehensive geospatial database.
2. Metadata that meets industry standards for all geospatial data.
3. Geospatial features consistent with current imagery.
4. Enhanced enterprise database that includes geospatial data from DVRPC, member governments and operating agencies, DOTs, and other sources.
5. GIS data shared to member governments and operating agencies, DOTs, and the public through web technologies.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$380,000	\$329,194	\$50,806		
2015	\$380,000	\$306,546	\$73,454		
2016	\$380,000				
2017	\$380,000				

CHAPTER 2_B



Project Descriptions

PROJECT: 15-10-020 Private Sector Data Requests

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Glenn McNichol, Kenneth Thompson, William Stevens

Goals:

Respond to data requests from member governments, operating agencies, public and private organizations, businesses, and individuals.

Description:

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

Tasks:

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

Products:

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

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$10,000				\$10,000
2015	\$10,000				\$10,000
2016	\$10,000				\$10,000
2017	\$10,000				\$10,000

General Fund

PROJECT: 15-21-020 Local Technical Assistance Program (LTAP)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christina Arlt

Goals:

DVRPC is the local planning partner for the PennDOT's Local Technical Assistance Program (LTAP) in southeastern Pennsylvania. The LTAP program is designed to help Pennsylvania's municipalities, which maintain over 68,000 miles of roadways, make the best use of their roadway maintenance dollars.

Description:

The Local Technical Assistance Program (LTAP) is a national program run by the U.S. Department of Transportation that is operated in Pennsylvania by PennDOT. The program offers:

- Training: LTAP offers 15 half-day and 12 full-day courses about roadway maintenance and safety. For a complete list of classes, visit <https://www.dot7.state.pa.us/LTAP/> and click "Course Info."
- Road Scholar Program: If municipal employees take 10 classes within 3 years, they receive "Road Scholar" certification—a valuable professional development credential.
- Technical Assistance: LTAP technical experts are available by phone, email, or in-person to help municipalities troubleshoot specific roadway maintenance and safety problems.
- Newsletters, Technical Sheets, and Resource Library: Visit <https://www.dot7.state.pa.us/LTAP/> and click "Public Resources and Documents."
- Coordination with PennDOT; attend annual LTAP conference.

Each year, 3,000 municipal employees take advantage of LTAP training and assistance in PA. In FY 2013, 427 students were trained in southeastern Pennsylvania.

Tasks:

1. Partner with PennDOT and the Pennsylvania State Association of Township Supervisors (PSATS) to market LTAP classes to municipalities, County Associations, and other similar organizations in the four suburban counties of southeastern Pennsylvania.
2. Find venues for LTAP classes and, when requested, Roadshows.
3. Work with municipal representatives and PennDOT personnel to identify training needs and opportunities, encourage participation among municipalities that have not participated in the past, and maximize class attendance.
4. Submit quarterly and annual reports to PennDOT.

5. Attend annual LTAP conference.

Products:

1. 10-15 LTAP classes per year.
2. Quarterly and annual reports to PennDOT.

Beneficiaries:

Municipalities in Bucks, Chester, Delaware, and Montgomery Counties.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$30,000				\$30,000
2016	\$30,000				\$30,000
2017	\$30,000				\$30,000

*PA - PL/SPR/Toll

PROJECT: 15-22-010 Commuter Benefit Program: RideECO

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Erin Burke, Stacy Bartels

Goals:

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

Description:

RideECO is a commuter benefit program that enables area employers to offer their employees a cost-effective way to pay for transit expenses, either as a pre-tax payroll deduction (reducing employer and employee taxes) or as a benefit (tax free to employees and tax deductible to employers).

RideECO provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code. Originally instituted under clean air legislation, and previously known by another name (until November 2012), the RideECO program has been administered by DVRPC since its inception in 1991. All regional transit providers recognize the program and accept its vouchers and stored value card, as do most third-party vanpool operators. Note that this program also reaches to south central Pennsylvania, and the SVC can be used nationally.

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

Tasks:

Operations:

1. Contract with vendor to produce vouchers and stored value cards and to provide fulfillment services and sales data. Work with subcontractor on RideECO Select distribution services.
2. Supervise and manage required vendor services, per contract.

Administration:

3. Coordinate with participating transit operators and internal and external support services and organizations.
4. Hold Policy and Marketing Committee meetings with participating transit, state,

and related agencies.

5. Compile quarterly sales and membership progress reports and fulfillment summaries.
6. Develop and manage annual project budgets.
7. Maintain a comprehensive database to track inquiries, program participants, sales, and other activities (measure and monitor progress).
8. Evaluate sales and corporate member data figures vs. projections at the end of the fiscal year.

Marketing:

9. Prepare annual marketing plan and budget.
10. Communicate with target audiences to educate and persuade employers to provide this commuter benefit to their employees (over competition).
11. Develop and use the most efficient materials and media outlets (noted in annual plan); also see project 12-22-020. Oversee design and media vendors.

Public Relations:

12. Work with DVRPC Public Affairs staff to develop press releases and seek news coverage as relevant. Increase presence in social media outlets.

Sales:

13. Provide materials to employees and employers who call information line or request information online. Send emails and DM flyers to appropriate target lists. Follow up with those who have received information to ascertain interest and/or problems (phone and/or personal meetings).
14. Coordinate activities of Employer Outreach and Sales Specialist to meet with interested employers to explain and/or help implement the program, and work with employer-related groups to reach this target specifically (chambers of commerce, HR associations, etc.). Set up meetings as requested or proposed.

Products:

1. Annual marketing plan and budget.
2. Annual media plan.
3. Marketing and media materials.
4. Website information and updates; social media activity with target audiences.
5. Quarterly and annual sales reports.
6. Updated databases.

Beneficiaries:

Public, area employers, transit agencies, and member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$800,000				\$800,000
2015	\$600,000				\$600,000
2016	\$600,000				\$600,000
2017	\$600,000				\$600,000

*\$584,000 RideECO Generated Funds, \$16,000 Pa Public Transit Assistance Funds

PROJECT: 15-22-030 Commuter Services/Mobility Alternatives Program (Share-a-Ride)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Erin Burke, Sarah Oaks, Stacy Bartels

Goals:

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

Description:

The Mobility Alternatives Program (MAP) is an education effort directed to employers located in southeastern Pennsylvania. Using local TMAs and other organizations as contractors who reach out to businesses, employers are informed of the benefits of encouraging various alternate commutes to their employees and to the company, and are given a menu of options to consider and/or implement. Share-A-Ride (SAR) can be part of the MAP, or individual commuters who work in southeastern Pennsylvania can also access this internet-based service directly. The Emergency Ride Home (ERH) program now serves as a "safety net" for those commuters working in southeastern Pennsylvania who do commit to an alternate commute at least three days a week. ERH should help eliminate one of the concerns of those commuters who currently do not use transit or pooling as a way to work by offering a ride in case of a personal emergency.

DVRPC coordinates and maintains the databases affiliated with SAR and ERH; DVRPC is also responsible for creating a coordinated regional marketing effort and materials to be used by TMAs in their outreach efforts.

DVRPC is also responsible for working with the TMAs and PennDOT in the development of specific MAP-related work programs each fiscal year, as well as reviewing progress reports, invoices, and reporting measurements.

Tasks:

1. Work with PennDOT in reviewing and approving TMA work programs and efforts.
2. Meet quarterly with contractors and compile quarterly reports on progress.
3. Develop a marketing strategy brief and annual budget.
4. Develop media strategies and a schedule, as appropriate.
5. Produce outreach and marketing materials as necessary.
6. Maintain websites and databases for use by TMAs and the public.
7. Maintain contract and licenses with software company for SAR; provide training.
8. Participate in any statewide efforts and hold a place on the PPTA Rideshare

Committee.

9. Assist with air quality efforts as requested.

Products:

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

Beneficiaries:

Commuters who work in southeastern Pennsylvania, area employers, TMAs, Pennsylvania member governments, and PennDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$251,000				\$251,000
2015	\$251,000				\$251,000
2016	\$251,000				\$251,000
2017	\$251,000				\$251,000

\$200,800 PA CMAQ # 17900 --\$34,200 State Appropriation A-581 Funds Match, \$16,000 RideECO

PROJECT: 15-23-030 Public Participation, Information and Visualization Techniques

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Candace Snyder, Elise Turner, Jane Meconi

Goals:

To ensure intergovernmental coordination and grassroots support by expanding public information and participation activities, particularly by targeting audiences that will influence the implementation of DVRPC goals and programs. Maintain and expand outreach to all stakeholders in the Delaware Valley as per federal mandates.

Description:

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

Tasks:

1. Prepare media releases and promote feature articles and op-ed pieces.
2. Prepare Annual Report.
3. Collect and distribute press clippings on DVRPC, as well as electronic news updates.

4. Provide staff support and services to the Public Participation Task Force: set agendas; plan and facilitate meetings; manage membership; and provide highlights of meetings.
5. Issue legal notices and advertising of public meetings.
6. Coordinate special events and conferences that promote DVRPC's image and message.
7. Support staff in public education and outreach in DVRPC programs and projects, including the Connections 2040 Long-Range Plan and other high-profile projects.
8. Prepare newsletters and special features on timely issues.
9. Update the DVRPC website to enhance public participation and to highlight various events and publications.
10. Sponsor public listening sessions or other outreach events for citizens in all parts of the region.
11. With IT staff, maintain online Board action public commenting feature. Public Affairs staff will monitor and respond to comments and prepare a monthly packet of comments for Board member distribution.
12. Maintain and promote activities of the Regional Student Forum.
13. Assist staff with publication issues.
14. Respond to RTK and OPRA requests as needed.
15. Review and evaluate public participation strategies, as necessary, to ensure effectiveness and outreach to a broad audience.
16. Respond to general comments received via www.dvrpc.org, or by other means of communication, from the general public, member governments, other MPOs, etc.
17. Hold annual Board Retreat.

Products:

1. Media releases and press clippings.
2. DVRPC electronic and/or hard copy newsletters.
3. Annual Report.
4. Public Participation Task Force: orientation program, notices, agendas, highlights, and recommendations.
5. Legal Notices.
6. Public Comment on Board Action Items packet.
7. E-mail blasts to promote events and conferences.

Beneficiaries:

Member governments and operators, citizens, and the private sector.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$320,000	\$277,216	\$42,784		
2015	\$320,000	\$258,144	\$61,856		
2016	\$320,000				
2017	\$320,000				

**PROJECT: 15-41-070 Intelligent Transportation Systems (ITS) Program
Including RIMIS**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Laurie Matkowski

Goals:

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

Description:

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the Transportation Operations Task Force (TOTF), coordination of multi-agency regional initiatives, ITS architecture maintenance, training programs for ITS operators and emergency response personnel, performance measures and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an information exchange network functioning as the communications backbone among transportation operation centers throughout the region. A virtual video wall component allows operations center and field personnel to view all traffic video feeds in the region.

RIMIS became operational in 2010 and since it is managed by the same developer as the NJDOT system, it automatically receives incident and operational information from NJDOT's database. To receive PennDOT incident information, a data interface to PennDOT's Road Conditions Reporting System (RCRS) was constructed in FY 2011. A data interface to the City of Philadelphia Streets Department's Road Permit system was completed in FY 2014, which provides street closure information related to events such as utility work, block parties, special events, and construction. This not only greatly increases the amount of useable data for RIMIS users, but is also a critical project for the Philadelphia Traffic Management Center. With ongoing developments of the database, DVRPC has continued to roll out RIMIS to regional transportation agencies, county 911/emergency management centers, local police and fire departments in major corridors, and counties' engineering/public works departments in New Jersey. As of the end of 2013, there are over 65 RIMIS user agencies.

In FY 2015, the primary emphasis will be operating and maintaining RIMIS software, continuing to expand the number of agencies participating in RIMIS, and working with the agencies to ensure quality control of RIMIS data. As the number of RIMIS users has grown, it is becoming more essential to coordinate with our RIMIS users, monitor usage, and rapidly address any issues that they may be encountering.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. As an ongoing effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Operations Master Plan, regional ITS infrastructure, and DVRPC's Interactive Detour Route Mapping (IDRuM) application. Developed in 2009, DVRPC's Transportation Operations Master Plan will begin to be updated in FY 2015.

With the establishment of MAP-21, there will be a greater emphasis placed on integrating the use of performance measures into strategic and operations planning. One of the primary outcomes that operations programs strive for is reduced congestion, and typical performance measures include travel times and travel time reliability, which tells us that conditions are better or worse than in the past. However, there are many other operational performance measures that need to be developed to measure our region's activities for improving these travel times. These measures may include: Incidents – How long does it take to detect, respond to, and clear incidents?; Work Zones – How long do work zones exist and how many traffic lanes are lost during them?; Weather – How long did it take to clear snow- or ice-covered roadways after the precipitation event?; and Arterial Control – How many signals were retimed? Although federal guidance has yet to be defined, in FY 2015, DVRPC will continue to work with our stakeholders to develop a consistent approach to define the proper measures, collect and analyze the data, and report our region's performance measures.

Activities listed below fall under two broad categories: RIMIS and other ITS tasks. The former includes operations and maintenance tasks performed by the software vendor (TRANSCOM) and DVRPC supervisory/technical activities associated with RIMIS. The latter category includes DVRPC staff activities that support programs for greater integration among the region's ITS stakeholders, and more general ITS activities. Some of these activities may require DVRPC to purchase equipment and/or services.

Tasks:

I. RIMIS Tasks

A. RIMIS Software Vendor Tasks

1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the system administrator, adding additional ITS devices to the RIMIS database and modifying the highway and transit network as required.
3. Software vendor will make enhancements to RIMIS software as directed.

4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required.
5. Software vendor will periodically meet with DVRPC and the users to review RIMIS's status and discuss and resolve operational issues.

B. DVRPC Tasks:

1. Coordinate software vendor's activities with the RIMIS users and the Transportation Operations Task Force.
2. Supervise the RIMIS software vendor's adherence to its contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
6. Perform system administration functions, such as modifying agency and user accounts, installing RIMIS software for users, developing video walls for users, and assisting the RIMIS software vendor in performing some of the other minor administration functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure that information entered into RIMIS is accurate and timely, and that agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arises.

II. Other ITS Tasks

1. Continue to provide staff support to the Transportation Operations Task Force including developing agendas, arranging presentations, and developing handout materials.
2. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies. As opportunities for interagency cooperation become available, provide technical support, financial assistance, or purchase equipment or services.
3. Continue to organize tri-state regional meetings with DelDOT, NJDOT, PennDOT and other regional agencies to improve ITS and transportation operations across state lines.
4. Work with agencies to develop Traffic Management Plans (TMPs). Continue the regional construction coordination program to minimize traffic impacts of overlapping construction projects.
5. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Coordinate with NJTPA and NJDOT with their regional and statewide ITS Architecture updates.

6. Continue to maintain the region's ITS infrastructure inventory.
7. Develop a plan to update DVRPC's 2009 Transportation Operations Master Plan. Gather ITS infrastructure data, survey relevant transportation operations and incident management personnel for input, and gather other pertinent data.
7. Continue to incorporate ITS into the transportation planning process. Identify all TIP projects involving ITS and evaluate their consistency with the Transportation Operations Master Plan. Assist agencies to advance projects identified in the Transportation Operations Master Plan, PennDOT's Regional Operations Plan, or in the regional ITS architecture.
8. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Periodic updates may be needed to reflect changes to detour routes and construction activity. Continue to define the framework of IDRuM version 3.0, focusing on the development of a mobile device application. Add additional counties as requested.
9. Continue to provide training programs for ITS technical staff. These activities may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region.
10. Continue coordination with I-95 Corridor Coalition programs. These activities may include sharing information about and partnering on ITS-related projects.
11. Monitor forthcoming federal guidance on performance measures and begin to develop a consistent approach to define operational performance measures with our regional operations stakeholders. Continue to determine a method for collecting, managing, analyzing, reporting, and disseminating data to support the performance measures.
12. Continue participation in the Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee. These activities include providing staff support to the Public Works, Engineering, and Transportation Committee.
14. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

Products:

1. Transportation Operations Task Force meeting agendas, and meeting minutes, including a TOTF: State of Transportation Operation's Practice Summary.
2. Operation and maintenance of RIMIS software.
3. Management of RIMIS software vendor.
4. Maintenance of the ITS Regional Architecture.
5. Operation and maintenance of IDRuM.
6. Implementations of programs to foster interagency cooperation.
7. Technical assistance to agencies.

Beneficiaries:

ITS operators, emergency responders, motorists, and transit users. Member governments and agencies, including PennDOT, NJDOT, and County Planning Agencies; and citizens served by a more efficient and reliable transportation network.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$983,500				\$983,500
2015	\$933,500				\$933,500
2016	\$933,500				\$933,500
2017	\$933,500				\$933,500

\$560,100 PA CMAQ #72738--\$140,025 State Appropriation A-581 Funds Match, \$233,375 NJ STP-STU #01300

PROJECT: 15-41-080 Tri-County Transportation Plan Implementation

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Jerry Coyne

Goals:

Assist elected officials as they develop transportation and land use policies, and zoning to implement those policies, municipal budgets, and future plans with respect to land use pressures and the sustainability of municipal and school district finances.

Description:

This work program element is dedicated to continuing efforts that cooperatively support the Tri-County Transportation Committee's work at identifying, prioritizing and developing transportation studies and improvement projects in and around the Borough of Pottstown (in Berks, Chester and Montgomery counties). The project continues Fiscal Year 2013 and 2014 activities to develop Transportation Infrastructure Asset Management Tools and Plans for the eight municipalities of the Pottstown Region, and assist PennDOT with Asset Management activities.

Asset management plans addressing municipal roadway conditions and needs are being developed for each of the Tri-County Region's municipalities. Tools are being prepared as the means for collecting, storing and processing data. Plans will incorporate assessments of local road structural conditions, priorities, improvement cost estimates, and potential funding programs. The deliverables will assist in municipal budgeting, and provide input to the Pottstown Metropolitan Region's Comprehensive Plan.

Staff continues to support PennDOT's inventory of local transportation infrastructure assets, including attributes of municipal bridges (between 8 and 20 feet in length), and local non-federal-aid roadways in the study area. Applicable findings from the project's municipal tools will be uploaded to relevant databases at PennDOT.

Tasks:

1. Coordination and communication: Present and seek direction from the Pottstown Metropolitan Regional Planning Committee (PMRPC) and project advisory committee upon completion of major milestones and deliverables. Conduct working meetings with municipal and county public works department staff. Communicate proceedings and products with Berks County Planning Commission staff.
2. Complete web-based, interactive GIS-linked database, coordinated with PennDOT's Local Road and Bridge Data Collection Program, to inventory and manage project information.

3. Complete collection of roadway structural conditions, and recent improvement history.
4. Inventory current transportation improvement programs of the eight municipalities, the counties, and PennDOT. Investigate related information available through PennDOT's Linking Planning, NEPA and Design tool.
5. Identify improvement needs, and prepare project improvement cost estimates.
6. Identify revenue sources (municipal, county, state and federal).
7. Formulate categorical infrastructure improvement programs for the municipalities, using mutually agreed upon criteria.
8. Identify municipal and regional implementation strategies.

Products:

1. Meeting materials.
2. Technical Memoranda generated in graphic or tabular formats.
3. Information System Tool with linked GIS and database.
4. Summary Report – including staged recommended improvement programs for each municipal and county stakeholder.

Beneficiaries:

Berks, Chester, and Montgomery counties; municipalities within the Pottstown Metropolitan Regional Planning Committee; and local residents and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$60,000	\$51,978	\$8,022		
2015	\$60,000	\$48,402	\$11,598		
2016	\$60,000				
2017	\$60,000				

PROJECT: 15-41-100 FFY 2015 Regional Aviation System Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Kale Driemeier, Theodore Dahlburg

Goals:

To encourage regional growth, orderly development and more efficient mobility by preserving and improving aviation facilities through Regional Aviation Systems Planning.

Description:

Regional Aviation Systems Planning is an important ongoing effort designed to support the region's network of airports and heliports and regional air travel. Objectives and tasks include the preparation and implementation of a Regional Airport System Plan (RASP), periodic updates to the plan where travel demand, safety, and improved efficiency and other criteria warrant, the collection of aircraft operations counts at regional airports, the provision of technical assistance to various stakeholders, and the undertaking of special studies.

