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CELEBRATING



YEARS

fy2016

PLANNING WORK PROGRAM

JANUARY 2015



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



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.

fy2016

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 22, 2015

On behalf of the Delaware Valley Regional Planning Commission, we are pleased to present the Fiscal Year 2016 Planning Work Program as adopted by the Board of Commissioners on January 22, 2015.

This document details work to be completed by DVRPC and our member governments during FY 2016, which begins July 1, 2015, and extends through June 30, 2016. 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 2016 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 2016 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 2016 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.

Diane Ellis-Marseglia
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 2016 PLANNING WORK PROGRAM**

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

1. Approves and adopts the Fiscal Year 2016 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 (NJ14-71) and the FY 2015 TIP for Pennsylvania (PA15-26) as required.
3. Authorizes and directs Barry Seymour, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2016 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 2016 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 2016 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 2016 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 22nd day of January, 2015
by the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY15-006.



Renee Wise, Recording Secretary

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FY 2016 PLANNING WORK PROGRAM

MASTER TABLE OF CONTENTS

PROJECTS

CHAPTER ONE: INTRODUCTION-TABLE OF CONTENTS1

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

CHAPTER THREE: SUPPORTIVE REGIONAL HIGHWAY PLANNING
PROGRAM (SRHPP).....211

CHAPTER FOUR: TRANSIT SUPPORT PROGRAM (TSP).....261

CHAPTER FIVE: OTHER MEMBER GOVERNMENT PROJECTS.....309

CHAPTER SIX: OTHER MAJOR PLANNING PROJECTS IN THE REGION.....323

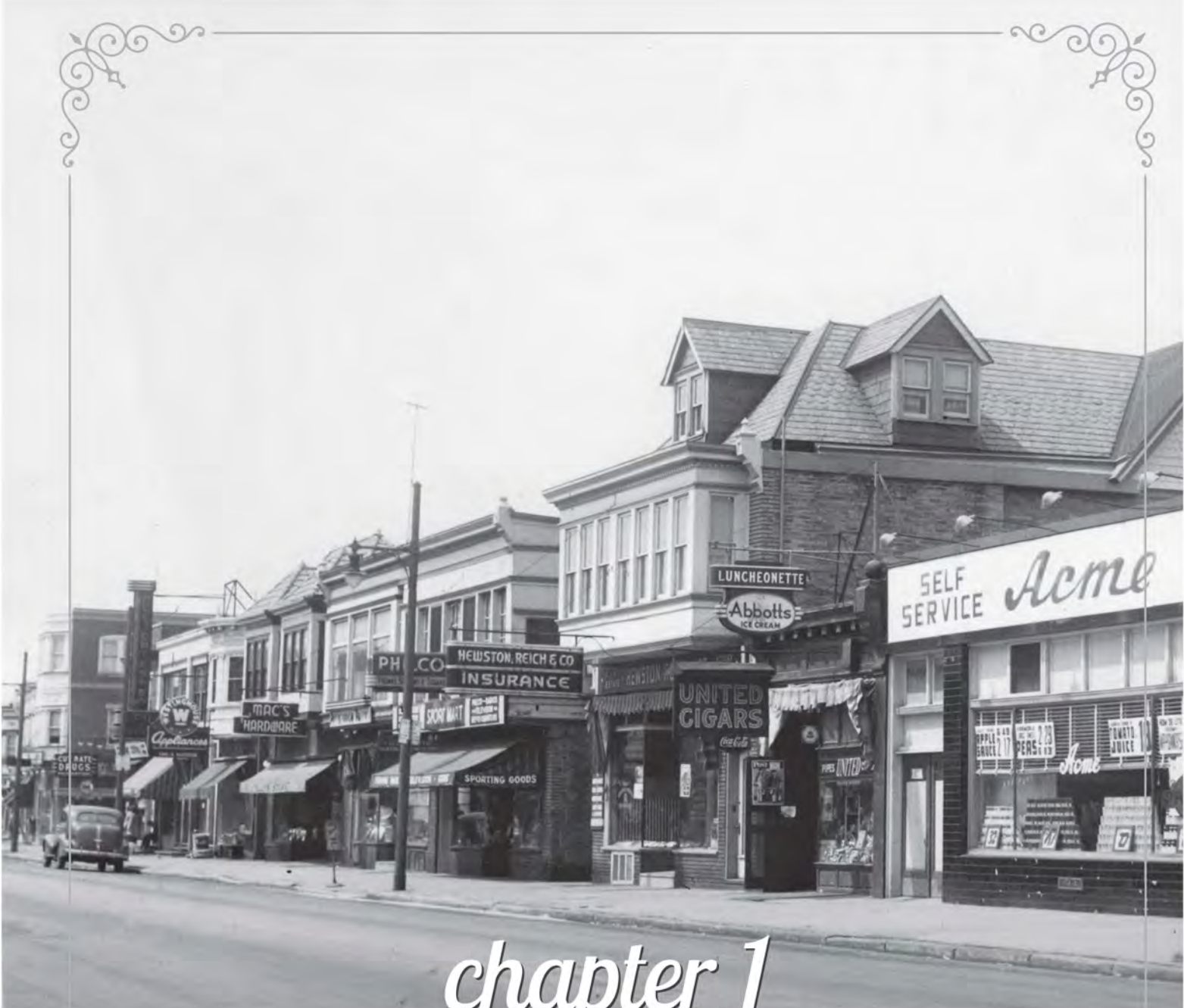
APPENDIX A: CONTINUING NJDOT TASK ORDERS333