Tasks:

1. In cooperation with PennDOT, NJDOT, DeIDOT, MDOT, FAA, airport operators, and others, update the 2040 RASP and support systems planning as a result of changing airport needs, funding availability, and safety and security concerns.
2. Continue annual operations counting at regional general aviation airports defined by FAA. Continue counts at other airports outside the DVRPC region as requested by FAA, PennDOT, and NJDOT.
3. Provide assistance to states, local governments, operators and consultants in preparing feasibility, master plan studies and state system plans, and other planning documents and policies.
4. Develop proposals for new aviation special studies.

Products:

1. Updates to 2040 RASP contents and continued systems planning.
2. Airport operations counting reports.
3. Policy input to PennDOT/NJDOT and member governments regarding airport development, plans and studies, and regulation and licensing.
4. Concepts for airport special studies.

Beneficiaries:

Member governments, regional and local airports, and regional residents and

businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$250,000				\$250,000
2015	\$100,000				\$100,000
2016	\$100,000				\$100,000
2017	\$100,000				\$100,000

\$90,000 FAA, \$4,000 Local, \$6,000 PA Aviation Revenue

PROJECT: 15-41-110 Central Jersey Transportation Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Zoe Neaderland

Goals:

Achieve improved and more integrated regional land use and transportation planning that will result in a better quality of community life in Central Jersey.

Description:

The Central Jersey Transportation Forum serves a unique role in bringing together a wide range of public, non-profit, and private organizations with a stake in the transportation systems of Central New Jersey to facilitate a regional, cooperative approach to solving problems. The geography is approximately 25 municipalities encompassing parts of the DVRPC and NJTPA regions in three counties, generally focused around US 1, but also including US 206 and US 130. The geographic area includes Trenton through New Brunswick. It is a shared project with NJTPA, though it has been mainly staffed by DVRPC. The Forum has held steadily well-attended meetings for 15 years.

The Forum moves toward its goal through an agreed-upon action plan. This involves work in four interrelated issues: east-west access, transit and alternative modes, land-use/transportation integration, and system-wide planning and coordination. Progress on goals is reported on through a handout prepared for each meeting and through discussions. The full Forum normally meets three times per year.

The Forum reorganized to be more effective in late FY 2011. The most important change was a shift to municipal leadership. Additional changes included slightly expanding its geography while developing a smaller formal voting membership and the addition of action teams.

The Forum improves coordination, provides technical support, and can initiate projects though it is not an implementing agency. It has been a long-term supporter of NJ Transit's Route 1 Bus Rapid Transit (BRT) project, including assistance with study and implementation of early action feeder route development. The Forum also helps implement NJDOT's Route 1 Regional Growth Strategy, the NJ State Strategic Plan, and NJDOT's Complete Streets policy.

Tasks:

1. Implement and track progress on the action plan; conduct annual survey of effectiveness; continue to improve the effectiveness of the Forum.
2. Arrange and support Forum meetings, Steering Committee meetings, action team meetings, Road Show presentations, and other work sessions.
3. Prepare Planned Projects Status Report and update interactive web maps developed in Fiscal Year 2014 for the purpose of increasing information sharing.
4. Coordinate with state, county and local staff, including Offices of Emergency Management, to increase the resiliency of the transportation network by improving communication about road closures during storms and other major events.
5. Maintain communication among participants, including through Forum web pages.
6. Coordinate with related projects on behalf of the Forum.

Products:

1. Presentation and communication materials.
2. Summaries of analysis and the Planned Projects Status Report.
3. Meeting highlights and other material evaluating progress.

Beneficiaries:

NJDOT, New Jersey Transit, New Jersey Office of Planning Advocacy, New Jersey Department of Community Affairs, TMAs, study area counties (Mercer, Middlesex, and Somerset) and municipalities, and residents and employees in the region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$170,000				\$170,000
2015	\$160,000				\$160,000
2016	\$160,000				\$160,000
2017	\$160,000				\$160,000

*\$160,000 NJ STP/STU/TIP # X30A

PROJECT: 15-41-120 Race Street Road Diet Analysis – 5th Street to 9th Street

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson

Goals:

To conduct a traffic study of the section of Race Street extending from 5th Street to 9th Street that would identify liveability strategies for the transportation facilities and broaden access opportunities to safer streets by improving connectivity with surrounding areas for pedestrian and vehicular traffic.

Description:

The Philadelphia2035 Central District Plan calls for the reconfiguration of Race Street between 5th and 9th Streets in Center City. With the Chinatown station entrance to the Broad Ridge Spur and the now dormant Franklin Square station for PATCO, this area has significant transit connections, but poor pedestrian and bicycle routes to access these stations. The proposal calls for narrowing Race Street to its historic configuration and adding pedestrian connections that will facilitate crossings from Chinatown to the west, Independence National Historic Park to the south and Old City from the east. Once the Police Headquarters is moved to West Philadelphia and the Roundhouse is vacated, the historic configuration of 7th Street will be possible, restoring the southwestern corner of Franklin Square. This additional property in the square will offer a better site for the new headhouse that is necessary to reopen the PATCO station at this location.

Tasks:

1. Develop a project team consisting of staff from DVRPC, the City of Philadelphia, SEPTA, and the DRPA.
2. Conduct field work and literature review to obtain necessary data.
3. Apply future year (2040) growth rate to current volumes.
4. Propose a revised functional street cross-section for a narrowed cartway.
5. Apply micro-simulation modeling to test feasibility of various lane configurations.
6. Identify improved pedestrian and bicycle connections to Chinatown Station and Franklin Square Station.
7. Identify other transportation impacts that would result from this project and mitigation measures that would address these impacts.
8. Produce a technical memorandum detailing findings and recommendations.

Products:

1. A technical memorandum documenting the study's finding and recommendations.

Beneficiaries:

City of Philadelphia, PennDOT and local residents and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$80,000				\$80,000
2016	\$0				
2017	\$0				

PA - PL/SPR/ Toll Credit Land Use Supplemental Study

PROJECT: 15-43-020/25 HPMS and Functional Classification System (PA & NJ)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Henry

Goals:

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

Description:

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

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

Tasks:

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

Products:

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

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

Beneficiaries:

States, counties, and cities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$200,000	\$200,000			
2015	\$200,000	\$200,000			
2016	\$200,000	\$200,000			
2017	\$200,000	\$200,000			

PROJECT: 15-43-030 PennDOT District 6-0 Traffic Volume Data

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Henry, Scott Brady

Goals:

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

Description:

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

Tasks:

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

Products:

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

Beneficiaries:

PennDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$250,000				\$250,000
2015	\$250,000				\$250,000
2016	\$250,000				\$250,000
2017	\$250,000				\$250,000

*PA State Appropriation 87 Funds

PROJECT: 15-44-150 PA Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

Goals:

Improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the episodic, voluntary program for ozone (Air Quality Action) and particulate matter 2.5.

Description:

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may be design and production of education and outreach materials and advertising, printing, placement of advertising on television, online, radio, and in newspapers.

Advertisements will educate the public about ozone and PM2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM2.5 pollution.

Tasks:

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, and educational materials.
2. Contract for the placement of advertising on radio, television, web, place-based or newspapers.
3. Conduct a survey to evaluate program effectiveness on a five-year rotating basis.

Products:

1. Advertisements and educational literature.
2. Event and organizations sponsorships.
3. Survey of region's residents evaluating program effectiveness (on a five-year rotating schedule).

Beneficiaries:

States and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$125,000				\$125,000
2015	\$125,000				\$125,000
2016	\$125,000				\$125,000
2017	\$125,000				\$125,000

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

PROJECT: 15-44-160 NJ Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

Goals:

Improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the episodic, voluntary program for ozone (Air Quality Action) and particulate matter 2.5.

Description:

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may be design and production of education and outreach materials and advertising, printing, placement of advertising on television, online, radio and in newspapers.

Advertisements will educate the public about ozone and PM2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast to unhealthy for people susceptible to ozone and PM 2.5 pollution.

Tasks:

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, and educational materials.
2. Contract for the placement of advertising on radio, television, or newspapers.
3. Conduct survey to evaluate program effectiveness on a five year rotating basis.

Products:

1. Advertisements and educational literature.
2. Event and organizations sponsorships.
3. Survey of region's residents evaluating program effectiveness (on a five-year rotating schedule).

Beneficiaries:

States and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$50,000				\$50,000
2015	\$50,000				\$50,000
2016	\$50,000				\$50,000
2017	\$50,000				\$50,000

\$40,000 NJ CMAQ #D0407, \$10,000 SILOC Match from Ozone Forecasting

PROJECT: 15-44-180 Pennsylvania Coastal Zone Management Implementation Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Amy Miller

Goals:

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

Description:

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

Tasks:

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

Waterfront Action Group.

9. Assist the CZM Program with tasks related to Section 6217 (Coastal Nonpoint Pollution Program).

10. Undertake other activities as required.

Products:

1. Mailing lists, agendas and meeting minutes.
2. A biannual presentation on coastal zone activities, plans, and projects for the state CZAC.
3. Coast Day exhibit.
4. Memorandum detailing the results of the coastal zone grant ranking process.
5. Technical memoranda, as required.

Beneficiaries:

NOAA, PADEP, ACOE, NMFS, FWS, EPA, U.S. Coast Guard, DRBC, member governments, non-profit organizations, the private sector, and the public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$50,000				\$50,000
2015	\$50,000				\$50,000
2016	\$50,000				\$50,000
2017	\$50,000				\$50,000

\$50,000 PA DEP

PROJECT: 15-44-190 The Delaware Valley Regional Food System Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Alison Hastings

Goals:

To understand the region's food distribution system and its use of the region's intermodal transportation system; evaluate remaining agricultural resources and farmland preservation efforts; promote healthy community planning; assess food supply, safety, and security (including access to food); explore agriculture and food production as vehicles for sustainable economic development and growth; and support and collaborate with food system stakeholders, county and municipal constituents and other partners.

This project specifically supports PennDOT's Planning Priority of (I) Land Use/Transportation Linkages/Economic Development/Modernization, specifically (B) to provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; (D) support the improvement intermodal freight connections...; and (E) identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.

Although NJDOT's Planning Priority within the State Plan's Strategic Goals have not yet been adopted, the project supports targeted economic growth, effective planning for vibrant regions; preservation and enhancement of critical state resources, and tactical alignment of government; and transportation choice and efficient mobility of goods. It also supports NJDOT MPO Transportation Priorities of improving freight mobility, leveraging additional funding sources, and promoting partnerships.

Description:

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

DVRPC has undertaken food system planning to further develop the region's reputation for innovation and leadership in sustainability and to bring national attention to Greater Philadelphia's growing food economy and rich agricultural

industry. Ongoing work will consist of working directly with county and municipal constituents to better understand the role local governments have in the food system, continuing to develop and lead the food system planning field, and supporting stakeholders' work.

DVRPC will a) convene Stakeholder Committee meetings; b) provide coordination and technical assistance to stakeholders and municipal/county constituents; c) review and report on the progress of implementing Eating Here: Greater Philadelphia's Food System Plan; d) continue to support food system work in Camden City and other core cities; and e) support farmland preservation and the next generation of farmers.

Tasks:

1. Provide technical assistance to member governments and stakeholders on an ongoing basis.
2. Continue to convene the Stakeholder Committee on a regular basis.
3. Represent DVRPC and provide support and content to other projects, such as Philadelphia's City Food Policy Advisory Council and Camden City's Food Security Advisory Board.
4. Update indicators, review, and report on the progress of Greater Philadelphia's Food System Plan.
5. Promote implementation of the recently completed Camden Food Economy Strategy.
6. Update DVRPC's food system planning webpages with new content on a regular basis.
7. Participate in and coordinate with ongoing efforts of government agencies, institutions, foundations, and non-profit organizations to study the national, regional, and local food systems.

Products:

1. Two to four Stakeholder Committee meetings.
2. Review FY 2011 Food System Plan, including updated analysis of food system indicators.
3. Supporting materials related to the Camden Food Economy Strategy
4. Meetings with constituents.
5. Food system planning webpages.
6. Additional products to be developed as part of ongoing technical assistance, such as research memos on county's agricultural industry or grant programs.

Beneficiaries:

State DOTs, state and county agricultural development committees, member governments and citizens, DVRPC's Goods Movement Task Force, the City of

Philadelphia, the City of Camden, private sector businesses and industry groups, chambers of commerce, economic development organizations, land trusts, and other regional institutions.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$100,000	\$86,630	\$13,370		
2015	\$100,000	\$80,670	\$19,330		
2016	\$100,000				
2017	\$100,000				

PROJECT: 15-44-200 PA/NJ Local Planning Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Amy Miller, Christopher Linn

Goals:

Partner with New Jersey and Pennsylvania non-profits and local governments on environmental, smart growth, and livability planning initiatives. Additionally, assist local governments by providing planning services on a contractual basis, particularly where matching grant or local funding support exists.

Description:

This continuing program promotes implementation of the DVRPC Long-Range Plan in both Pennsylvania and New Jersey, specifically by contracting for planning services that will enhance sustainability initiatives such as natural resource protection, smart growth, climate change mitigation and adaptation, livability initiatives, and public health.

Projects include assistance in obtaining funding through grant proposals for part of the costs of the projects. Project subsidies are also offered to municipalities within the nine DVRPC counties. Specific projects may include:

- Environmental Resource Inventories
- Master Plan Sustainability Elements
- Open Space and Recreation Plans
- Farmland Preservation Plans
- Master Plan Conservation Elements
- Conservation Design Zoning/subdivision Ordinances
- Climate Change Mitigation and Adaptation Plans
- Alternative Energy Ordinances
- Energy Efficiency Assessments for Municipal Operations
- Greenhouse Gas Inventories
- Transit Oriented Development Studies
- Form Based Codes
- Local Food Access and Nutrition Strategies
- Green Infrastructure Plans
- Trail Development Plans
- Street Tree Inventories

This project also provides for DVRPC to partner with non-profit environmental organizations on environmental protection and conservation projects.

Tasks:

1. Meet with municipal leaders, especially environmental commissions/environmental advisory councils, sustainability teams, public works departments, and planning boards to present project opportunities.
2. Assist municipalities in obtaining funding for part of the project by preparing draft grant proposals. Funding may come from foundations and a variety of programs run by state and federal agencies. In New Jersey, a chief source of funding is usually the Association of New Jersey Environmental Commissions (ANJEC) Smart Growth Grants program.
3. Meet with appropriate committees and municipal staff to gather information for the project and to obtain review and approval of the final product.
4. Develop GIS mapping for the municipality that is relevant to the project. Provide larger maps as needed for future use by municipality.
5. Work with other consultants to the municipality, as needed, to obtain and/or share information.
6. Write and produce a printed summary document, plan, implementation brochure, etc., and CD for distribution by the municipality, including publication on its local website.
7. Participate in municipal public hearings pertaining to the projects, as needed.
8. Provide technical support to the municipality on obtaining and processing data to support planning analysis.
9. Include the municipality in any DVRPC-sponsored education programs on natural resource protection, open space/farmland preservation, climate change mitigation and adaptation, and livability initiatives.
10. Work with non-profit organizations on other efforts as needs are identified and opportunities arise.

Products:

1. Meeting materials, citizen questionnaires, and background information on resource topics.
2. Project documents – project summary, inventory, plan, ordinance, or other document, with appropriate maps.
3. CD of the document and of GIS files for future use by the municipality or non-profit.

Beneficiaries:

Local governments and environmental/conservation non-profit organizations.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$200,000			\$100,000	\$100,000
2015	\$200,000			\$100,000	\$100,000
2016	\$200,000				
2017	\$200,000				

*\$100,000 PA/NJ Local Governments

PROJECT: 15-46-172/75 Penn State University Ozone and PM 2.5 Forecasting Service

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

Goals:

Provide air quality forecasts for PM2.5 (year round) and ground level ozone (May – September) to be disseminated to media, public, air quality partners, and regulatory agencies.

Description:

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

Tasks:

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

Products:

1. Air quality forecasts and advisories for ground level ozone and PM2.5.
2. A report detailing forecast verification statistics for ground level ozone and PM2.5.

Beneficiaries:

States and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$62,000				\$62,000
2015	\$62,000				\$62,000
2016	\$62,000				\$62,000
2017	\$62,000				\$62,000

\$62,000 PADEP

PROJECT: 15-51-020 Update DVRPC Travel Simulation Model

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Puchalsky, Matthew Gates

Goals:

Improve access to and efficiency of the region's transportation system, improve safety and air quality, and reduce congestion by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data the models use.

Description:

DVRPC continually strives to keep its travel simulation models up to date to ensure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations.

A recent FHWA peer review recommended two major improvements to DVRPC's Travel Simulation Models. The first was an update of the 2000 household travel survey. Household travel surveys ask a sample of households, usually recruited with minor enticements, throughout the region to keep a one-day travel diary. The information obtained is not only critical for travel forecasting, but also has numerous other planning uses, including JARC, LEED certification, environmental justice, and greenhouse gas inventories. Household travel surveys need to be redone whenever travel patterns or behaviors change significantly, with an industry standard of approximately every 10 years. This survey was completed in FY2014.

The other major element was the development of an activity-based travel model (AB). Conventional 4-step models use a number of weakly connected models to estimate various travel decisions: how often to travel and for what purpose, where to travel, by which mode to travel, and by which route to make a trip. Conventional 4-step models were originally developed for planning the interstate highway system and later modified for planning major transit projects. They have a mixed ability to inform transportation planning and policy not related to major capacity expansion. AB models, on the other hand, treat travel demand as derived from the individuals' need to participate in various spatially dispersed activities. Since AB models are behaviorally based, they can do a better job of modeling a wide variety of transportation policy and planning options. Within the last 10 years AB models have moved from academia into practice. Nearly all large MPOs currently have an AB model either in use or under development.

DVRPC initiated the development of its AB model in FY2013. In major tasks in FY2014 included transferring and estimating the AB model and performing its

calibration and validation. This work is expected to conclude in FY2015. Also in FY2015, ties will be made to other software tools and processes used by DVRPC, including its land use model, air quality model, FTA user benefits model, microsimulation, and others as required. Also in FY 2015, DVRPC will also initiate an update of its cordon line survey, a migration of its land use model to a new software platform, and the development of a new freight model. Each of these activities will require two years, starting in FY 2015.

The cordon survey will determine the origin-destination patterns of a sample of vehicles crossing the region's boundary. The external and through trip travel patterns are especially critical for transportation facilities located near the region's nine-county boundary, as this is an area where in recent years major new development has occurred. The project will update travel characteristics that were last collected in 2001. Bluetooth detectors, E-ZPass tag readers, or other electronic means will be employed to facilitate data collection. The toll authorities of the region, the state highway departments, county planners, and interregional freight and passenger operators will benefit from this survey, which will provide useful data for the improvement of transportation facilities, especially those serving long distance trips. This survey will focus on key highways important to inter-regional travel and regional development, such as the Pennsylvania and New Jersey Turnpikes, US 202, US 422, PA 41, NJ 31, and I-195 and I-295.

DVRPC will review current land-use models and modeling practice and select and implement a state-of-the-art land use model for the Delaware Valley Region. The model will be used to analyze and forecast interactions between land use and transportation networks. It will identify areas suitable for new development, re-development, and preservation. This model will replace DVRPC's UPlan model, which has limitations that affect its ability to analyze infill development and is difficult to calibrate. DVRPC will benefit from the experiences of other MPO's and state DOT's that have existing operational land use models.

DVRPC will collect the necessary data to develop and implement a freight forecasting framework for the Delaware Valley Region. It will integrate with DVRPC's Activity Based Travel Demand Model with tour-based logistics supply chain modeling. Given the prominence of port-related truck traffic, rail freight, and other commercial vehicle travel in the region, there is an emerging need to better forecast goods movements and their impacts on the transportation network. The widening of the Panama Canal and the deepening of the Delaware River channel have the potential to alter the freight landscape in the region. Additionally, increasing emphasis on the freight sector at the federal and state levels will require new data and tools to properly evaluate and plan for future freight movements in the region. Newly available public and private freight databases allow for better integration of goods movement within a travel model framework than was feasible in the recent past

Some of these activities may require the purchase of goods and services.