TABLES

TABLE A: FUNDING SUMMARY21

TABLE B: PROJECT FUNDING BY SOURCE29

TABLE C: NJDOT CONTINUING TASK ORDERS 337



chapter 1

INTRODUCTION

JANUARY 2015

DELAWARE VALLEY
50 **dvrpc**
REGIONAL **1965-2015**
PLANNING COMMISSION

PHOTO: BOROUGH OF COLLINGSWOOD

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2016 PLANNING WORK PROGRAM

CHAPTER ONE

INTRODUCTION

TABLE OF CONTENTS

Introduction 3

MAP-21 and CAAA..... 5

Comprehensive Planning and Other Programs 6

Agency Roles and Responsibilities 7

DVRPC’s Working Committees 8

FY 2016 Program Budget 10

FY 2016 Programs and Projects 10

Work Program Organization..... 16

Achievement of Long-Range Plan Key Principles 17

Connections 2040 Long-Range Plan Key Principles 18

MAP-21 Projects and Strategies 19

Title VI Compliance 20

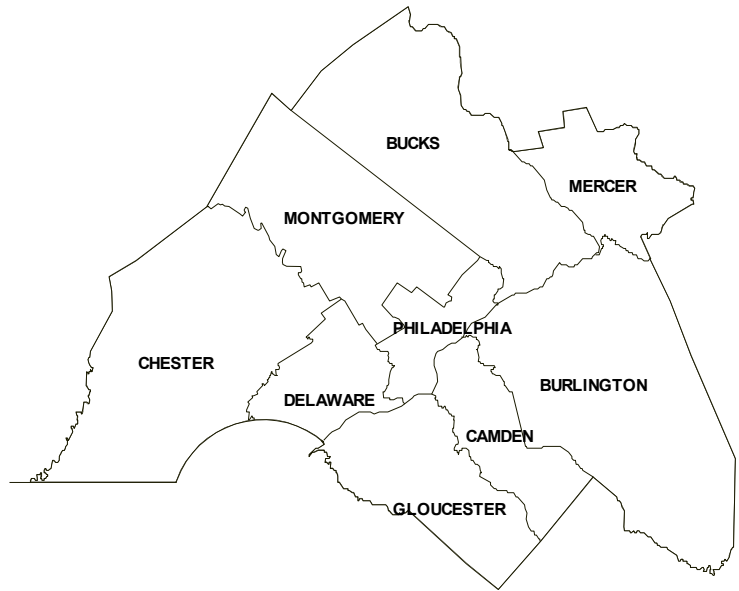
Table A: Funding Summary..... 21

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
Fiscal Year 2016 Planning Work Program

INTRODUCTION

The Fiscal Year 2016 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, 2015 through June 30, 2016. 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.