Tasks:

1. Complete calibration and validation of TIM3.0 Activity Based Travel Demand Model.
2. Prepare TIM3.0 model documentation and User's Guide.
3. Create tie-ins between TIM3.0 and MOVES air quality, FTA User Benefits, VISSIM microsimulation, and UPlan Land Use models.
4. Develop data collection plan and Initiate update of Cordon Line Survey.
5. Initiate migration of Land Use Model from UPlan to a state-of-the-art model.
6. Initiate development of new Freight Model.

Products:

1. Validated Activity Based Travel Demand Model.
2. TIM3.0 Validation Report.
3. TIM3.0 User's Guide.

Beneficiaries:

DVRPC, transit operators, state DOTs, and other member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$690,000				\$690,000
2015	\$640,000				\$640,000
2016	\$640,000				\$640,000
2017	\$640,000				\$640,000

\$454,400 PA TIP-STU # 86077, \$185,600 NJ TIP-STU # X30A

PROJECT: 15-51-040 Enhancing Turnpike Access to Repositioned Business Parks in Montgomery County, Phase II

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Puchalsky, David Anderson, Karin Morris, Matthew Gates

Goals:

To identify potential land use and transportation improvements that can revitalize business parks at PA Turnpike Interchanges to remain economically competitive, to bolster employment and economic activity, and to increase travel on the turnpike, thereby reducing travel on local roads.

Description:

The Delaware Valley has a large number of business parks that were built in suburban locations at interchanges on the Pennsylvania Turnpike in the 1960s-1980s, including many in Montgomery County. These office parks led to a boom in suburban employment when they were state-of-the-art 30 - 50 years ago, and they provided a stable tax-base for many municipalities. However, many of these employment centers are starting to show their age and are experiencing intense competition from newer office parks in suburban and ex-urban locations. Certain communities and business park property owners have recognized this and are exploring strategies for repositioning these areas, including refurbishing and renovating buildings, increasing densities, providing for mixed uses, incorporating civic and green spaces, striving for a sense of place and identity, and improving transportation access.

The advent of all-electronic toll collection has made it possible to add additional interchanges to toll roads (such as the Virginia Drive slip ramps serving the Ft. Washington Office Park) without large increases in operating costs associated with additional toll collectors. Many of the office parks in need of revitalization would benefit from the addition of slip ramps to the Pennsylvania Turnpike. Traveling to office parks at turnpike interchanges may reduce traffic on local roads, and creating a mix of uses within the business parks will provide opportunities for walking or biking to destinations, also decreasing use of local roads.

This project will be a partnership between Montgomery County and DVRPC. Montgomery County Commissioners will lead a high-level "Policy Committee" of state and local elected officials, large business park property owners, DVRPC, PennDOT, PA Turnpike, and study-area municipalities. This committee will both guide the process and promote buy-in for the recommendations. A Technical Steering Committee will also be formed and led by the Montgomery County Planning Commission to guide the more technical aspects of the process. This

committee will include DVRPC, PennDOT, PA Turnpike, and SEPTA.

This will be a two-and-a-half-year study, with DVRPC involvement in the final two years. During the first year, staff from Montgomery County Planning Commission have conducted initial work on redevelopment scenarios for selected business parks. This initial work examined more contemporary land use scenarios that incorporate higher densities and mixed uses at selected business parks. Conceptual plans that show how selected business parks could be redeveloped are being created, with estimates of total office/commercial square footage and, if appropriate, residential units. Seven study areas will be included: King of Prussia, Swedeland, Norristown/Plymouth, Plymouth Meeting/Blue Bell, Fort Washington, Willow Grove/Horsham, and the Willow Grove Naval Air Station/Horsham. The local municipalities will be asked to assist with the conceptual plans for redevelopment of these office parks.

Conceptual plans of interchange improvements or internal or area circulation changes will also be developed. In Fiscal Year 2014, DVRPC will work with the Technical Committee to create four scenarios that include development changes and additional slip ramps at groups of office parks. These scenarios will be compared with one another and with a do-nothing scenario to assess their relative impacts on employment growth; Turnpike volumes, congestion, and revenue; local road congestion; and transit ridership. Based on the outcome of the three scenarios, a fourth scenario, consisting of the best improvements, will be created and simulated. Traffic projections based on alternative land uses and new Turnpike interchanges will be prepared. DVRPC activities in FY15 will depend on needs at that time, but will likely consist of simulating additional scenarios, providing additional technical assistance, and quantifying the impacts on internal circulation and adjacent local streets for up to three of the study areas that show the greatest likely benefits from redevelopment.

Some of these tasks may require DVRPC to purchase products or services.

Tasks:

1. Participate in Policy and Technical committees, led by Montgomery County Commissioners and MCPC staff, respectively.
2. Summarize existing land use for office and industrial parks. Estimate current traffic generation and distribution from existing parks.
3. Review conceptual plans for turnpike interchange improvements along with internal and area circulation changes based on site conditions, transportation network, and development plans. Incorporate these plans into DVRPC's Travel Demand Model.
4. Based on data from MCPC on new commercial square footage/employees and potential residential units for selected business parks, along with conceptual plans for turnpike interchange or other transportation network improvements, model

transportation changes in terms of new traffic on the turnpike and the impact on local roads, considering transit travel impacts as well.

5. Estimate additional revenue generated from new turnpike usage.
6. Explore funding options for interchange improvements, including public-private partnerships.
7. Traffic analysis of internal and local streets adjacent to the office parks.
8. Present results to member governments, local officials, and other stakeholders.
9. Technical assistance to municipalities in the study areas including zoning and ordinance changes and other best practices to support transit ridership and non-motorized travel to and within the business parks.

Products:

1. Conceptual plans for turnpike interchange or other transportation network improvements.
2. Generalized mixed-use development plans for selected interchanges.
3. Model results demonstrating impact of redevelopment scenarios versus do-nothing scenarios on turnpike (and turnpike revenue), local roads, and transit ridership.
4. Funding alternatives for financing improvements, focusing on public-private partnerships.
5. Identification of continuing work to be undertaken with the affected local governments, focusing on land use and zoning actions.

Beneficiaries:

Member governments; business parks and employees; local chambers of commerce; TMAs, PA Turnpike; PennDOT; SEPTA; and Norristown Borough, and Horsham, Plymouth, Upper Dublin, Upper Merion, Upper Moreland, Whitemarsh, and Whitpain townships.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$150,000				\$150,000
2015	\$150,000				\$150,000
2016	\$0				
2017	\$0				

PATIP MPMS# 102159 - \$150,000

PROJECT: 15-51-080 Regional Economic Impact Model

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Benjamin Gruswitz, Matthew Gates

Goals:

Develop a model to estimate the economic impact of transportation and land use projects, programs, and policies. Help guide decision making to maximize the benefits of public investments.

Description:

This project will develop data, a framework, and model for estimating the economic impact of transportation and land use projects, programs, and policies and apply that model to a selected project involving transportation and land use changes and their interaction. Existing economic impact models will be evaluated and a suitable model will be chosen and customized for the Delaware Valley region. The model will estimate the level of economic activity occurring within a given scenario year with and without the project. The economic impact model will be linked to DVRPC's travel demand and land use models. These models will be used to prepare inputs to the economic model such as changes in vehicle-miles traveled, hours of delay, number of trips, residential and commercial development activity, accessibility, and mode shifts. The economic model will convert these to impacts to the regional economy, such as changes in the tax base, business output, and household income. The results will aid in the evaluation of alternative transportation system and land use scenarios.

Transportation and land use projects provide direct benefits to users. The direct benefits may be in terms of ease of access, development potential, comfort, safety, travel times, and travel costs. These user benefits, in turn, lead to monetary benefits for some users and nonusers within a geographic area. Users and nonusers include individuals, households, and businesses. Monetary benefits include reduced costs for goods and services, increased income, additional opportunities for work and recreation, changes in labor market access, and the cost of supplying finished goods to customers. Monetary benefits can also lead to induced effects such as shifts in population and business location patterns, land use and land value, and government costs and revenues. Economic changes may affect specific groups in particular, but also affect the Delaware Valley's environment and quality of life, as a whole. The model will help quantify these changes in terms of dollars.

This project will include the purchase of professional services for public outreach and marketing of the Economic Impact Model and its applications.

Tasks:

1. Create a steering committee to guide the project.
2. Review and evaluate existing economic impact models.
3. Choose a suitable model for the region; customize if necessary.
4. Gather regional data on vehicle operating costs, values of time, accident and safety data, residential and commercial land uses, household income, business activity, and other needed model inputs.
5. Select candidate project, program, or policy for analysis.
6. Prepare travel demand and land use model runs with and without the candidate.
7. Prepare economic model runs with and without the candidate.
8. Evaluate and document results.

Products:

1. Economic Impact Model for the Delaware Valley Region.
2. Database of model input data and parameters.
3. Technical memo documenting the economic model and its application.
4. Technical report documenting the economic impacts of the candidate project, program, or policy.
5. Public outreach and marketing materials.

Beneficiaries:

Member governments, business community, transit operators, state DOTs.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$120,000				\$120,000
2016	\$0				
2017	\$0				

*PA- PL/SPR/Toll Credit Land Use Supplemental Study

PROJECT: 15-51-090 Roosevelt Boulevard Operational Strategies

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson, Matthew Gates

Goals:

To rationalize vehicular movements along Roosevelt Boulevard that would address pedestrian and vehicular safety issues. To identify near-term and long-term improvements that would bring the Boulevard in conformance with modern design standards.

Description:

Roosevelt Boulevard is a major traffic artery that is a 12-lane surface arterial with local and express lanes and at-grade intersections in northeast Philadelphia. The speed limit is predominately 45 mph. Pedestrian safety along the roadway has gained national attention and some safety experts have called Roosevelt Boulevard one of the most dangerous highways in the nation. Proposals have been made to both reduce the number of lanes and speed limit on the Boulevard. This project would build upon other planning efforts along the Boulevard, including the Roosevelt Boulevard Safety Task Force and the Alternatives Development for Roosevelt Boulevard Transit Investments by using DVRPC's Travel Demand Model to analyze and quantify the traffic effects on the Boulevard and adjacent arterials under alternative lane configurations, travel speeds, and transit service. Lane crossovers will be evaluated, and strategies would be developed that would identify ways to lengthen, consolidate or eliminate crossovers so that they would be compliant with modern design standards.

Tasks:

1. Create a study advisory committee of engineers, planners and other stakeholders at the city, state and regional level.
2. Identify where consolidation of crossovers is most effective in eliminating redundancy.
3. Develop an improvement strategy for sub-standard crossovers by lengthening the acceleration and/or deceleration lanes to permit a smooth transition.
4. Examine the relationship and proximity of crossovers to pedestrian crosswalks.
5. Investigate the operational issues of heavy vehicles using crossovers along the Boulevard.
6. Develop a prioritized list of crossovers that should be upgraded or eliminated.
7. Prepare conceptual diagrams illustrating recommended improvements.
8. Model the impact of lane and speed reductions on traffic volumes, travel patterns, and transit ridership.

9. Prepare an implementation strategy for the final recommendations.

Products:

1. Meeting materials.
2. Existing and Year 2040 performance measures.
3. Summaries of analysis of different concepts.
4. A technical report with design concepts.

Beneficiaries:

City of Philadelphia, PennDOT and local residents and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$180,000				\$180,000
2016	\$0				
2017	\$0				

PA TIP, MPMS# 102157- \$180,000

PROJECT: 15-51-100 I-76 - Upper Merion Township- Lane Reconfiguration Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Michael Becker

Goals:

To identify and assess the effectiveness of low-cost improvement options to a persistently congested highway interchange area. Identify improvements to the approach roadway lane configuration that would enhance safety and mobility.

Description:

This project will be conducted to assess the viability and potential traffic mobility and safety benefits of reconfiguring the I-76 travel lanes in the vicinity of the US 202/US 422 interchange. The reconfiguration will allow the heavier traffic flows – westbound towards US 202 and US 422, and eastbound from US 202 and US 422 – to have a consistent lane configuration while the lighter traffic flows would be required to merge or diverge. This would be significantly different from the existing condition where lane alignment does not efficiently accommodate the heavier traffic flow.

Microsimulation modeling will be conducted to quantify the benefit of reconfiguring the travel lanes. Performance measures such as travel times and delays will be the indicators. Traffic safety will be analyzed via past crash patterns, frequency, and severity. Crashes will be plotted in order to assess any relation to the current lane configurations.

The study area will be focused on I-76 between the Henderson Road interchange and the Pennsylvania Turnpike, including all highway exit and entrance ramps.

Each direction of I-76 will be assessed independently. The effects of the proposed all-electronic tolling at the Valley Forge Pennsylvania Turnpike interchange will be considered in the analyses.

Tasks:

1. Assemble an advisory committee which includes representatives of PennDOT District 6-0, Montgomery County Planning Commission, Pennsylvania Turnpike Commission, and Upper Merion Township.
2. Clearly define the study area and the details of the proposed improvement.
3. Collect data and perform field views.
4. Perform microsimulation modeling for a base year scenario and 2040 horizon year scenario. The I-76 Operations Research Model will be employed.

5. Perform traffic safety analyses.
6. Develop near- and long-term recommendations.
7. Identify next steps and potential funding options.
8. Prepare deliverables.

Products:

1. A technical memorandum highlighting the study process, findings, and recommendations.
2. Refinements to the I-76 Operations Research Model.

Beneficiaries:

PennDOT, Montgomery County, Upper Merion Township, Pennsylvania Turnpike, as well as the general public, will benefit from this project.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$140,000				\$140,000
2016	\$0				
2017	\$0				

PA TIP MPMS# 102158- \$140,000

PROJECT: 15-51-120 I-95 Planning Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Elizabeth Schoonmaker, Jesse Buerk

Goals:

The purpose of this program is to support the implementation of I-95 Reconstruction Projects by serving as a planning and coordination resource for PennDOT.

Description:

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects. DVRPC will be “on call” for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, and general research as needed. Subject areas include congestion mitigation strategies, as well as transit, Transportation Management Association, environmental, freight, historic, and bicycle/pedestrian issues. District 6 has limited planning staff, while DVRPC planning staff has multiple areas of expertise which are beneficial for this work and have been utilized in the past.

Tasks:

1. Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements.
2. Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study.
3. Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study.
4. Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTA’s West Trenton Line.
5. Facilitate coordination between SEPTA, Amtrak, PennDOT, and other agencies.
6. Coordinate communications and outreach activities with the TMAs, particularly with TMAs in Center City, and Bucks and Delaware counties.
7. Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor.
8. Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway.

9. Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects.
10. Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects.
11. Coordinate with freight industry representatives on construction activities and detour routes.
12. Provide mapping and Geographic Information Systems (GIS) support as requested.
13. Provide support in coordinating and developing legal agreements, as needed.

Products:

1. Meeting summaries and process memos.
2. Prioritized recommendations.
3. Benefit-cost and short-term analyses.
4. Other documents as requested; may include brochures, tables, charts, and fact sheets.
5. Maps and interactive map services.

Beneficiaries:

PennDOT, Member Governments, SEPTA, Residents, Businesses, Workers.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$100,000				\$100,000
2015	\$155,000				\$155,000
2016	\$155,000				\$155,000
2017	\$0				

PA MPMS #92289 - \$100,000, and
 FY2013 UPWP Local Scoping Funds MPMS# 76972 -\$55,000

PROJECT: 15-53-020 Regional Transportation GIS Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Lawrence, William Stevens

Goals:

Ensure integrated and coordinated planning and promote information sharing through the continued development and maintenance of regional transportation GIS data.

Description:

The focus of this continuing project will be to integrate transportation data developed by federal, state, and local governments and DVRPC into a regional transportation network that allows for the seamless exchange of data. This project provides support to DVRPC and all member governments and agencies to assist with transportation data development and data sharing and the continued growth of their transportation GIS systems, including the update and maintenance of DVRPC's web mapping capabilities. Efforts are being coordinated with NJDOT, PennDOT, member governments, and operating agencies to maximize the investments made in technology and data.

Tasks:

1. Facilitate meetings with project participants to discuss transportation-related issues and developments.
2. Coordinate regional database development with project participants, including PennDOT and NJDOT.
3. Provide technical assistance to member governments, as requested, to identify and address IT, GIS, and data issues and opportunities.
4. Provide technical assistance to PennDOT to collect local road and bridge asset data.
5. Acquire additional hardware, software, and training, as appropriate.
6. Ensure that geospatial data developed by NJDOT, PennDOT, and member governments and integrated into DVRPCs regional database can be shared amongst project participants.
7. Maintain a transportation data clearinghouse for project participants.
8. Develop and maintain web mapping applications in support of DVRPCs outreach goals.

Products:

1. Regional transportation-related data available to all member governments in

support of their GIS programs.

2. Hardware, software, and training for DVRPC and participating organizations, as necessary.

3. Updated and new web mapping applications.

Beneficiaries:

State DOTs, member governments and operating agencies, and DVRPC.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$400,000				\$400,000
2015	\$400,000				\$400,000
2016	\$400,000				\$400,000
2017	\$400,000				\$400,000

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

PROJECT: 15-53-030 FY 2015 Aerial Imagery

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Glenn McNichol, William Stevens

Goals:

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

Description:

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

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

Tasks:

1. Continue working with member governments to review imagery and imagery by-product needs for FY2015.
2. Identify preferred imagery characteristics and other potential products such as LiDAR, building footprints or outlines, etc. and determine expected costs.
3. Coordinate with other interested parties, if possible.
4. Develop a Statement of Work and enter into a Joint Funding Agreement with the USGS.
5. Provide necessary materials to USGS as needed, including project area description and existing control data.
6. Work with USGS to ensure that the project remains on schedule, and that project goals are being met.
7. Perform a QA/QC evaluation of selected deliverables to verify that they meet the specifications outlined in the Statement of Work.

8. Seek to upgrade file storage and digital/hardcopy reproduction equipment, if necessary.
9. Upon acceptance of the project deliverables, staff will disseminate them to member governments and agencies.

Products:

1. Statement of Work and Joint Funding Agreement.
2. Color orthoimagery in designated formats.
3. Supplementary products such as digital elevation model, LiDAR data, building footprints or outlines, etc., if possible.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$750,000				\$750,000
2016	\$0				
2017	\$0				

*PA TIP # 48203 \$427,500 , NJ TIP # X30A \$322,500

PROJECT: 15-56-700 Member Government Special Projects

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Richard Bickel

Goals:

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

Description:

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

Tasks:

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

Products:

1. Technical memo or report for each study.

Beneficiaries:

Member governments and other agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$904,815				\$904,815
2015	\$811,871				\$811,871
2016	\$2,700,407				\$2,700,407
2017	\$2,500,000				\$2,500,000

* PA Supplemental FTA Funds \$515,000, Match (Comprehensive Planning Funds), Other Projects to be Defined

CHAPTER 3



Supportive Regional Highway Planning Program (SRHPP)

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2015 PLANNING WORK PROGRAM

CHAPTER THREE

SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM

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**Delaware Valley Regional Planning Commission
 FY 2015 PENNSYLVANIA SUPPORTIVE REGIONAL
 HIGHWAY PLANNING PROGRAM**

Core Projects					
Project Number	Agency	Project	FY 2015 Budget		
			Cash	Match	Total
15-60-010	Bucks County	Supportive Regional Highway Planning	\$84,000	\$21,000	\$105,000
15-60-020	Chester County	Supportive Regional Highway Planning	121,600	30,400	152,000
15-60-030	Delaware County	Supportive Regional Highway Planning	60,800	15,200	76,000
15-60-040	Montgomery County	Supportive Regional Highway Planning	126,400	31,600	158,000
15-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	235,200	58,800	294,000
Program Total			\$628,000	\$157,000	\$785,000

PROJECT: 15-60-010 Bucks County: Supportive Regional Highway Planning Program

Responsible Agency: Bucks County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Administration and Coordination:

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

Task II - Database Management:

- a) Maintain traffic count data;
- b) Review and revise the county's roadway capacity analysis;
- c) Disseminate transportation information and data;
- d) Integrate county accident, capacity and traffic information into a GIS database;
- and
- e) Assist in PennDOT's Local Asset Data Collection Effort.

Task III - Transportation Improvement Program:

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

f) Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.

Task IV - Transportation System Program:

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

Task V - Transportation Plan Maintenance:

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

Products:

- 1. Progress reports and invoices;
- 2. Annual completion report;
- 3. Up-to-date inventory of proposed highway improvements;
- 4. Recommendations to DVRPC for regional TIP submissions;
- 5. Recommendations to PennDOT for the Twelve Year Program;
- 6. Input on various transportation task forces;
- 7. Input to municipal requirements for new development;
- 8. Participate in municipal transportation planning efforts;
- 9. GIS database;
- 10. Sample corridor evaluation and recommended improvements; and
- 11. Proposed FY 2016 Work Program.

Beneficiaries:

States, counties, municipalities, and private sector.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$105,000	\$105,000			
2015	\$105,000	\$105,000			
2016	\$105,000	\$105,000			
2017	\$105,000	\$105,000			

\$84,000 Cash - \$21,000 Match

PROJECT: 15-60-020 Chester County: Supportive Regional Highway Planning Program

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Program Administration and Coordination:

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

Task II - Transportation Improvement Program:

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

Task III - Transportation Plan Maintenance:

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

Products:

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

Beneficiaries:

State, counties, municipalities, the private sector, and Chester County residents and employees.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$152,000	\$152,000			
2015	\$152,000	\$152,000			
2016	\$152,000	\$152,000			
2017	\$152,000	\$152,000			

\$121,600 Cash - \$30,400 Match

PROJECT: 15-60-030 Delaware County: Supportive Regional Highway Planning Program

Responsible Agency: Delaware County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I – Program Administration and Coordination:

1. Perform contract administration, including progress reports, closing reports, and invoices.
2. Develop annual SRHPP and participate in the development of the DVRPC Planning Work Program.
3. Coordinate with other agencies, including attending DVRPC and Delaware County TMA meetings that are not for specific projects or studies, such as DVRPC Board/RTC meetings and TMA Board and membership meetings.
4. Respond to information requests.

Task II – Transportation Improvement Program:

1. Maintain an inventory/database of proposed highway, bicycle, and pedestrian improvement projects in Delaware County.
2. Survey municipalities every two years for potential TIP funded projects.
3. Participate in the update of the DVRPC TIP and PennDOT Twelve Year Program.
4. Monitor transportation funding programs and opportunities and advocate Delaware County's position on this issue.
5. Provide programming information to county council, county executive director, legislative delegation, and municipal officials.
6. Coordinate with PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.

Task III – Transportation Plan Maintenance:

1. Participate in the process to update the DVRPC Long-Range Plan.
2. Prepare highway/bicycle/pedestrian components of Delaware County Comprehensive Plan.
3. Prepare highway, bicycle, and pedestrian mobility components of municipal comprehensive plans; review highway/bicycle/pedestrian components of draft municipal comprehensive plans.
4. Review land development plans and traffic impact studies and provide comments on highway, bicycle, and pedestrian access to the Delaware County Planning Commission.
5. Participate in Delaware County, DVRPC, PennDOT, and municipal highway, bicycle, and pedestrian studies and planning efforts.
6. Assist PennDOT in Local Asset Data collection efforts.

Products:

1. Quarterly progress reports, closing report, and invoices.
2. Proposed SRHPP Work Program.
3. Inventory of proposed transportation improvements.
4. TIP and 12 Year Program submissions.
5. Updated long-range/comprehensive plans.
6. Comments on land development plans.
7. Input on various transportation plans and studies.

Beneficiaries:

Delaware County and its municipalities, residents, and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$76,000	\$76,000			
2015	\$76,000	\$76,000			
2016	\$76,000	\$76,000			
2017	\$76,000	\$76,000			

\$60,800 Cash - \$15,200 Match

PROJECT: 15-60-040 Montgomery County: Supportive Regional Highway Planning Program

Responsible Agency: Montgomery County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I – Program Administration and Coordination:

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

Task II – Transportation Improvement Programming:

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

Task III – Transportation Plan Maintenance and Implementation:

1. Review traffic impact studies, zoning changes and new/revised comprehensive plans that impact the county and regional transportation plans.
2. Participate in various transportation study task forces.
3. Update the county transportation plan.
4. Assist with PennDOT's Local Asset data collection efforts.

Products:

1. PennDOT Twelve Year Highway and Bridge Program.
2. Regional Transportation Improvement Program.
3. County transportation plan.
4. Highway Improvement Project Inventory.

Beneficiaries:

Montgomery County.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$158,000	\$158,000			
2015	\$158,000	\$158,000			
2016	\$158,000	\$158,000			
2017	\$158,000	\$158,000			

\$126,400 Cash - \$31,600 Match

PROJECT: 15-60-050 Philadelphia: Supportive Regional Highway Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Program Administration:

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

Task II - Transportation Improvement Program:

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

in the Capital Program.

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

Task III - TSM Planning:

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

Task IV - Transportation Plan Maintenance/Technical Coordination:

1. Analyze and evaluate the impact of proposed developments on transportation facilities.
2. Coordinate the city highway network with the regional highway network.
3. Identify and update those links of the city highway system that augment the regional system.
4. Review existing functional classification system.
5. Participate in development and implementation of a county and regional transportation planning work program, including participation at intra-city planning strategy meetings.
6. Participate in regional transportation study meetings, committees, community

meetings, teams, panels, etc. Review and comment on data and reports developed as part of these studies.

7. Participate in the corridor analysis of locations, corridors, neighborhood commercial streets, and other highways.
8. Participate in local and regional intermodal improvement efforts such as "Transit First" and park/ride facilities, pedestrian/bicycle facilities and goods movement strategies.
9. Manage and oversee selected Transportation Enhancement, Hometown Streets/Safe Routes to School and Transportation Community Development Initiative recipients.

Task V - Transportation Facilities/Data Files:

1. Collect, coordinate, update and process traffic flow/volume information.
2. Review, analyze and evaluate traffic flow/volume data.
3. Inventory and assemble appropriate physical transportation facilities and put such information into an easily accessible and usable form.
4. Process the automatic traffic recorder information through the MPO to ensure compatibility of data collection efforts with those in the surrounding areas.
5. Provide federal, state, county and regional agencies with traffic flow/volume data.
6. Assemble traffic information files that accurately reflect existing physical conditions resulting in more efficient revisions to the functional classification system and an equitable allocation of funding.
7. Expand traffic counting coverage throughout the city.
8. A plan showing the updated systems.
9. Proper technical coordination of studies, plans, committee reports, analyses, etc. concerning the city's highways and highway program.

Products:

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

Beneficiaries:

City of Philadelphia.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$294,000	\$294,000			
2015	\$294,000	\$294,000			
2016	\$294,000	\$294,000			
2017	\$294,000	\$294,000			

\$235,200 Cash, \$58,800 Match

**Delaware Valley Regional Planning Commission
FY 2015 NEW JERSEY SUPPORTIVE REGIONAL
HIGHWAY PLANNING PROGRAM**

Core Projects					
Project Number	Agency	Project	FY 2015 Budget		
			Cash	Match	Total
15-61-010	Burlington County	Supportive Regional Highway Planning	\$39,755	\$9,939	\$49,694
15-61-020	Camden County	Supportive Regional Highway Planning	44,015	11,004	55,019
15-61-030	Gloucester County	Supportive Regional Highway Planning	39,100	9,775	48,875
15-61-040	Mercer County	Supportive Regional Highway Planning	34,130	8,532	42,662
Subtotal			\$157,000	\$39,250	\$196,250
Special Studies					
Project Number	Agency	Project	FY 2015 Budget		
			Cash	Match	Total
15-61-060 i	Camden City	Core SRHPP Work Program	\$25,000	\$6,250	\$31,250
15-61-070 ii	Camden City /DVRPC	Traffic Counting Program	21,000	5,250	26,250
15-61-080 iii	Gloucester County/DVRPC	Traffic Counting Program	43,000	10,750	53,750
15-61-090 iv	Mercer County/DVRPC	Traffic Counting Program	43,000	10,750	53,750
15-61-100 v	Burlington County	County Bike Map	32,000	8,000	40,000
15-61-110 vi	Camden City/DVRPC	ADA Curb Ramp Inventory	64,000	16,000	80,000
Subtotal			228,000	57,000	285,000
Program Total			\$385,000	\$96,250	\$481,250

- i. Agreement will be directly with the City of Camden.
- ii. Project work will be performed by DVRPC staff. Match will be added to City of Camden Core Agreement and will be noted on the project write-up and reflected in the contract .
- iii. Project work will be performed by DVRPC staff. Match will be added to Gloucester County Core Agreement and will be noted on the project write-up and reflected in the contract .
- iv. Project work will be performed by DVRPC staff. Match will be added to Mercer County Core Agreement and will be noted on the project write-up and reflected in the contract .
- v. Agreement will be directly with Burlington County.
- vi. Project work will be performed by DVRPC staff. Match will be added to City of Camden Core Agreement and will be noted on the project write-up and reflected in the contract .

PROJECT: 15-61-010 Burlington County: Supportive Regional Highway Planning Program

Responsible Agency: Burlington County - Land Development

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Administration:

1. Attend the monthly Board RTC/PCC meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices and the Annual Completion Report.
3. Prepare the FY 2015 Work Program.

Task II - Transportation Improvement Program (TIP):

1. Maintain an inventory of projects under consideration for inclusion in the local capital improvement program.
2. Coordinate with NJDOT Bureaus of Local Aid and Local Transportation Planning and DVRPC with regard to local project status formulation of the regional TIP. Provide comment to the state and DVRPC on the NJDOT and regional TIP.
3. Formulate the Local Transportation Improvement Program and submit to state and regional agencies for inclusion in the regional TIP.

Task III - Transportation Plan Maintenance:

1. Coordinate local governments land use and transportation policies.
2. Periodically review and update the Burlington County Transportation Plan.
3. Review proposed development to ensure compliance with the transportation plan and to assess its impact on existing and proposed transportation systems.
4. Update the priority list of projects generated by the transportation plan.

5. Participate in the development of Transportation Development Districts to further the goals of the transportation plan.
6. Produce and review maps and conceptual plans to be used for transportation planning.
7. Review regional, state and municipal transportation plans for consistency with the transportation plan.
8. Provide information to the public as requested.

Task IV - Transportation Planning Data Files:

1. Update and maintain the County Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county.
2. Maintain accident files and analyze accident reports as a data source for the transportation planning effort.
3. Take traffic counts at selected locations to support transportation studies, to gauge the effectiveness of implemented or proposed transportation improvements, and to maintain the county's traffic count map.

Products:

1. Quarterly Progress Reports/Invoices and Annual Completion Report.
2. FY 2016 Work Program.
3. Summaries of meetings and seminars attended.
4. Commentary on transportation reports when appropriate.
5. An updated and approved Burlington County Transportation Improvement Program.
6. Summary reports of planning activities and project implementation (in quarterly progress report unless circumstances require additional reporting).
7. An updated transportation plan.
8. Various maps and/or plans used in planning transportation improvements.
9. Coordination of various transportation studies and projects to ensure an integrated transportation system.
10. Traffic Volume Map, available for public use.
11. Updated accident files.

Beneficiaries:

Burlington County.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$49,694				\$49,694
2015	\$49,694				\$49,694
2016	\$49,694				\$49,694
2017	\$49,694				\$49,694

*STP-STU, \$39,755 Cash-\$9,939 Match

PROJECT: 15-61-020 Camden County: Supportive Regional Highway Planning Program

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

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Administration

1. Perform general administrative duties, including liaison and interagency coordination.
2. Prepare annual progress and expenditure reports and a completion report.
3. Develop FY 2015 Camden County Work Program for inclusion in the Regional Technical Committee Work Program.
4. Attend meetings including DVRPC monthly RTC meetings, New Jersey subcommittee Meetings, and special meetings as required.

Task II - Transportation Improvement Program (TIP)

1. Assist with the preparation of the Camden County Transportation Improvement Program (TIP) in coordination with DVRPC and NJDOT.
2. Maintain an inventory of TIP projects.
3. Maintain channels of communication with the public regarding project status through regular updates of county and DVPRC websites.
4. Assist DVRPC with the coordination of the TCDI grant process in Camden County.

Task III - Transportation Plan Maintenance

1. Coordinate local governments' land use and transportation policies with the regional and state long-range plans.
2. Prepare modifications, as required to update the county's transportation planning process and coordinate with DVRPC.
3. Monitor and evaluate the impact of existing and proposed residential, commercial,

and industrial development in terms of short- and long-range transportation facility improvements, including social, economic and environmental considerations, population growth and business growth.

4. Evaluate proposed Senate and Assembly bills pertaining to highway planning.
5. Estimate future land use activities (e.g. corridor delineation) including identification of high growth areas. Coordinate the activity with the growth center development patterns during the New Jersey State Development and Redevelopment Planning (SDRP) process, and “Smart Growth” grants.
6. Assist with the development and update of CMS corridors and strategies.

Task IV - Transportation Planning Data and Analysis

1. Develop and maintain a GIS-based Highway Asset Management database.
2. Field collection of highway asset data.
3. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

Products:

1. Progress and expenditure reports and minutes of meetings.
2. Annual Completion Report for FY 2015.
3. FY 2016 Work Program for Supportive Highway Programs.
4. Updated County and Regional Transportation Improvement Program.
5. Inventory and Status of TIP projects.
6. Aerial photographs, DVRPC TravelSmart updates, CMS, PMS updates, sign and signal management data updates.

Beneficiaries:

Camden County, municipalities, state, and private citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$56,819				\$56,819
2015	\$55,019				\$55,019
2016	\$55,019				\$55,019
2017	\$55,019				\$55,019

*STP-STU , \$44,015 Cash- \$11,004 Match

PROJECT: 15-61-030 Gloucester County: Supportive Regional Highway Planning Program

Responsible Agency: Gloucester County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Administration:

1. Perform the general administrative duties, including liaison and interagency coordination.
2. Prepare quarterly progress reports and expenditure reports; prepare annual completion report.
3. Develop annual work program for FY 2015.
4. Perform necessary public participation.
5. Review transportation reports and correspondence and provide responses.
6. Attend meetings including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required.

Task II - Transportation Improvement Program:

1. Prepare the Gloucester County TIP in coordination with NJDOT and DVRPC with regard to local project status and formulation of the regional TIP and provide comment.
2. Monitor federal aid program progress.
3. Maintain an inventory of TIP projects and update project status.
4. Formulate scoping projects in coordination with NJ DOT and DVRPC.

Task III - Transportation Plan Maintenance:

1. Coordinate county transportation policies with the regional and state long-range

plans.

2. Monitor and evaluate impact of proposed land development on existing and proposed highway and transit facilities.
3. Monitor certain state highway improvements and proposals.
4. Update the Gloucester County Official Map.
5. Maintain an update of the functional classification system.
6. Review regional, state, and municipal transportation policies for consistency with the county's plan.

Task IV - Transportation Planning Data and Analysis:

1. Prepare and maintain a traffic volume map using data supplied by DVRPC as well as counts taken by the county and share traffic count data with interested parties.
2. Maintain data files supplied by NJDOT as a data source for the transportation efforts.
3. Maintain information on Management Systems such as Bridge, Pavement, Safety, etc.
4. Take traffic counts at selected locations to support transportation studies and to maintain the county's traffic map.
5. Develop and maintain a GIS database for traffic counts.

Products:

1. Quarterly progress and expenditure reports.
2. Summaries on meetings and seminars attended related to highway planning.
3. Annual completion report for FY 2014.
4. FY 2015 work program for Supportive Regional Highway Planning Program.
5. An updated and adopted county Transportation Improvement Program.
6. A brief report on the activities that were undertaken in the planning/implementation of TIP projects.
7. Current and up-to-date version of the Official Map of County Highways and related transportation planning documents, as necessary.
8. Traffic Information available for public use.
9. Updated traffic counts at selected locations to support transportation planning efforts.

Beneficiaries:

Gloucester County.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$59,625				\$59,625
2015	\$59,625				\$59,625
2016	\$48,874				\$48,874
2017	\$48,874				\$48,874

*STP-STU, \$39,100 Cash- \$20,525 Match (\$9775 for 15-61-030, \$10,750 for 15-61-080)

PROJECT: 15-61-040 Mercer County: Supportive Regional Highway Planning Program

Responsible Agency: Mercer County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Administration:

1. Conduct general administration, interagency liaison, and technical coordination of the program.
2. Develop the annual work program for inclusion in the FY 2016 Planning Work Program. Prepare annual completion report, monthly progress reports and quarterly expenditure reports.
3. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.

Task II - Transportation Improvement Program:

1. Review and coordinate all TIP projects with federal, state and local governments.
2. Participate in the development of state and county TIPs. Comment on proposed regional projects in terms of their local impact.
3. Maintain and inventory TIP projects to account for implementation and consider the development of additional projects to accommodate new problem areas. Update the status of projects and make changes as required.

Task III - Transportation Plan Maintenance:

1. Coordinate local governments' land use and transportation policies with the regional and state long-range plans including activities under the Cross Acceptance Plan.
2. Communicate with the public about the master plan and provide transportation information to the public as requested.

3. Review highway master plans being updated by municipalities to determine their consistency with the county transportation plan and resolve any differences.
4. Prepare modifications as required to the master plan and present to planning board for public hearing and adoption.
5. Review regional, state and local plans, particularly with respect to long-range plans, as required.
6. Monitor and evaluate existing and proposed major developments in terms of impact on short- and long-range transportation facility improvements with regard to social, economic, environmental and energy considerations.
7. Determine the necessity and scope of work for a transit section of the county transportation plan.
8. Revise and maintain the transportation development district plan. This includes preparing fee binder agreements, tracking developments in the district, and revision of plan boundaries, fees, and the travel demand model.

Task IV - Transportation Planning Data and Analysis:

1. Review and compile statistical data and inventories as provided by state agencies, DVRPC, and private sources.
2. Obtain traffic counts with county equipment and personnel to supplement outside sources for a specific task.
3. Land use, economic and demographic data compilation and analysis which support transportation planning.
4. Create and update transportation-related maps.

Products:

1. Monthly progress reports.
2. Quarterly expenditure reports and invoices.
3. Annual completion reports summarizing FY 2015 activities and accomplishments.
4. A work program for the FY 2016 Regional Planning Work Program.
5. An updated county and regional TIP with local government input.
6. Maps and/or studies used in planning transportation improvements.
7. Approved TIP and Capital Improvement Program.
8. A brief report of activities that were undertaken in the implementation of TIP projects.
9. Highway data and analysis to the county and other governmental agencies, developers and citizens.
10. Correspondence on meetings and seminars attended.
11. Highway project analyses as they relate to new highway construction, functional classification and future planning activities.
12. Selective reports and new technical data files.

Beneficiaries:

Mercer County.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$53,412				\$53,412
2015	\$53,412				\$53,412
2016	\$42,662				\$42,662
2017	\$42,662				\$42,662

*STP-STU, \$34,130 Cash - \$19,282 Match (\$8,532 for 15-61-040, \$10,750 for 15-61-090)

PROJECT: 15-61-060 City of Camden - Supportive Regional Highway Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

Manage and maintain the general administration of the program and maintain coordination and cooperation with federal, state, regional, and local agencies. Maintain public participation in the transportation planning process. Identify, prioritize, and analyze a capital program of federal and state-funded transportation improvements reflecting local input and coordination with state and regional agencies. Monitor implementation of the capital improvements. Assess impact of proposed land use on transportation facilities and recommend Camden City's position on certain regional transportation improvements and programs. Maintain and update data files required for the comprehensive transportation planning effort. Monitor various transportation indicators (e.g., traffic counts and turning movements). Retrieve and disseminate information as required.

Tasks:

Task I - Administration

1. Perform general administrative duties, including liaison and interagency coordination.
2. Prepare quarterly progress reports and expenditure reports. Prepare annual completion report.
3. Perform necessary public participation.
4. Review transportation reports and correspondence and provide feedback.
5. Attend meetings, including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required. Present data to Camden City for its use.

Task II - Transportation Improvement Program

1. Monitor Federal Aid Program progress.
2. Maintain and inventory TIP projects and update project status.

Task III – Transportation Plan Maintenance

1. Monitor and evaluate the impact of proposed land development on existing and proposed highway and transit facilities.
2. Monitor certain state improvements.

Task IV - Transportation Planning Data and Analysis

1. Access Plan 4 Safety Crash Analysis tool. Maintain data supplied by NJ DOT as a data source for transportation planning effort.
2. Maintain information on roadways and bridges, such as condition, cartway width, rights of way, age, etc.