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. The Programs and Projects outlined in this Planning Work Program seek to address priority emphasis areas as identified by our federal and state partners. Examples of these emphasis areas include the following:

- Programs and Projects should strive to incorporate MAP-21 requirements where applicable;

- Include actions which foster a performance-based planning approach which results in recommendations that will operate, maintain and improve a safe, efficient, and reliable multimodal transportation network. These actions should include involvement with USDOT and state DOTs on the development and implementation of selected performance measures;
- Promote cooperation and coordination across MPO boundaries and across state boundaries;
- Develop “Ladders of Opportunity” which provide access to essential services as part of the transportation planning process;
- Improve traffic operations through Intelligent Transportation System upgrades and enhanced multijurisdictional and multidisciplinary coordination;
- Pursue congestion relief strategies such as Transportation Demand Management (TDM), low cost operational improvements and Complete Streets implementation;
- Continue to enhance the project development/problem intake process and local public agency project delivery;
- Improve primary freight corridors and hubs for more efficient access and improved system performance;
- Explore risk management strategies for improving the resilience of the transportation infrastructure against the impacts of extreme weather;
- Include planning activities that support land use and transportation linkages;
- Provide assistance to the state DOT in the delivery of the Local Technical Assistance Program (LTAP);
- Maintain and/or update the region’s Long-Range Plan, TIPs, Travel Demand Model, Highway Performance Monitoring System (HPMS), Congestion Management Process, Public Participation Plan, and Title VI Plan as appropriate; and
- Leverage additional funding sources (both public and private) and promote partnerships.

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, continued many of the regional transportation planning programs first advanced in ISTEA, TEA-21 and SAFETEA-LU. However, with MAP-21 set to expire on September 30, 2014, the US Congress passed an extension of this legislation on July 31, 2014 that continues the federal surface transportation programs and funding until May 31, 2015.

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, such as those identified in plans like the New Jersey State Development and Redevelopment Plan. The purpose of the New Jersey State Plan is to coordinate planning activities and establish statewide planning objectives based on the following 8 goals: 1) revitalize the state's cities and towns, 2) conserve the state's natural resources and systems, 3) promote beneficial economic growth, development and renewal for all residents of New Jersey, 4) protect the environment, prevent and clean-up pollution, 5) provide adequate public facilities and services at a reasonable cost, 6) provide adequate housing at a reasonable cost, 7) preserve and enhance areas with historic, cultural, scenic, open space and recreational value, and 8) ensure sound and integrated planning and implementation statewide. Planning activities to address each of these goals are encompassed within many of the Work Program's Major Program Areas highlighted on pages 11 through 16. Major Program Areas which relate to achieving these goals include: Regional Forum (Goal 8), Title VI and Environmental Justice (Goal 3, 8), Bicycle and Pedestrian Planning Program (Goal 5, 8), Smart Growth (Goal 1, 3, 6, 8), Economic Analysis and Coordination (Goal 3, 8), Strategies for Older Communities (Goal 1, 3, 6, 7, 8), Energy and Climate Change Initiatives (Goal 2, 4, 8), Long-Range Plan (Goal 1, 2, 3, 4, 7, 8), Air Quality Planning (Goal 4, 8), Environmental Planning (Goal 2, 4, 5, 7, 8), Transportation Improvement Program (Goal 5, 8), Performance Based Planning and Asset Management (Goal 5, 8).

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 counties and municipalities, 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, as well as nonprofit foundations and organizations. 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. DVRPC continued involvement in PennDOT's Linking Planning and NEPA initiative activities, meetings and

program tasks. DVRPC also continued energy, climate change and resiliency initiatives that included coordination and facilitation, analyses, management tool development and technical assistance to local governments.