Products:

1. Quarterly progress and expenditure reports.
2. Brief reports on meetings and seminars attended related to highway planning.
3. Annual completion report.
4. Work program for SRHPP in subsequent year.
5. Adopted Transportation Improvement Program

Beneficiaries:

Camden City, Camden County, residents, businesses, and the region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$36,500				\$36,500
2015	\$52,500				\$52,500
2016	\$31,250				\$31,250
2017	\$31,250				\$31,250

STP-STU, \$25,000 Cash - \$27,500 Match (\$6,250 for 15-61-060, \$5,250 for 15-61-070, \$16,000 for 15-61-110)

PROJECT: 15-61-070 City of Camden - Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

Goals:

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

Description:

The City of Camden has requested that DVRPC perform a traffic counting program. This information will be used for the city's transportation, planning, engineering and pavement management studies. DVRPC will provide traffic count information at locations determined by the city's planning and engineering staff.

Tasks:

1. Schedule meetings with City of Camden representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations, for both traffic volume and intersection turning movements where required.
3. Process data and develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Present data to Camden City for their use.

Products:

Detailed printouts showing hourly counts, turning movements, and annual average daily traffic at the locations selected.

Beneficiaries:

Camden City, Camden County, NJ DOT, residents, and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$21,000				\$21,000
2015	\$21,000				\$21,000
2016	\$21,000				\$21,000
2017	\$21,000				\$21,000

*STP-STU

PROJECT: 15-61-080 Gloucester County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

Goals:

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

Description:

The Gloucester County Planning Division has requested that DVRPC continue to perform a traffic counting program within Gloucester County. This information will be used for the county's transportation, planning, engineering, and pavement management studies. DVRPC will provide traffic count information at locations determined by the county's planning and engineering staff.

Tasks:

1. Schedule meetings with county planning and engineering representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations.
3. Process data and develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare traffic count data for the county's GIS file and prepare traffic count map showing new locations.
7. Update the county's GIS traffic count file and map.

Products:

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

Beneficiaries:

Gloucester County, municipalities, and NJ DOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$43,000				\$43,000
2015	\$43,000				\$43,000
2016	\$43,000				\$43,000
2017	\$43,000				\$43,000

*STP-STU

PROJECT: 15-61-090 Mercer County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

Goals:

Obtain new traffic count data and compare with existing data in GIS format for transportation, engineering, and pavement management studies.

Description:

To supplement existing counts in the Transportation Development District, the county needs to annually collect approximately 200 more counts throughout other parts of the county.

Additionally, the county will incorporate developer traffic study count data into the County's GIS system so that the traffic count data collected as a result of this project will be linked to that produced by others. In this way the county will obtain the most accurate representation of traffic flow in the county. Once compiled, this data will be shared with municipalities in order to enhance their transportation study efforts.

Tasks:

1. Schedule meetings with county planning and engineering representatives to determine locations for traffic counting in addition to cyclical counts.
2. Collect traffic data at selected locations.
3. Process data and develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
4. Check field data for accuracy.
5. In GIS, link new count data with developer traffic study data.

Products:

1. Detailed traffic count data for selected locations.
2. Maps, tables, and text for transportation element of the master plan.

Beneficiaries:

Mercer County; municipalities in which traffic counts are taken; and NJDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$43,000				\$43,000
2015	\$43,000				\$43,000
2016	\$43,000				\$43,000
2017	\$43,000				\$43,000

*STP-STU

PROJECT: 15-61-100 Burlington County Bicycle Map

Responsible Agency: Burlington County - Land Development

Project Manager: Sarah Oaks

Goals:

Design and publish a Bicycle Map of Burlington County utilizing the information and facilities inventory developed during the preparation of the Burlington County Bicycle Master Plan Phases 1 and 2. Print 10,000 copies for distribution by Burlington County throughout the region. Provide digital access to the map through the Burlington County website.

Description:

In FY 2013 the Cross County Connection Transportation Management Association (CCCTMA) prepared Phase 1 of the Burlington County Bicycle Master Plan. Phase 1 focused on creating a countywide bicycle network utilizing county - maintained roadways and available off-road trail segments. Phase 2 (FY 2014) is focusing on the implementation of a county bikeway network and is addressing prioritization, design standards and policy recommendations. This plan will guide the development of additional on-road bikeways and off-road multiuse trails throughout the county. The proposed Burlington County Bicycle Map will not only serve as a users' guide to bicycle facilities throughout the county but will also educate potential cyclists about safety and bicycle-related New Jersey laws. Extensive local photography will be employed to entice even more folks to enjoy Burlington County by bicycle and focus on the county's diverse ecosystems, scenic byways, parks, forests, historic sites and preserved farms.

Tasks:

1. Establish a map steering committee comprised of representatives from Burlington County, NJDOT, DVRPC, and the bicycling community.
2. Review the Burlington County Bicycle Master Plan Phase 1 and 2 and associated digital base mapping, to determine bicycle routes to be shown.
3. Hold outreach meetings to gauge user interest and solicit public input.
4. Develop a web project web page.
5. Prepare rough map layout and design and review with County staff and steering committee.
6. Integrate bike routes with public transportation opportunities.
7. Prepare text including information about the county.
8. Complete layout and map design.
9. Prepare final files for printing and county website access.
10. Print map.

Products:

The Bicycle Map of Burlington County will be made available to the public in both printed and digital formats.

Beneficiaries:

Burlington County residents and all residents of the region that want a good place to bicycle.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$40,000				\$40,000
2016	\$0				
2017	\$0				

*STP-STU, \$32,000 Cash - \$8,000 Match

PROJECT: 15-61-110 Camden City ADA Ramp Inventory and Implementation Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson

Goals:

This activity entails developing a conditions inventory of all curb ramps and sidewalks in high traffic areas within Camden City to determine their compliance with the American with Disabilities Act (ADA).

Description:

Curb ramps are needed wherever a pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the other side of the street. Without curb ramps, sidewalk travel in urban areas can be difficult, or even impossible for people who are disabled. These individuals would be forced to travel in streets and roadways, which are dangerous, to reach their destination. Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets.

According to Federal Highway Administration publication FHWA-SA-10-005, entitled Pedestrian Design for Accessibility Within the Public Right-of-Way, "Pedestrian accessibility enhancements not only benefit people with disabilities; they benefit all pedestrians as well. Examples include curb ramp improvements that assist people pushing carts or strollers and placing the WALK push buttons in a place that is accessible and easily understandable for all intersection users."

This inventory will assist the City of Camden with their capital planning efforts, to better evaluate and prioritize capital improvement of pedestrian facilities in conformance with the ADA.

Tasks:

1. Create a conditions inventory of ADA curb ramps at signalized intersections primarily within the downtown district of the city.
2. Document pedestrian amenities at curb ramps such as signals, pavement markings, signage etc.
3. Identify and quantify the condition of substandard sidewalks within the downtown district.
4. Document conditions within a GIS database.
5. Develop a phased Implementation Plan.

Products:

1. GIS files with ADA Curb Ramp and sidewalk inventory.
2. Implementation Plan.
3. Interim and final technical report.

Beneficiaries:

City of Camden, NJDOT, operating agencies, Camden County, businesses, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$64,000				\$64,000
2016	\$0				
2017	\$0				

*STP-STU

CHAPTER 4



Transit Support Program (TSP)

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2015 PLANNING WORK PROGRAM

CHAPTER FOUR

TRANSIT SUPPORT PROGRAM

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**Delaware Valley Regional Planning Commission
FY 2015 Pennsylvania Transit Support Program**

Core Projects					
Project Number	Agency	Project	FY 2015 Budget		
			Cash	Match	Total
15-63-001	Bucks County	Transit Planning and Programming	\$61,734	\$15,434	\$77,168
15-63-002	Chester County	Transit Planning and Coordination	46,069	11,517	57,586
15-63-003	Delaware County	Transit Planning and Coordination	87,504	21,876	109,380
15-63-004	Montgomery County	Transit Planning and Implementation	77,400	19,350	96,750
15-63-005	Philadelphia Office of Transportation and Utilities	Transit Planning and Programming	98,535	24,633	123,168
15-63-006	Philadelphia City Planning Commission	Short Range Planning	119,758	29,940	149,698
15-63-007	SEPTA	Long Range Planning/TIP	85,000	21,250	106,250
15-63-008 i	DVRPC	Transit Pl. Tech. Asst.	144,000	36,000	180,000
Subtotal			\$720,000	\$180,000	\$900,000
Special Studies					
Project Number	Agency	Project	FY 2015 Budget		
			Cash	Match	Total
15-63-009 ii	Chester County	Public Transportation Plan Implementation Tools	\$60,000	\$15,000	\$75,000
15-63-010 iii	Phila. Office of Transportation and Utilities/ DVRPC	Modern Trolley Stop Design Guidelines	93,680	23,420	117,100
15-63-011 iv	SEPTA/Clean Air Council	Multi Modal commute Shed Mapping, Signage, and Outreach	26,320	6,580	32,900
Subtotal			\$180,000	\$45,000	\$225,000
Program Total			\$900,000	\$225,000	\$1,125,000

- i. Match will be distributed to all core agreements and will be noted on the project write-up and reflected in the contract.
- ii. Agreement will be directly with Chester County.
- iii. Project work will be performed by DVRPC staff. Match will be added to the MOTU Core Agreement and will be noted on the project write-up and reflected in the contract.
- iv. Agreement will be directly with SEPTA/Clean Air Council.

PROJECT: 15-63-001 Transit Planning and Programming

Responsible Agency: Bucks County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

Examine the need for public transportation services, specifically in areas of rapid traffic volume increases and escalating traffic congestion. Advocate and coordinate the implementation of activities and services that support public transit usage and help improve suburban mobility.

Rapid development and minimal public transportation services have led to an overburdened highway network in Bucks County. The county's geographic location between the New Jersey to New York corridor to the east, Philadelphia to the south, and the Allentown-Bethlehem-Easton areas to the north guarantees that development pressures will continue. Bucks County's comprehensive plan aims to guide and coordinate development to minimize its adverse impacts.

This project will allow staff to examine opportunities to minimize traffic impacts and enhance suburban mobility through an expanded public transportation system. Public transportation objectives will be pursued through coordination with local governments, the business community, and area service providers.

Tasks:

1. Program administration and interagency coordination to include general program correspondence and public information requests.
2. Assist the business community in identifying unique transportation needs and provide information as to public transportation alternatives.
3. Review existing and proposed development to identify areas capable of supporting public transportation services or areas in particular need of expanded transit services.
4. Review county and municipal growth management policies to ensure that access to public transportation services are included where feasible.
5. Review existing paratransit services for evaluation and compliance with ADA requirements.
6. Maintain liaison with the Bucks County Transportation Management Association.

Products:

1. Monthly and quarterly progress reports.
2. Quarterly invoices.
3. Expanded and/or modified transit service proposals.
4. Recommendations for improving transit services throughout the county.
5. Proposed FY 2015 Work Program.

Beneficiaries:

Operating agencies and utilities; economic development agencies; private sector; and municipalities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$70,547		\$70,547		
2015	\$80,994		\$80,994		
2016	\$80,994		\$80,994		
2017	\$80,994		\$80,994		

\$61,734 Cash - \$19,260 Match

PROJECT: 15-63-002 Transit Planning and Coordination

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

The purpose of this project is to provide comprehensive planning, programming, monitoring, and coordination of transit services in Chester County. It provides for staff support to respond to requests for technical and policy assistance on regional public transportation issues and projects. It enables staff to coordinate with PennDOT, SEPTA, TMACC, GVFTMA, Amtrak, and other public transit service providers and stakeholders.

Tasks:

Task I – Administration:

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

Task II – Planning and Programming:

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

Task III – Coordination:

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

Valley Forge TMA.

Products:

1. Quarterly progress reports and invoices.
2. Proposed TSP Work Program.

Beneficiaries:

State, county, municipalities, transit operating agencies, the private sector, and Chester County residents and employees.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$52,632		\$52,632		
2015	\$60,469		\$60,469		
2016	\$60,469		\$60,469		
2017	\$60,469		\$60,469		

\$46,069 Cash - \$14,400 Match

PROJECT: 15-63-003 Transit Planning and Coordination

Responsible Agency: Delaware County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

This project will enhance the mobility of the residents of Delaware County by providing comprehensive planning, programming, monitoring, and coordination of transit services in the county.

Tasks:

1. Administer project and prepare required invoices, progress reports, and completion reports.
2. Continue to build and maintain a transit database.
3. Monitor transit service through performance analysis and service improvement requests.
4. Provide input to SEPTA operating budgets and determine impacts on fares, subsidies, and levels of service.
5. Provide input to SEPTA and PennDOT capital budgets and monitor capital projects and subsidies.
6. Promote transit initiatives through marketing strategies, service planning, and travel demand management. Evaluate upcoming land development and recommend measures to encourage transit use.
7. Plan and coordinate paratransit services.
8. Maintain liaison with SEPTA, PennDOT, Community Transit, the Delaware County TMA, and private providers.

Products:

1. Quarterly progress reports.
2. Quarterly invoices.
3. Closing report.

Beneficiaries:

Member governments, operating agencies, the private sector, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$120,000		\$120,000		
2015	\$114,864		\$114,864		
2016	\$114,864		\$114,864		
2017	\$114,864		\$114,864		

\$87,504 Cash - \$27,360 Match

PROJECT: 15-63-004 Transit Planning and Implementation

Responsible Agency: Montgomery County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

The purpose of this project is to partially fund staff participation in transit planning with SEPTA, DVRPC, and Pottstown Urban Transit, Inc. (PUT). It will fund planning activities dealing with route and service modifications, new route planning, capital and operating budget review, policy development, and data gathering and analysis.

Tasks:

Task I – Administration:

1. Participate in the activities of the Greater Valley Forge and The Partnership TMAs.
2. Provide policy analysis and liaison with county commissioners and SEPTA board members.
3. Provide inter-agency coordination with DVRPC, SEPTA and PUT.
4. Prepare TSP submittal and participate in DVRPC's annual Planning Work Program development.
5. Prepare quarterly progress and financial reports and general correspondence and respond to public information requests.

Task II – Transportation Plan Maintenance and Implementation:

1. Participate in the development of the Transportation Improvement Program.
2. Review new or modified transit service proposals and review subdivision and land development plans for transit access.
3. Review SEPTA and PUT operating and capital budgets.
4. Update the county transportation plan.
5. Participate in various transportation study task forces.
6. Participate in the development of new transit services.

Products:

1. Monthly progress and financial reports.
2. Route and service plans.
3. County transportation plan update.

Beneficiaries:

Operating agencies, the private sector, county, and municipalities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$88,418		\$88,418		
2015	\$101,520		\$101,520		
2016	\$101,520		\$101,520		
2017	\$101,520		\$101,520		

\$77,400 Cash - \$24,120 Match

PROJECT: 15-63-005 Philadelphia Transit Planning and Programming

Responsible Agency: Mayors Office of Transportation and Utilities

Project Manager: Sarah Oaks

Goals:

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

Description:

The major purpose of this program is to reimburse the Philadelphia Mayor's Office of Transportation and Utilities for expenses incurred as a result of its input and participation in the regional transit planning and capital programming processes. This is a continuation of similar grants received for the past several years by the City's Office of Strategic Planning.

Tasks:

Short-Range Transit Planning Process:

1. Manage, analyze, develop, and evaluate the City of Philadelphia's short-range low capital-intensive transportation projects that are under various stages of implementation, with emphasis on coordination with the city's neighborhood and commercial corridor improvement programs.
2. Prepare necessary inputs into the regional transportation plan.
 - a. Assist in the development and coordination of city and regional transit plans.
 - b. Assist in planning for compliance with, and implementation of, strategies related to the Clean Air Act Amendments and the Americans with Disabilities Act.
3. Participate in the development of regional TSM planning.
 - a. Review and evaluate short-range transit plans.
 - b. Participate in the Commission's transit planning projects.
 - c. Participate in SEPTA's transit planning technical studies and projects such as route analysis.
 - d. Participate in transit planning studies sponsored by other agencies, such as the Delaware River Port Authority, New Jersey Transit, PennDOT, and the Center City Philadelphia TMA.
 - e. Attend transportation-planning-related meetings and conferences sponsored by FTA, PennDOT, APTA, TRB, PTI, NACTO, IMPACTS, or other transportation organizations.

Long-Range Transit Planning Process:

Assist in updating and/or modifying the transportation elements of DVRPC's Long-Range Plan Update.

TIP Coordination and Development:

1. Review and analyze the current regional TIP, including the status of the current budget year and the two- to six- year program of the City of Philadelphia’s Transportation Capital Budget and Program.
2. Coordinate the TIP’s progress and status with the Commission and member agencies.
3. Make field trips to examine sites as required.
4. Identify and resolve issues requiring coordination with the Commission and member agencies.
5. Provide assistance to the Commission’s staff in analyzing the City of Philadelphia’s TIP projects and implementation thereof.
6. Collect data for each city transit improvement project, including purpose, justification, physical description, status, and implementation schedule.
7. Prepare and review the City of Philadelphia’s long-range Capital Budget and Program for transit projects.
8. Update and present to the Commission and member agencies the City’s portion of the regional TIP updates and updates to the state Twelve Year Transit Capital Program.
9. Review and analyze the draft regional TIP in light of the long-range plan. Prioritize and stage the elements of the TIP within fiscal funding constraints.
10. Make suggestions to improve and revise the city’s and SEPTA’s Transit Capital budgeting process.
11. Participate in the preparation and coordination of city submissions for Transportation Enhancements, CMAQ, TCDI, and TCSP funding.

Products:

Transit Capital Project element of the city’s long-range Capital Budget and Program.

Beneficiaries:

City of Philadelphia, Pennsylvania, SEPTA, PATCO, and NJ Transit.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$112,630		\$112,630		
2015	\$152,735		\$152,735		
2016	\$129,315		\$129,315		
2017	\$129,315		\$129,315		

\$98,535 Cash - \$54,200 Match (\$30,780 for 15-63-005, \$23,420 for 15-63-010)

PROJECT: 15-63-006 Philadelphia Short-Range Planning

Responsible Agency: Philadelphia City Planning Commission

Project Manager: Sarah Oaks

Goals:

To support the City Planning Commission's transportation planning and programming efforts at both city and regional levels, and to develop recommendations on specific issues as needed.

Description:

The City of Philadelphia's Home Rule Charter requires that the City Planning Commission prepare an annual Capital Program and Budget. This work also provides input into development of the regional TIP. Support is needed for the proper analysis, ranking, and determination of cross-functional priorities of the projects submitted for review, as well as for continued capital program maintenance. The Planning Commission is also required by the Charter to prepare and maintain a Comprehensive Plan for the City. Staff support is also needed for analyses of proposed developments, as well as the development of transportation improvement proposals for immediate implementation. This project will also include participation in the regional planning process.

Tasks:

Task 1 - Transportation Capital Programming Projects

- a) Evaluate requested transportation projects and make recommendations about their inclusion and level of funding in the city's Capital Budget and Program
- b) Develop supporting data, tables, and text for the Capital Program and contribute to Capital Program maintenance, including the evaluation and processing of amendments.
- c) Participate in the development and maintenance of the regional Transportation Improvement Program.
- d) Review and make recommendations regarding studies and plans for transportation capital projects.

Task 2 - Transportation Plan Development and Maintenance

- a) Participate in the development and maintenance of the transportation elements of the city's comprehensive plan and district plans.
- b) Provide City Planning Commission input to DVRPC's transportation planning projects, including the maintenance of the long-range plan.

- c) Work with the Transit First Subcommittee in its efforts to improve the effective operation of surface transit.
- d) Continue non-motorized transportation planning activities, particularly as they relate to transit access.
- e) Attend transportation-planning-related meetings and conferences sponsored by organizations such as PennDOT, FTA, and TRB.
- f) Evaluate proposed development projects for potential impacts on transportation systems.
- g) Review plans and participate in planning efforts of other agencies, including SEPTA, the Streets Department, PennDOT, PATCO, and the Central Philadelphia Development Corporation TMA.
- h) Participate in the Regional Technical Committee of DVRPC and the SEPTA city-county meetings.

Task 3: Administration and Coordination

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

Products:

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

Beneficiaries:

General Public/Citizens, DVRPC, and SEPTA.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$136,840		\$136,840		
2015	\$157,198		\$157,198		
2016	\$157,198		\$157,198		
2017	\$157,198		\$157,198		

\$119,758 Cash - \$37,440 Match

**PROJECT: 15-63-007 Capital Budgeting/Planning/Transportation
Improvement Program**

Responsible Agency: Southeastern Pennsylvania Transportation Authority

Project Manager: Sarah Oaks

Goals:

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

Description:

Prepare the SEPTA Capital Budget, Program, and Comprehensive Plan, and provide the required input to the regional Transportation Improvement Program. Prepare SEPTA's responses to federal guidelines and rulemaking regarding the next reauthorized transportation bill, Act 44 and Act 89. Provide for short-range planning studies and long-range planning activities to support SEPTA's operating departments. Provide support to other departments in developing work programs for DVRPC-sponsored projects and FTA demonstration programs, and represent SEPTA at regional forums and provide technical assistance and coordination for various regional studies.

Tasks:

Transportation Improvement Program:

1. Submit input to DVRPC and participate in meetings concerning amendments and modifications to the regional Transportation Improvement Program.
2. Refine prioritized SEPTA Capital Budget, Twelve Year Capital Program, and Comprehensive Plan with data and assistance from within SEPTA and also from outside agencies.
3. Perform generalized planning and analysis in order to prioritize the capital projects.
4. Program and produce SEPTA's One-Year Capital Budget and Twelve-Year Capital Program and Comprehensive Plan.
5. Provide assistance to DVRPC in analyzing the SEPTA Capital Budget and Twelve-Year Capital Program, and in assimilating this information into the regional TIP.
6. Maintain and utilize the Capital Program Management System data files.
7. Provide information to federal, state, city, and county officials and staff concerning SEPTA capital projects.

Capital Budgeting:

1. Participate in the budget process for the Commonwealth of Pennsylvania,

including the annual budget process. Develop and submit SEPTA's request for local matching funds.

2. Participate in the budget process for Bucks, Chester, Delaware, and Montgomery counties, and the City of Philadelphia. Develop SEPTA's request for local matching funds.

3. Develop commitment and cash flow schedules for the Pennsylvania Dedicated Funding Program.

4. Respond to information requests from a variety of federal, state, and local funding agencies.

Long-Range Planning:

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

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

Products:

1. SEPTA One-Year Capital Budget, Twelve-Year Capital Program, and Comprehensive Plan, and SEPTA capital projects added to the DVRPC Regional TIP document.

2. Reports and recommendations to be used in support of the short- and long- range planning program and development of work programs for various internal and external studies.

Beneficiaries:

Member governments, state, and operating agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$338,946		\$338,946		
2015	\$111,640		\$111,640		
2016	\$111,640		\$111,640		
2017	\$111,640		\$111,640		

\$85,000 Cash - \$26,640 Match

PROJECT: 15-63-008 Southeastern Pennsylvania Transit Planning and Technical Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Gregory Krykewycz

Goals:

This program is intended to support transit planning, design, and analysis work for transit agencies and member governments in Southeastern Pennsylvania. This work will help to implement the planning goals and policies of Connections 2040, the region's adopted long range plan, while assisting southeastern Pennsylvania public transit agencies to implement their planning and project agendas. Work under this program may include tasks or projects in their entirety, and may also supplement transit planning work by DVRPC staff for projects funded under other programs, including projects selected by the Regional Transit Advisory Committee (RTAC).

Description:

This program funds transit planning and analysis work conducted by DVRPC staff in response to transit agency and Pennsylvania member government requests. Depending on the timing of work program requests, this program may support projects submitted in the fall during initial work program development, or later in the year for projects submitted and selected by the RTAC.

Pennsylvania transit agencies, member governments, and other planning partners will be consulted on project scopes for consideration in this program. This includes evaluations of proposed services or facilities, corridor level transit analysis, evaluations of enhancements to transit access, and examinations of the relationship between land use and transit for specific sites or corridors. Work will be coordinated among DVRPC offices to best meet the needs of the planning partner, and may include planning, data collection, surveying, conceptual design, or demand modeling as appropriate.

Tasks:

1. Coordinate with transit planning partners to identify work needs and provide specific expertise in support of transit planning efforts.
2. Conduct the SEPTA's Airport Line to Philadelphia International Airport (PHL) – Possible Enhancements study as submitted by SEPTA for FY 2015 funding consideration. This project will explore opportunities and challenges related to increasing Regional Rail frequencies along SEPTA's Airport Line.
3. As appropriate for work requested each year, conduct planning, data collection, surveying, conceptual design, or demand modeling.

4. Coordination with the broader transit project development cycle, including RTAC project selection and general stakeholder outreach.

Products:

Planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations, as appropriate.

Beneficiaries:

Pennsylvania member governments, SEPTA, and the transit-riding public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$144,000		\$144,000		
2016	\$144,000		\$144,000		
2017	\$144,000		\$144,000		

**PROJECT: 15-63-009 Chester County Public Transportation Plan
Implementation Tools**

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

Implement critical strategies of the Chester County Public Transportation Plan, including “complete streets” improvement plans for priority transit corridors and development of municipal ordinance language and amendments regarding transit, bicycle, and pedestrian amenities.

Description:

In Spring 2014, Chester County and its planning partners will complete a two year effort to prepare and adopt a countywide public transportation plan as an element of the Chester County comprehensive plan, Landscapes2. The development of the public transportation plan has revealed that last-mile connections to transit via walking and bicycling is a critical, existing deterrent to the transit user’s experience. Moreover, municipal zoning and subdivision/land development ordinances along public transportation corridors lack standards/requirements regarding transit-supportive amenities such as bus shelters and connecting walkways to transit destinations.

To address these issues, this project will implement two priority strategies of the public transportation plan. First, a detailed improvement plan for a priority transit corridor will be prepared to identify pedestrian, bicycling, and transit capital improvements. This technical effort will target one of five multimodal corridors identified in Landscapes2 and will provide the framework for developing the corridor into a “complete streets” design. Secondly, the Chester County Planning Commission will provide direct technical assistance to municipalities to make revisions to zoning and subdivision/land development standards along the selected corridor.

Tasks:

Complete Street Improvement Plan for Transit Corridor(s)

1. Inventory existing corridor conditions.
2. Identify existing and future transit stop locations.
3. Identify significant transit generators.
4. Prepare improvement plan, identifying future sidewalks, transit amenity improvements, and bicycling improvements.
5. Prepare cost estimates and an implementation plan.

Ordinance Standard Amendments for Municipalities

1. Inventory existing ordinance standards for public transportation amenities.
2. Identify best practices for regulation of public transportation amenities.
3. Develop ordinance and subdivision/land development standard amendments targeting improvements for transit amenities, pedestrian, and bicycling features.

Products:

1. "Complete streets" improvement plan(s) for transit corridors.
2. Ordinance amendments for municipalities.

Beneficiaries:

- Transit agencies in Chester County (SEPTA, PART, TACC, Krapf, Amtrak).
- Municipalities in Chester County and municipalities in five county PA region (indirectly, as ordinances would be applicable beyond Chester County).
- PennDOT.
- Chester County Departments (Planning, Community Development, Human Services).

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$100,000		\$100,000		
2015	\$75,000		\$75,000		
2016	\$0				
2017	\$0				

\$60,000 Cash - \$15,000 Match

PROJECT: 15-63-010 Modern Trolley Stop Design Guidelines

Responsible Agency: Delaware Valley Regional Planning Commission

Goals:

Develop guidelines for modern trolley stop facilities that will include best practices, various conceptual designs, and standards for applying the guidelines.

Description:

As SEPTA's Kawasaki and PCC trolley cars age, a study of the impacts of a new fleet of ADA-compliant cars on roadway design, transit stops, and streetscape improvements becomes more necessary. Today's streetscape improvements and roadway designs do not consider the implications of modern ADA-compliant cars, potentially resulting in projects that will need to be modified later to accommodate new vehicles. Modern ADA-accessible cars will need curb extensions to have fully ADA-compliant stops. This raises a number of issues including curb design, roadway turn radius, dedicated transit ROW, stop consolidation, bike lane interaction, and parking lane reductions.

Like the Bus Stop Design Guidelines that DVRPC has already prepared with SEPTA (pub. 12025), this report will provide SEPTA, the City of Philadelphia, and other local partners with guidelines for modern trolley stop facilities that will include best practices from around the world, various conceptual designs that are responsive to variable contextual settings, and standards for applying the guidelines. This will help the City of Philadelphia and Delaware County municipalities to appropriate limited resources toward the best locations for future accessible stops, and also serve as a useful educational and communications tool for the public.

This study will explore issues for all of SEPTA's trolley lines – Routes 10, 11, 13, 15, 34, 36, 101, and 102, as well as any possible new trolley or light rail service.

Tasks:

1. Convene an advisory committee comprised of likely guideline beneficiaries, including SEPTA, the City of Philadelphia, Delaware County, and PennDOT staff.
2. Inventory existing street and access conditions for the full variety of trolley stop types presently in service.
3. Define location standards for accessible stops using criteria such as ridership, adjacent land uses, and proximity to other transit service.

4. Review a summary of peer agency practices for accessible trolley or streetcar stop locations, spacing, and design.
5. Drawing on best practices, develop conceptual stop designs including options for new stops as well as opportunities for small-scale and incremental street design changes for existing stops in various situations, such as median boarding, curbside boarding, roadways with a bike lane, etc.
6. Explore funding opportunities for design, construction and maintenance, and opportunities for coordinated implementation of streetscape or roadway improvements.

Products:

Report with drafted design guidelines appropriate for trolley service in the SEPTA service area.

Beneficiaries:

SEPTA and SEPTA riders, property owners, City of Philadelphia, Delaware County, and Delaware County municipalities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$93,680		\$93,680		
2016	\$0				
2017	\$0				

PROJECT: 15-63-011 Multimodal Commute Shed Mapping, Signage, and Outreach at Selected Regional Rail Stations

Responsible Agency: Delaware Valley Regional Planning Commission

Goals:

To promote multimodal ridership by replicating the Clean Air Council's previous efforts of mapping, signage, and outreach at the Norristown Transportation Center.

Description:

SEPTA, DVRPC, and Clean Air Council all have a clear interest in promoting biking to fixed rail stations, and in particular Regional Rail. For SEPTA, diverting potential drivers to stations saves money by not having to add parking to accommodate new users. For DVRPC, the kind of communities that have bikeable and walkable transit service, reducing the need to drive, is the type of smart growth development that is advocated under the region's long-range plan. Clean Air Council is an environmental organization that has for years been an advocate for biking and public transit, as these forms of transportation are healthier and less harmful to air quality than driving.

SEPTA will sponsor Clean Air Council to work with SEPTA and DVRPC to identify two to four Regional Rail stations to promote multimodal ridership by replicating the Council's previous efforts of mapping, signage, and outreach at the Norristown Transportation Center. DVRPC and SEPTA have collaborated on a "Bike to Transit" survey project to gather input about biking to railroad and rail transit stations and opportunities to improve the experience of biking to those stations. DVRPC is also nearing completion of a project that will, among other things, establish a "bike score" for stations based on station characteristics and supportive land uses. Working with the outcomes of these projects and SEPTA's priority recommendations, two to four Regional Rail stations will be selected for mapping, signage, and outreach. Ideally, based on DVRPC's work and SEPTA's priorities, Clean Air Council will choose stations where: 1) the "bikeability" to the station and its amenities are high but the rate of biking to that station is comparably low; 2) partners have identified potential for increased bike-to-transit utilization given low-cost interventions such as mapping, signage and outreach; and 3) increased bike-to-transit utilization would achieve other strategic objectives, such as increased capacity given automotive parking limitations.

As part of the "Commuter Connection PA" program, Clean Air Council created a large map and sign for the Norristown Transportation Center that identifies multimodal "commute sheds" for the station. These commute sheds illustrate where a person could get to within certain time segments (e.g. <15, 15-30, 30-45, and 45-

60 minutes) by combining bike and public transit modes. This sign helped to promote multimodal transportation as a viable option instead of taking a car to a station, and helped educate viewers on what destinations were possible to them in a given amount of time if they chose to explore multimodal transportation. This project targeted both commuters interested in connecting the first or last mile, and off-peak riders interested in exploring recreation and entertainment facilities near SEPTA's system. These maps were based on the Council's in-house GIS work, and visual work created by a professional graphic designer.

Tasks:

Task 1: Review of Maps

Clean Air Council, City/Counties, SEPTA and DVRPC will review Norristown Transportation Center maps for recommendations on appropriate changes and modify the maps as necessary.

Task 2: Station Selection

Clean Air Council, DVRPC, and SEPTA will review the results of the "Ridescore" analysis to be provided by DVRPC as well as SEPTA's internal data to prioritize 2-4 stations for mapping, signage, and outreach. The factors to be considered include (but are not limited to): bicycle infrastructure at the station, bikeable roads near the station and proximity to the regional trail network, automotive parking capacity at the station, current bike counts at the station, and potential to increase bikers to that station.

Task 3: GIS Network Building

Clean Air Council's GIS staff will build the network database of transit systems, biking, and walking infrastructure in the regions surrounding the selected stations. GIS information will be provided by SEPTA and DVRPC, but additional information may be needed from individual counties or townships. The information will be integrated as part of the project to fit Clean Air Council's system.

Task 4: Commute Shed Mapping and Design

Clean Air Council's GIS staff will create the commute-sheds of various time segments (similar to the Norristown map) based on multi-modal distances. Clean Air Council will work with a graphic designer to create a visually appealing large-scale sign to display at the various stations.

Task 5: Implementation

Clean Air Council will collaborate with SEPTA to find a proper location for displaying the mapping materials.

Task 6: Outreach and Promotion

Clean Air Council will promote the maps by hosting a kick-off event at the station when each map is posted. Clean Air Council will execute a press release for each

station’s map work with local media sources to publicize the project. Clean Air Council will also promote this project on its social media networks and work with project partners to utilize their own networks.

Products:

Two to four bike-transit travel shed maps based at different regional rail stations, produced by our GIS expert, and professionally designed into 4’ x 4’ format that will then be mounted.

Beneficiaries:

SEPTA riders, counties, and DVRPC region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$32,900		\$32,900		
2016	\$0				
2017	\$0				

\$26,320 Cash, \$6,580 Match

**Delaware Valley Regional Planning Commission
FY 2015 New Jersey Transit Support Program**

Core Projects					
Project Number	Agency	Project	FY 2015 Budget		
			Cash	Match	Total
15-63-020	Burlington County	Transit & Ridesharing	\$37,392	\$9,348	\$46,740
15-63-021	Camden County	Transit Planning & Programming	41,500	10,375	51,875
15-63-022	Gloucester County	Transportation Systems Planning	38,680	9,670	48,350
15-63-023	Mercer County	Transit Planning & Programming	33,284	8,321	41,605
15-63-024	New Jersey Transit	TIP and Short Range Planning	70,744	17,686	88,430
Subtotal			\$221,600	\$55,400	\$277,000
Special Studies					
Project Number	Agency	Project	FY 2015 Budget		
			Cash	Match	Total
15-63-025 i	Camden City	TSP Core Work Program	\$20,000	\$5,000	\$25,000
15-63-026 ii	NJTRANSIT/ DVRPC	Identifying Park-and Ride Opportunities	85,000	21,250	106,250
15-63-027 iii	NJTRANSIT/ DVRPC	Transit Signal Prioritization	60,000	15,000*	75,000
Subtotal			165,000	41,250	206,250
Program Total			\$386,600	\$96,650	\$483,250

- i. Agreement will be directly with the City of Camden
- ii. Project work will be performed by DVRPC staff. Match will be added to the NJTRANSIT Core Agreement and will be noted on the project write-up and reflected in the contract.
- iii. Project work will be performed by DVRPC staff. Match will be added to the NJTRANSIT Core Agreement and will be noted on the project write-up and reflected in the contract.

PROJECT: 15-63-020 Transit and Ridesharing

Responsible Agency: Burlington County - Land Development

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and CCCTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Coordinate programs with local, county, state, and regional agencies.
7. Draft regulations and sample ordinances that would implement TCMs at county and municipal levels.
8. Coordinate with the operators of light rail transit in Burlington County.
9. Implement the transit portion of the Burlington County Transportation Master Plan.
10. Serve on the executive committee of the CCCTMA.

Products:

1. Quarterly progress reports.

2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system, including preparation of the final report.
4. Transit section of Burlington County Transportation Master Plan.

Beneficiaries:

Burlington County, local governments, private citizens, developers, transportation engineers, and NJDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$47,489		\$47,489		
2015	\$46,740		\$46,740		
2016	\$46,740		\$46,740		
2017	\$46,740		\$46,740		

\$37,392 Cash - \$9,348 Match

PROJECT: 15-63-021 Camden County: Transit Planning and Programming

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

Project Manager: Sarah Oaks

Goals:

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

Description:

Maintain current local and regional transportation activities and provide the means to develop future public transportation plans that meet changing local and regional transportation needs. Do research and prepare reports on public transportation matters as required, etc. Coordinate with Cross County Connection TMA, other counties and state agencies. Serve on various corridor study task forces.

Tasks:

1. Keep abreast of NJ Transit service within the county.
2. Assist communities in identifying their transportation needs and provide information as to their transportation alternatives through participation in TMA activities.
3. Provide technical assistance and program coordination with local, regional, and New Jersey state agencies.
4. Participate in transportation planning meetings and conferences.
5. Administer the project, which includes submission of a progress report, final billing and report.
6. Respond to public information requests.
7. Develop and maintain transit-oriented GIS to include the development and update of asset management data on county roadways.
8. Coordinate planning activities with various county and state agencies.
9. Provide technical support to the CMAQ Subcommittee of the DVRPC RTC.
10. Develop the Camden County Work Program for inclusion in the DVRPC Unified Planning Work Program.

Products:

1. Transit-oriented GIS data and reports.
2. Progress reports and final report.
3. Work Programs for DVRPC UPWP.

Beneficiaries:

Citizens, private sector, and operating agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$52,624		\$52,624		
2015	\$51,875		\$51,875		
2016	\$51,875		\$51,875		
2017	\$51,875		\$51,875		

\$41,500 Cash - \$10,375 Match

PROJECT: 15-63-022 Transportation Systems Planning & Implementation

Responsible Agency: Gloucester County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

Improve the efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program to maintain current local and regional public transportation activities and to provide the means to develop future public transportation plans that meet changing local and regional needs. Serve on steering committees and the Local Citizens Transportation Advisory Committee. Conduct research and prepare reports on public transportation matters as required. Attend meetings, seminars, and public hearings related to public transportation.

Tasks:

1. Monitor NJ Transit service within the county, perform detailed analysis, and submit recommendations to NJ Transit.
2. Assist NJDOT, NJ Transit, and DVRPC in the investigation of potential transportation improvements.
3. Assist the business community in identifying their transportation needs and provide information as to their transportation alternatives.
4. Continue regional marketing and marketing activities.
5. Provide technical assistance and program coordination with regional, state and local agencies.
6. Participate in transportation meetings, and conferences.
7. Administer project, which will include submission of quarterly progress reports, quarterly invoices, and final report.
8. Respond to public information requests.

Products:

1. Service improvement recommendations.
2. Quarterly reports and billings and final report.

Beneficiaries:

Gloucester County, municipalities, the private sector, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$56,599		\$56,599		
2015	\$48,350		\$48,350		
2016	\$48,350		\$48,350		
2017	\$48,350		\$48,350		

\$38,680 Cash - \$9,670 Match

PROJECT: 15-63-023 Transit Planning and Programming

Responsible Agency: Mercer County Planning

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

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

Products:

1. Quarterly progress reports and invoices.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system including preparation of the final report.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$57,354		\$57,354		
2015	\$41,605		\$41,605		
2016	\$41,605		\$41,605		
2017	\$41,605		\$41,605		

\$33,284 Cash - \$8,321 Match

PROJECT: 15-63-024 Transportation Improvement Program and Short Range Planning

Responsible Agency: New Jersey Transit

Project Manager: Sarah Oaks

Goals:

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

Description:

This project continues NJ Transit's ongoing support and coordination of regional planning activities in the DVRPC region. NJ Transit will assist in the development of the regional Transportation Improvement Program and maintain and utilize a computerized database for capital projects. This project will provide for continued NJ Transit representation at DVRPC meetings and regional forums, such as RTC, Board, Air Quality Conformity, Congestion Management System, Jobs Access and Reverse Commute, and Bus Rapid Transit meetings. NJ Transit will provide technical assistance and coordination for regional forums and regional studies pertaining to NJ Transit.

Tasks:

Transportation Improvement Program:

1. Participate in the development of the Regional Transportation Improvement Program.
2. Provide capital project descriptions and project ratings according to DVRPC project selection criteria.
3. Support the preparation of the capital program and priorities within NJ Transit.
4. Program and produce NJ Transit's one-year and five-year capital programs.
5. Support DVRPC in the analysis of NJ Transit's capital program and in the preparation of the regional transit element of the DVRPC TIP.
6. Continue to develop, maintain, and apply the project information database.
7. Provide NJ Transit capital project information to state, county, and local agencies and staff.
8. Maintain an ongoing dialogue with county and local officials regarding capital project problem statements, programs, and progress.

Regional Planning Activities:

1. Support the continued development and refinement of the Congestion

Management/Intermodal Systems.

2. Support the refinement and continued development of the regional and statewide long-range transportation plans.

3. Analyze new federal, state, and local regulations concerning planning and development guidelines.

4. Provide technical assistance to NJ Transit departments in the pursuit of FTA program funds.

5. Represent NJ Transit at regional planning forums and provide technical assistance and coordination for county or local transportation studies.

Products:

NJ Transit's annual capital program, five-year capital plan, and transit element of the DVRPC Regional TIP.

Beneficiaries:

Member governments and operating agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$89,181		\$89,181		
2015	\$124,680		\$124,680		
2016	\$88,430		\$88,430		
2017	\$88,430		\$88,430		

\$70,744 Cash - \$53,936 Match (\$17,686 for 15-63-024, \$21,250 for 15-63-026, \$15,000 for 15-63-027)

PROJECT: 15-63-025 Transit Planning Program

Responsible Agency: City of Camden

Project Manager: Sarah Oaks

Goals:

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

Description:

This project will enhance the mobility of the residents of the City of Camden by providing comprehensive planning, programming, monitoring, and coordination of transit services in Camden.

Tasks:

1. Administer the project and prepare required invoices and progress reports.
2. Provide input into NJ Transit operating budgets and determine impacts on fares, subsidies, and levels of service.
3. Monitor and provide input for NJ Transit and PATCO capital projects within the City of Camden.
4. Promote transit initiatives in the City of Camden as they pertain to residents, employees, employers, developers, and event spaces.
5. Evaluate upcoming land development and recommend measures to increase transit use.
6. Participate in activities of the Cross County Connection TMA.
7. Maintain liaison with NJ Transit, PATCO, NJ DOT, and other transit service providers in the City of Camden.

Products:

1. Quarterly progress reports and invoices.
2. Closing report.

Beneficiaries:

New Jersey TMAs, New Jersey DOT, and commuters in the DVRPC region in New Jersey.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$25,000		\$25,000		
2015	\$25,000		\$25,000		
2016	\$25,000		\$25,000		
2017	\$25,000		\$25,000		

\$20,000 Cash - \$5,000 Match

PROJECT: 15-63-026 Identifying Opportunities for Expanded Park-and-Ride Capacity in South Jersey

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Gregory Krykewycz

Goals:

This study will identify potential opportunities for new or expanded park-and-ride (PNR) facilities in New Jersey Transit's service area based on existing and anticipated demand. This will include opportunities to expand parking inexpensively via strategies like shared use, as well as opportunities for new large scale PNR facilities of 500 or more parking spaces located along major highways or roads with good ingress and egress.

Description:

As travel patterns shift and demand for many public transit services increases over time, the drive-to-transit access pattern (park-and-ride) will remain a primary means of transit access for many regional residents and workers. Drawing on DVRPC's extensive database of station parking shed, ridership, and demographic forecast data, as well as prior work such as the CR 571 Park-and-Ride Study (DVRPC publication 11017), this project will include a high level assessment of South Jersey locations, rail stations, and rail & bus lines where park-and-ride demand exceeds capacity or is likely to do so in the future. Another consideration will be the capacity of the transit system to accommodate ridership demand if PNR capacity were to be expanded.

For lines and locations where parking is expected to be constrained, any PNR opportunities proposed in prior work will be identified and inventoried, and new opportunities will be explored based on land use / land cover, parcel, and transportation network data, with concept designs prepared for the two (2) to three (3) PNR locations found most compelling by the steering committee.

Tasks:

1. Convene a project steering committee comprised of DVRPC, NJ TRANSIT, NJDOT, Burlington County, Camden County, Gloucester County, and Mercer County staff.
2. Assemble available station shed, ridership, demographic forecast, and readily-available ridership forecast data for mapping and analysis.
3. Using this data, conduct a regional (South Jersey) analysis to make an initial assessment of lines, routes, and locations where PNR capacity should be a priority.
4. Inventory any prior plans or proposals for PNR improvements at these locations

that may still be viable.

- 5. Review land use / land cover and transportation network data to identify additional candidate sites for new or expanded PNR facilities.
- 6. Work with the steering committee to identify the two to three (2-3) highest priority opportunities, and prepare a concept plan for these locations that considers configuration, ingress/egress, and multimodal connectivity.
- 7. Prepare a final report summarizing the results of the analysis.

Products:

A report detailing the results of the analysis.

Beneficiaries:

NJ TRANSIT, Burlington County, Camden County, Gloucester County, Mercer County, and transit riders.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$85,000		\$85,000		
2016	\$0				
2017	\$0				

PROJECT: 15-63-027 Evaluating Opportunities for Transit Signal Priority in South Jersey

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Gregory Krykewycz

Goals:

Transit Signal Priority (TSP) has been suggested in prior planning efforts (NJ TRANSIT near-term Central Jersey BRT planning; DVRPC Future Bus Plan for Mercer County) as a way to improve the effectiveness and attractiveness of bus transit in Mercer County. In FY 2013, DVRPC developed the TSP Favorability Score, a new planning tool to evaluate corridors and transit routes for TSP appropriateness based on a variety of transit and traffic criteria. This project will refine this tool for consistent application across NJ TRANSIT's service area in the DVRPC region.

Description:

DVRPC has explored the regional potential of TSP as an emerging best practice in prior planning projects (see Speeding Up SEPTA [pub. 08066]; Transit First Analysis of SEPTA Route 34 [pub. 09040]; Boosting the Bus [pub. 10033]; and TSP Favorability Score: Development and Application in Philadelphia and Mercer County [pub. pending]). The TSP Favorability Score is a new planning tool that assesses transit corridors for TSP appropriateness based on factors like signal density, transit ridership, levels of transit service, and traffic congestion.

The purpose of this project is to refine the TSP Favorability Score method for regional application, beginning with the remainder (outside Mercer County) of NJ TRANSIT's service area in the DVRPC region. The benefits of TSP implementation at recommended locations, such as travel time savings (in person-hours), will be quantified to the degree practical based on available data. Common site-specific issues or challenges will also be identified.

Tasks:

1. Convene a project steering committee comprised of DVRPC, NJ TRANSIT, NJDOT, Burlington County, Camden County, and Gloucester County staff.
2. Assemble available ridership and bus operations data (such as segment-level bus volumes and travel times) from NJ TRANSIT and the DVRPC TIM 2.0 network.
3. Assemble available regional signals and roadway data.
4. Review the previously-developed TSP Favorability Score approach with the steering committee, making any consensus modifications to factor weights.
5. Conduct a TSP Favorability Score analysis for Burlington, Camden, and Gloucester counties, and share draft results (by location and by transit route) with

the advisory committee.

6. Prepare a final report and regional maps that identify the locations that are assessed to be most suitable for TSP as a result of the analysis.

Products:

A report detailing the results of the analysis.

Beneficiaries:

NJ TRANSIT, Burlington County, Camden County, Gloucester County, and transit riders.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$60,000		\$60,000		
2016	\$0				
2017	\$0				

CHAPTER 5



**Other Member
Government Projects**

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2015 PLANNING WORK PROGRAM

CHAPTER FIVE

OTHER MEMBER GOVERNMENT PROJECTS

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PROJECT: 15-53-300 PA/NJ Regional GIS Implementation Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: William Stevens

Goals:

Ensure integrated and coordinated planning and promote information sharing through the continued development and maintenance of regional transportation GIS data.

Description:

This project enables the regional planning partners to expand their GIS capability as necessary to maintain a level of technical sophistication that guarantees interoperability and compatibility between NJDOT, PennDOT, DVRPC, and other member governments. A regional transportation database has been developed by integrating data from both DOTs and member governments. Each planning partner will be asked to contribute transportation data as needed as updates to this database are critical to continued effective decision-making throughout the planning process. This regional transportation data can thus be shared between the counties, DVRPC and both DOTs to improve planning and decision-making.

Tasks:

1. Attend meetings as needed and provide input as it relates to project direction and focus.
2. Submit quarterly progress reports, including updated budgets and receipts.
3. Acquire and maintain GIS hardware, software, and training as approved for use in the project.
4. Augment in-house staff as necessary to complete tasks.
5. Contribute existing transportation-related data as necessary.
6. Assist in development of new transportation-related data as required.
7. Ensure that all contributing data meets project standards.
8. Share methodologies related to effective and innovative use of transportation data to project participants as requested.

Products:

1. Quarterly progress reports.
2. Hardware, software, and training necessary for project participation.
3. Regional transportation-related data available to all project participants to support their GIS programs.

Beneficiaries:

State DOTs, member governments and operating agencies, and DVRPC.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$300,000				\$300,000
2015	\$300,000				\$300,000
2016	\$300,000				\$300,000
2017	\$300,000				\$300,000

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

PROJECT: 15-62-000 New Jersey Local Concept Development

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Coscia

Goals:

Improve the efficiency of the region's transportation network by providing federal funds to the New Jersey subregions to advance projects through New Jersey Local Concept Development.

Description:

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the Concept Development (CD) phase. The CD Phase involves drafting a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed. CD Phase elements include, but are not limited to, data collection, coordination with New Jersey Department of Transportation (NJDOT) Subject Matter Experts/local stakeholders, risk identification, development of a reasonable number of sensible and practical conceptual alternatives and investigation of all aspects of a project. These aspects may include environmental, right of way, access, utilities, design, community involvement, and constructability.

The major objectives of the CD Phase are to identify and compare reasonable alternatives and strategies that address the Purpose and Need Statement and select a Preliminary Preferred Alternative.

The CD Phase will provide the information to determine whether or not the study can be advanced to the next phase of the Project Delivery Process and to procure a designer to take the potential project through PE, Final Design (FD) and Construction (CON). The CD Phase provides the framework for advancing the project into the PE phase.

Potential Projects for Concept Development include:

1. Multi-Purpose Bike Trail from Mantua to Rowan (Gloucester County).
2. Trenton Transit Center Circulation Improvement (Trenton).
3. Mill Street Bridge Rehabilitation/Replacement (Burlington).
4. White Horse Rd./CR 673 Bridge Rehabilitation/Replacement (Camden).
5. Lincoln Ave. over Amtrak & Assunpink Creek (Mercer).
6. Other approved alternate projects as needed.

Tasks:

1. Kickoff meetings.
2. Stakeholder Meetings.
2. Public meetings.
3. Perform data collection: traffic/crash data, management systems, utility identification, etc.
4. Complete Environmental Screening. Initiate early coordination with SHPO, if appropriate.
5. Perform analysis of collected data, review data, prepare collision diagram, and other needed engineering analysis.
6. Develop Conceptual Plans for Preliminary Preferred Alternative (PPA).
7. Confirm the environmental document that will be obtained in PE.
8. Develop Construction Cost Estimates of various alternatives.
9. Prepare CD Report.

Products:

1. Clearly defined Purpose and Need Statement for each project.
2. Concept Development Report for each project.

Beneficiaries:

Member and local governments and the traveling public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$330,000				\$330,000
2015	\$430,000				\$430,000
2016	\$430,000				\$430,000
2017	\$430,000				\$430,000

NJ-TIP- DOT# X30A-\$430,000

PROJECT: 15-65-000 HSIP Design Assistance Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Coscia, Kevin Murphy

Goals:

To improve safety on New Jersey's county route system by providing design assistance to county/city partners for safety projects awarded funding through the Federal Highway Safety Improvement Program (HSIP).

Description:

New Jersey DOT uses the MPOs to facilitate its Local Federal Safety Program, which makes HSIP funds available for the construction phase of eligible safety improvement projects on county routes. In the past, the state's program did not fund project design. DVRPC's proposed program will help New Jersey counties/cities access HSIP funds for design assistance.

Specifically, the program would use \$500,000 HSIP funds to hire a consultant(s) to design HSIP-eligible safety projects. As per FHWA criteria, candidate project locations must be identified through a data-driven process, and the resulting project must have a demonstrated safety benefit. In collaboration with county/city partners, DVRPC will draw on recommendations from its safety work (e.g. Road Safety Audits, etc.) and from a county-route network screening analysis to identify candidate locations. DVRPC will also assist with analysis to support countermeasure selection and defining a project's safety benefit, including a Highway Safety Manual analysis if needed.

DVRPC will manage the consultant selection process and the contract administration once under way. The counties/cities will manage technical details of the project and coordinate with the design consultant.

Because HSIP funds are available each year through 2017, it is recommended that \$500,000 be set aside for design assistance during federal FY14 and FY15, in anticipation that this program will continue.

Tasks:

1. Once candidate projects have been identified, work with counties/cities and the project selection committee on the scope of the project to be included in the Request For Proposals (RFP).
2. Administer the RFP and consultant selection process.
3. Administer the consultant contract and serve as a liaison between county and consultant.

Products:

1. Environmental documentation.
2. Plans, Specifications, and Estimates (PS&E) documents, as well as other services, for HSIP-eligible projects.

Beneficiaries:

DVRPC's New Jersey sub-regions.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$500,000				\$500,000
2016	\$0				
2017	\$0				

NJ-TIP- DOT# 04314-\$500,000

PROJECT: 15-66/67-000 PA/NJ Transportation and Community Development Initiative

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Karen Cilurso

Goals:

Implement Connections 2040 Plan for Greater Philadelphia by supporting planning activities that enhance smart growth development and redevelopment, improve efficiency of the transportation system, and/or support provision of transportation options to single automobile travel in areas designated as Core Cities, Centers, and corridors connecting Centers.

Description:

The Transportation and Community Development Initiative (TCDI) is an opportunity for the Delaware Valley Regional Planning Commission (DVRPC) to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, regional and state planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges. Despite regional growth in population, jobs and income, there are a number of communities that have experienced disinvestment and/or loss of population or jobs, with local income levels that significantly trail their county or regional averages.

DVRPC will prepare, manage and implement a program to provide funding, on a competitive basis, to qualifying local governments identified in the 2014 TCDI Program Guide. Eligible activities include planning, analyses, ordinances and design initiatives related to land use management, reuse and revitalization, and transportation and infrastructure. DVRPC will provide a Program Guide and solicit applications, coordinate a review committee to select projects, develop contracts and award funding based on completed work, and monitor project progress.

Tasks:

1. Award and administer contracts to projects as approved by the DVRPC Board. DVRPC project managers will be assigned to each awarded project to work with communities on their contract with DVRPC, and instruct on administrative requirements for the hiring of consultants.
2. Develop detailed scope of work for each awarded project.
3. Review project products and provide payment based on completion of deliverable products and accounting of costs.
4. Monitor and evaluate project progress and report to Steering Committee and

Board regarding problems, successes, and lessons learned.

Products:

1. Recommended list of projects selected for funding.
2. Contracts and scopes of services for each awarded project.
3. Project deliverables as defined by contracts' scopes of services.
4. Evaluation report of completed projects.

Beneficiaries:

Counties, municipalities, State transportation, community development and economic development agencies, and the private sector and public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2014	\$0				
2015	\$2,750,000				\$2,750,000
2016	\$0				
2017	\$2,750,000				\$2,750,000

*PA TIP # 64652 - STU - \$1,200,000- \$300,000 Local Match , NJ TIP # D024
STP-STU-\$1,000,000-\$250,000 Local Match

CHAPTER 6



**Other Major Planning
Projects in the Region**

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2015 PLANNING WORK PROGRAM

CHAPTER SIX

OTHER MAJOR PLANNING PROJECTS IN THE DVRPC REGION

Major transportation planning activities that receive funding from sources other than through DVRPC have been placed in Chapter Six-A of the FY 2015 Planning Work Program.

Transportation planning studies funded from other sources may include: Corridor, Subarea, and Interchange Studies; Study and Development Program; Feasibility Studies; Transportation Investment Studies; Environmental Impact Statements; and Categorical Exclusion (CE) Projects and Federal Transit Administration New Starts, Small Starts, and Core Capacity Planning Projects.

Additionally, transportation projects of regional significance that have official web pages are linked from the DVRPC web site:

<http://www.dvrpc.org/Transportation/RegionallySignificantProjects/>

Corridor, Subarea, and Interchange Studies: These are projects that may be funded and advanced by other agencies during FY 2015 and may require coordination with DVRPC. Projects in this category may include traffic/transit analyses, access improvements, or operational improvement studies. Additional corridor and area studies are also proposed by DVRPC for supplemental funding.

Study and Development Program (Concept Development - CD and Feasibility Assessment - FA): This represents the first stages in New Jersey DOT's project development process, where data is collected, public input is obtained, and potential conceptual improvements are defined and evaluated. In this phase, policy and strategic direction is established, the problem statement is packaged, and the project scope developed. The study and development (S&D) stage includes the transportation analysis required to identify needs from the state, regional, and local community perspectives. The entire S&D Program is included in the New Jersey TIP document.

Feasibility Study: This type of planning study examines the potential of alternative modal facilities in relation to the characteristics, needs, and goals of the area. The environmental assessment or pre-engineering work associated with the feasibility study is generally done at the "fatal flaw" level.

Transportation Investment Study (TIS): TIS projects are generally performed by the Pennsylvania and New Jersey departments of transportation. These detailed studies are required for regionally significant transportation projects, and whenever there is a need to develop information about likely impacts and consequences of alternative transportation investment strategies at the corridor or subarea level.

Environmental Impact Statement (EIS) / Environmental Assessment (EA): An EIS is a document required by the National Environmental Policy Act (NEPA) prepared for projects that are expected to use federal funds for implementation and that have been deemed to have the potential for significant environmental impacts. An EIS provides information on the alternatives considered and associated impacts. A draft document (DEIS) is prepared with input from affected local, state, regional, and federal agencies, as well as the general public. The DEIS is circulated to the public and review agencies for comments, which are considered and incorporated into the final document (FEIS). The approval of the FEIS is called a Record of Decision and is required to be published in the Federal Register. A number of EISs will be undertaken or continued in FY 2015 by the appropriate project sponsor. An Environmental Assessment (EA) is a lower level investigation similar to an EIS.

Categorical Exclusion (CE): A categorical exclusion is a designation provided to a project deemed not to have a significant or controversial effect on the human or natural environment and therefore not required to conduct an environmental assessment or an environmental impact statement. A categorical exclusion evaluation (CEE) is still a rigorous scan for project effects involving preliminary engineering activities to identify these effects and determine measures to avoid, minimize, and, where necessary, mitigate the effects. Agency review and concurrence is necessary throughout, and public meetings may be required.

Preliminary Design (PD): At this planning stage, local project sponsors refine the design of the locally preferred alternative to the extent necessary to complete the NEPA process, taking into consideration all reasonable design options.

Preliminary Engineering (PE): Preliminary engineering results in estimates of project costs, benefits, and impacts for which there is a much higher degree of confidence. The PE effort demonstrates the technical capability of the project sponsor to advance the project, and commitments of local funding sources should be firmed up (if not previously committed).

Federal Transit Administration Capital Investment Program (New Starts, Small Starts, Core Capacity) Planning: FTA has established a series of regulations regarding development of major new capacity projects. Under MAP-21, a separate Alternatives Analysis (AA) study is no longer required, but the alternatives development, evaluation, and screening steps that have typically been completed as part of an AA in prior years are still required to be conducted as part of the NEPA process (during development of an EA or EIS/DEIS). The key outcome is a Locally Preferred Alternative (LPA), which defines the project's proposed service plan and mode, thereby determining estimated capital costs, operating costs, ridership, and operating revenue. During environmental review and screening, the LPA is evaluated by FTA to determine whether or not the project should advance to the Preliminary Engineering phase.

Not all projects listed in Chapter Six have been endorsed by the DVRPC Board; therefore, inclusion does not guarantee either funding or imply approval of the DVRPC Board.

OTHER MAJOR PROJECTS: PROJECTS FUNDED FROM OTHER SOURCES

The following transportation planning projects may be advanced by agencies other than DVRPC during FY 2015:

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
BI-STATE				
I-95 Scudder Falls Bridge / road widening / interchange reconstruction	n/a	DRJTBC	Bucks and Mercer Counties	EA Completed; Finding of No Significant Impact (FONSI) issued
NEW JERSEY				
NJ Turnpike Widening, Exits 6 through 9	n/a	NJ Turnpike Authority	Burlington County, Mercer County, Middlesex County	Construction underway; completion expected by end of 2014
Glassboro-Camden Line	n/a	DRPA / NJ TRANSIT	City of Philadelphia, Gloucester County, Camden County	EIS Under Way
Route 55/42/676 Bus Rapid Transit	n/a	NJ TRANSIT	City of Philadelphia, Camden County, Gloucester County	EA underway
US Route 1 Bus Rapid Transit (BRT) Study	n/a	NJ TRANSIT	Mercer and Middlesex Counties	FA completed, elements of project advancing
Route 29 Trenton Boulevard Study	N/A	Trenton City & CCDC	Trenton City, Mercer County	FA complete; turned over to Trenton City
Route 38 Smart Growth Initiative	n/a	Local lead Burlington County	Burlington County	N/A
NJ 102" Wide Large Truck Network	n/a	NJDOT	New Jersey	Up for re-adoption in 2014
Development of statewide freight performance measures	n/a	NJDOT	New Jersey	Underway

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
PENNSYLVANIA				
PA Turnpike Northeast Extension: Mid-County to Lansdale widening	n/a	PA Turnpike Commission	Montgomery County	Construction underway
PA Turnpike Northeast Extension: Lansdale to Quakertown widening	n/a	PA Turnpike Commission	Bucks and Montgomery Counties	Design underway in 2015
PA Turnpike (East-West), PA 29 to Valley Forge	n/a	PA Turnpike Commission	Chester and Montgomery Counties	Scheduled to complete design in 2015
PA Turnpike (East-West), Downingtown to PA 29	n/a	PA Turnpike Commission	Chester County	Design underway in 2015
PA Turnpike (East-West), Morgantown to Downingtown	n/a	PA Turnpike Commission	Berks and Chester Counties	Design underway in 2015
PA Turnpike Mid-County to Bensalem	n/a	PA Turnpike Commission	Bucks and Montgomery Counties	Transportation Improvement Study
US Route 202 Section 100	15385	PENNDOT	Chester and Delaware Counties	Working with FHWA to formalize the EIS for the project
NHSL Extension to King of Prussia	n/a	SEPTA	Delaware and Montgomery Counties	Updated AA & DEIS underway
US 422 River Crossing Complex	Multiple inc. 66952, 64796, 70197, 16703	PENNDOT/ VFNHP/ Montgomery County	In and around Valley Forge National Historical Park (PA 23 at US 422, US 422 from US 202 to PA 363, PA 363 at US 422, and North Gulph Rd. at park gateway)	66952: FD 64796: CON 70197: ROW 16703: CON
Quakertown Rail Restoration	n/a	TMA Bucks	Bucks County, Montgomery County	Phase I study complete; phase II of AA currently underway

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
Route 23 Relocation	48172	Upper Merion Twp.	US 202 to US 422, Montgomery County	PE
Southeastern Pennsylvania Emergency Transportation Plan	n/a	PEMA	Southeastern Pennsylvania	CD
PA Long Range Transportation Plan and Comprehensive Freight Movement Plan	n/a	PennDOT	Pennsylvania	Interactive webinars are being conducted to provide information and hear comments.

APPENDIX A



Continuing **NJDOT**
Task Orders

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2015 PLANNING WORK PROGRAM

Appendix A

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**Table C
4/7/2014
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2015 NJDOT CONTINUING TASK ORDERS**

PROJECT NUMBER	PROJECT TITLE	Task Order Number	Federal Funding Agreement	Funding	Current End Date
12-62-110	Sign Management Planning Initiative	PL-DV-11-01	L230B00S981	\$2,414,000	6/30/2014*
14-41-070	Intelligent Transportation Systems (ITS) Program-Including RIMIS	PL-DV-14-20	L230C00S502	245,875	6/30/2014*
14-51-020	Update Travel Simulation Model and Household Survey	PL-DV-14-20	L230C00S502	200,100	6/30/2014*
14-53-020	Regional Transportation GIS Coordination	PL-DV-14-20	L230C00S502	200,000	6/30/2014*
14-53-300	PA/NJ Regional GIS Implementation Coordination	PL-DV-14-20	L230C00S502	145,000	6/30/2014*

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

PROJECT : 12 -62-100 Sign Management Planning Initiative
Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Coscia Jr.

Goals:

To develop a Sign Management system that contains a comprehensive sign inventory, condition assessment, and priority ranking analysis.

Description:

The Local Sign Upgrade and Management System will be used to develop a systematic program that can manage existing roadway sign inventories. An RFP will be issued for a consultant with experience in developing sign inventories. Development of the system will include the evaluation and inventory of warning and guide signs in accordance with Part II, Section 2A.08 of the 2009 Edition of the Manual on Uniform Traffic Control Devices. In addition, the system could provide database tools for use in the creation of contract documents for sign replacement projects. The project is necessary to ensure the Cities and Counties are in full compliance with the new FHWA retro-reflectivity requirements for road signs.

Tasks:

1. Issue RFP for Consultant Support
2. Data Acquisition
3. Develop a Sign Inventory
4. Sign Management System Implementation (Priority Ranking)
5. Training
6. Project Management

Products:

1. Base map including locations to be inventoried.
2. Database Design
3. Metadata
4. Installation of Sign Management System
5. Summary Report for Sign Assessments and Recommendations.
6. Training manuals and technical support

Beneficiaries: Various Counties and Cities in New Jersey DVRPC Region, DVRPC, NJDOT

Project Cost and Funding:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other
2010					
2011					
2012	\$2,414,000				\$2,414,000*
2013					

FY11 NJ TIP funds – DB# 99362 - \$1,950,000

FY11 NJ TIP funds – DB# D026 - \$464,000

**PROJECT: 14-41-070 Intelligent Transportation Systems (ITS) Program
Including RIMIS**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Stanley Platt

Goals:

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

Description:

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the Transportation Operations Task Force (TOTF), coordination of multi-agency regional initiatives, ITS architecture maintenance, training programs for ITS operators and emergency response personnel, performance measures and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an information exchange network functioning as the communications backbone among transportation operation centers throughout the region. This system notifies agencies about incidents or unusual conditions that affect them, and allows them to share resources (e.g., variable message signs) and coordinate a unified response. A virtual video wall component allows operations center and field personnel to view all the traffic video feeds in the region.

RIMIS became operational in 2010 and since it is managed by the same developer as the NJDOT system, it automatically receives incident and operational information from NJDOT's database. To receive PennDOT incident information, a data interface to PennDOT's Road Conditions Reporting System (RCRS) was constructed in FY 2011. It is also anticipated that a data interface will be completed to the City of Philadelphia Streets Department's Road Permit system in FY 2013 that will provide street closure information related to events such as utility work, block parties, special events, and construction. This will not only greatly increase the amount of useable data for RIMIS users, but be a critical project for the future Philadelphia Traffic Management Center. With the ongoing developments of the database, DVRPC has continued to roll out RIMIS to regional transportation agencies, county 911/emergency management centers, local police and fire departments in major corridors, and counties engineering/public works departments in New Jersey. As of the end of 2012, there are approximately 65 RIMIS user agencies.

In FY 2014, the primary emphasis will be operating and maintaining RIMIS software, and to continue to expand the number of agencies participating in RIMIS, and

working with the agencies to ensure quality control of RIMIS data. As the number of RIMIS users has grown, it is becoming more essential to coordinate with our RIMIS users, monitor usage, and rapidly address any issues they may be encountering.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. As an on-going effort to support our stakeholders DVRPC, continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Operations Master Plan, regional ITS device and fiber communications inventory, and DVRPC's Interactive Detour Route Mapping (IDRuM) application. In previous years DVRPC has developed corridor specific ITS/operations plans and it is anticipated similar efforts will continue in FY 2014.

With the establishment of MAP-21, there will be a greater emphasis placed on integrating the use of performance measures into strategic and operations planning. One of the primary outcomes that operations programs strive for is reduced congestion, and typical performance measures include travel times and travel time reliability which tells us that conditions are better or worse than in the past. However, there are many other operational performance measures that need to be developed to measure our region's activities for improving these travel times. These measures may include: Incidents – How long does it take to detect, respond to, and clear incidents?; Work Zones – How long do work zones exist and how many traffic lanes are lost during them?; Weather – How long did it take to clear snow or ice covered roadways after the precipitation event?; and Arterial Control – How many signals were retimed? Although federal guidance has yet to be defined, in FY 2014, DVRPC will begin to work with our stakeholders to develop a consistent approach to define the proper measures, collect and analyze the data, and report our region's performance measures.

Activities listed below fall under two broad categories: RIMIS, and other ITS tasks. The former includes Operations and Maintenance (O&M) tasks performed by the software vendor (TRANSCOM) and DVRPC supervisory/technical activities associated with RIMIS. The latter category includes DVRPC staff activities that continue programs to support greater integration among the region's ITS stakeholders, and more general ITS activities. Some of these activities may require DVRPC to purchase equipment and/or services.

Tasks:

I. RIMIS Tasks

A. RIMIS Software Vendor Tasks

1. Software vendor will perform software operations and maintenance functions.

2. Software vendor will function as the System Administrator, adding additional ITS devices to the RIMIS database, and modifying the highway and transit network as required.
3. Software vendor will make enhancements to RIMIS software as directed.
4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required.
5. Software vendor will periodically meet with DVRPC and the users to review RIMIS's status, and discuss and resolve operational issues.

B. DVRPC Tasks:

1. Coordinate software vendor's activities with the RIMIS users, and the Transportation Operations Task Force.
2. Supervise the RIMIS software vendor's adherence to their contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
6. Perform system administration functions, such as modifying agency and user accounts, installing RIMIS software for users, developing video walls for users, and assisting the RIMIS software vendor in performing some of the other minor administration functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure information entered into RIMIS is accurate and timely, and agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arises.

II. Other ITS Tasks

1. Continue to provide staff support to the Transportation Operations Task Force including developing agendas, arranging presentations, and developing handout materials.
2. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies. As opportunities for interagency cooperation become available, provide technical support, financial assistance, or purchase equipment or services.
3. Continue to organize tri-state regional meetings with DelDOT, NJDOT, PennDOT and other regional agencies to improve ITS and transportation operations across state lines.
4. Identify all projects in the TIP whose regional impact necessitates a Traffic Management Plan (TMP). Work with agencies to develop TMPs. Continue the regional construction coordination program to minimize traffic impacts of overlapping construction projects.

5. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Coordinate with NJTPA and NJDOT with their regional and statewide ITS Architecture updates.
6. Continue to maintain the region's ITS inventory and Regional Fiber Optics Communications Inventory. Identify opportunities for agencies to share fiber assets. Host meetings to foster fiber sharings discussions.
7. Continue to incorporate ITS into the transporation planning process. Identify all TIP projects involving ITS, evaluate their consistency with the Transportation Operations Master Plan. Assist agencies to advance projects identified in the Transportation Operations Master Plan, PennDOT's Regional Operations Plan, or in the regional ITS architecture.
8. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Periodic updates may be needed to reflect changes to detour routes and construction activity. Begin to define the framework of IDRuM version 3.0, focusing on the development of a mobile device application. Add additional counties as requested.
9. Continue to provide training programs for ITS technical staff. These activities may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region.
10. Continue coordination with I-95 Corridor Coalition programs. These activities may include sharing information about and partnering on ITS related projects.
11. Monitor forthcoming federal guidance on performance measures and begin to develop a consistent approach to define operational performance measures with our regional operations stakeholders. Begin to determine a method for collecting, managing, analyzing, reporting, and disseminating data to support the performance measures.
12. Develop corridor specific operations plans. Identify corridor needs, existing ITS deployments, identify ITS/operational needs, and prioritize implementation program.
13. Continue participation in Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee. These activites include providing staff support to its Public Works, Engineering and Transportation Committee.
14. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

Products:

1. Transportation Operations Task Force meeting agendas, and meeting minutes, including a TOTF: State of Transportation Operation's Practice Summary.
2. Operation and maintenance of RIMIS software.
3. Management of RIMIS software vendor.
4. Maintenance of the ITS Regional Architecture.

5. Operation and maintenance of IDRuM.
6. Implementations of programs to foster interagency cooperation.
7. Technical assistance to agencies

Beneficiaries:

ITS Operators, emergency responders, motorists, and transit users

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$983,500				\$983,500
2014	\$983,500				\$983,500
2015	\$983,500				\$983,500
2016	\$983,500				\$983,500

\$590,100 PA CMAQ #72738--\$147,525 SMLF, \$245,875 NJ STP-STU #01300

PROJECT: 14-51-020 Update DVRPC Travel Simulation Model and Household Survey

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Puchalsky

Goals:

Improve access to and efficiency of the region's transportation system, improve safety and air quality, and reduce congestion by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data that the models use.

Description:

DVRPC continually strives to keep its travel simulation models up to date to ensure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations.

From FY09 – FY11 DVRPC staff and consultants made major improvements to DVRPC's travel demand model. The model was switched from the legacy TRANPLAN software to the VISUM package by PTV. Improvements were made to the data used for modeling, most notably kicking off a region wide transit on-board survey, repeating the quinquennial cordon line surveys, and incorporating operational level data for transportation network modeling. A very innovative network and supply side model was created, and a new "best-in-class" conventional 4-step model was also created. Improvements were also made in data management, which were made possible by improvements in PTV software made at DVRPC's request. The model improvement selection process was informed by several sources, notably an FHWA peer review.

Two major improvements recommended in the FHWA peer review were not able to be started in the FY09 – FY11 project. The first was an update of the 2000 household travel survey. Household travel surveys ask a sample of households, usually recruited with minor enticements, throughout the region to keep a one-day travel diary. The information obtained is not only critical for travel forecasting, but also has numerous other planning uses, including JARC, LEED certification, environmental justice, and greenhouse gas inventories. Household travel surveys need to be redone whenever travel patterns or behaviors change significantly, with an industry standard of approximately every 10 years.

The other major element which was recommended by the FHWA peer-review and other sources was the development of an activity-based travel model (AB).

Conventional 4-step models use a number of weakly connected models to estimate various travel decisions – how often to travel and for what purpose, where to travel, by which mode to travel, and by which route to make a trip. Conventional 4-step models were originally developed for planning the interstate highway system and later modified for planning major transit projects. They have a mixed ability to inform transportation planning and policy not related to major capacity expansion. AB models, on the other hand, treat travel demand as derived from the individuals' need to participate in various spatially dispersed activities. Since AB models are behaviorally based, they can do a better job of modeling a wide variety of transportation policy and planning options. Within the last 10 years AB models have moved from academia into practice. Nearly all large MPOs currently have an AB model either in use or under development.

In FY 12 - FY13 several activities were completed - the TIM 2.0 travel model, the transit on-board survey, the regional cordon and screenline survey, and the microsimulation parameters project. These projects either gave regional planners valuable data or advanced the technical tools used to model the impacts of transportation projects in the region. Additionally, the household survey and activity based model projects were initiated in FY 12- FY13. Separate consultants were selected for each project. For the household travel survey, tasks completed include sampling plan, public outreach plan, survey instruments, and pilot survey. Main survey work began in August 2012 and will continue one full calendar year. For the activity-based model, a model design plan was completed and transfer of the PSRC model was begun.

In FY14 the household travel survey consultant will complete survey work, clean and expand the data, conduct analysis, and write a report. A public outreach effort will also be conducted to publicize the survey results.

In FY14 the activity-based model consultants will finish transferring and estimating the AB model and will perform calibration and validation. Three sample studies, including back casting, will be conducted in addition to the normal validation measures to test the sensitivity of the AB model. Ties will be made to other software tools and processes used by DVRPC, including the land use model, air quality model, FTA user benefits model, microsimulation, and others as required.

FY15 Tasks include update of the quinquennial cordon line survey, update of the land use model, freight survey, follow-up development of the activity-based travel model, and a travel time survey.

The activities may require the purchase of good and services.

Tasks:

FY 2014 Tasks

1. Finish estimation of AB model.
2. Calibrate AB model.
3. Validate AB model and perform test projects.
4. Write documentation.
5. Train staff and planning partners as required.
6. Finish household travel survey data collection.
7. Clean, expand, and analyze data.
8. Write report and disseminate results.

Products:

1. Household travel survey data and report (FY14).
2. Activity-based travel demand model and documentation (FY14).

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$1,627,500				\$1,627,500
2014	\$690,000				\$690,000
2015	\$590,000				\$590,000
2016	\$200,000				\$200,000

\$489,900 PA TIP # 86077, \$200,100 NJ TIP # X30A

PROJECT: 14-53-020 Regional Transportation GIS Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Lawrence, William Stevens

Goals:

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

Description:

The focus of this continuing project will be to integrate transportation data developed by member governments into a regional transportation network that allows for the seamless exchange of data. This project provides support to DVRPC and all member governments and agencies to assist with transportation data development and data sharing and the continued growth of their transportation GIS systems, including the update and maintenance of DVRPC's internet mapping capabilities. Efforts are being coordinated with NJDOT, PennDOT, member governments, and operating agencies to maximize the investments made in technology and data.

Tasks:

1. Facilitate periodic meetings with project participants to report on progress and to discuss transportation-related issues and developments.
2. Coordinate regional database development with project participants, including PennDOT and NJDOT.
3. Provide technical assistance to member governments, as requested, to identify and address IT, GIS, and data issues and opportunities.
4. Acquire additional hardware, software, and training, as appropriate.
5. Incorporate use of current aerial imagery products in the region-wide GIS system as may be appropriate.
6. Acquire and test geography and database files developed by NJDOT, PennDOT, and member governments for utilization in the Region-wide Transportation GIS.
7. Maintain transportation data clearinghouse for project participants.
8. Improve and maintain existing internet mapping applications and develop new applications as needed.
9. Research and test improvements to land use file development with input from counties and DVRPC staff.

Products:

1. Regional transportation-related data available to all member governments' to support their GIS programs.

2. Hardware, software, and training for DVRPC and participating organizations, as necessary.

3. Updated and new internet mapping applications.

Beneficiaries:

All Client Groups

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$400,000				\$400,000
2014	\$400,000				\$400,000
2015	\$400,000				\$400,000
2016	\$400,000				\$400,000

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

PROJECT: 14-53-300 PA/NJ Regional GIS Implementation Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: William Stevens

Goals:

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

Description:

This project enables the regional planning partners to expand their GIS capability as necessary to maintain a level of technical sophistication that guarantees interoperability and compatibility between NJDOT, PennDOT, DVRPC, and other member governments. A regional transportation network was established by utilizing road centerline data from both DOT's and the counties. Updates to this network, provided by the counties, are critical to continued effective decision-making throughout the planning process. Each partner will be asked to contribute transportation data as needed that is consistent with the regional data model. Data can thus be shared between the counties, DVRPC and both DOT's to improve planning and decision-making.

Tasks:

1. Attend all project-related meetings and provide input as it relates to project direction and focus.
2. Submit quarterly progress reports, including updated budgets and receipts.
3. Acquire and maintain GIS hardware, software, and training as approved for use in the project.
4. Augment in-house staff as necessary to complete tasks.
5. Contribute existing transportation-related data where available.
6. Identify and develop new transportation-related data as required.
7. Perform periodic updates to submitted transportation data, as requested.
8. Insure that all contributing data meets project standards.
9. Share methodologies related to effective and innovative use of transportation data to project participants as requested.

Products:

1. Quarterly progress reports.
2. Hardware, software, and training necessary for project participation.
3. Regional transportation-related data available to all member government's to support their GIS programs.

Beneficiaries:

All Client Groups

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$300,000				\$300,000
2014	\$300,000				\$300,000
2015	\$300,000				\$300,000
2016	\$300,000				\$300,000

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

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Key Words Planning Work Program

Abstract This document contains all of the projects and related funding for FY 2015 as passed by the DVRPC Board in January 2014.

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