In FY 2015, staff initiated necessary work to amend the region's Long Range Plan, *Connections 2040*, to account for the additional revenue expected to the region as a result of Act 89 in Pennsylvania. Complementary and supportive initiatives continued, including the development of the region's Comprehensive Economic Development Strategy, planning for transit system improvements, advancing transportation operations and safety projects, 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 DOTs 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 New Jersey Transit Corporation (NJTC), Port Authority Transit Corporation (PATCO), and Pottstown Area Rapid Transit (PART). 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, funded in part through DVRPC's Planning Work 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

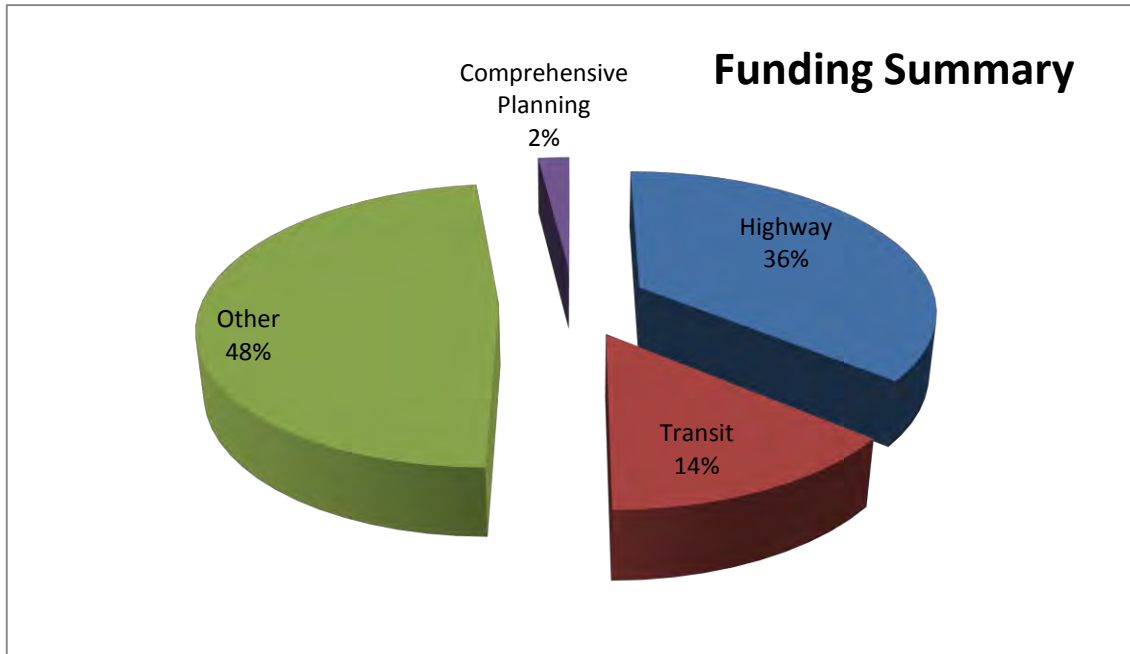
One of the primary roles of DVRPC is to coordinate its planning programs, and those of its member governments, with citizens residing in the region. To accomplish this objective, the DVRPC Board has established several committees to address the regional issues of transportation, land use, air quality, housing, airports, goods 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 mission of the PPTF is to provide the public access to the regional planning and decision-making process, to review timely issues, and to advise on public outreach strategies. The Task Force is composed of appointed members, as well as citizens at large, who are selected through an application process.
- **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.
- **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 transportation safety 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 2016 Program Budget

The total budget for the FY 2016 Planning Work Program is **\$28,025,182**, an increase of **\$3,114,736** from that contained in the FY 2015 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 2016 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 2014. 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.

Title VI and 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.

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 multipronged 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

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.

Performance Based Planning and Asset Management

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 multiuse 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 nontraditional and local transportation projects are: Transportation Alternatives, Congestion Mitigation and Air Quality and the Surface Transportation Program. TIP funds are also provided to the subregions 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 2016 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 2016. 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 2016 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 the Environment | 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 ○ Secondary 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:

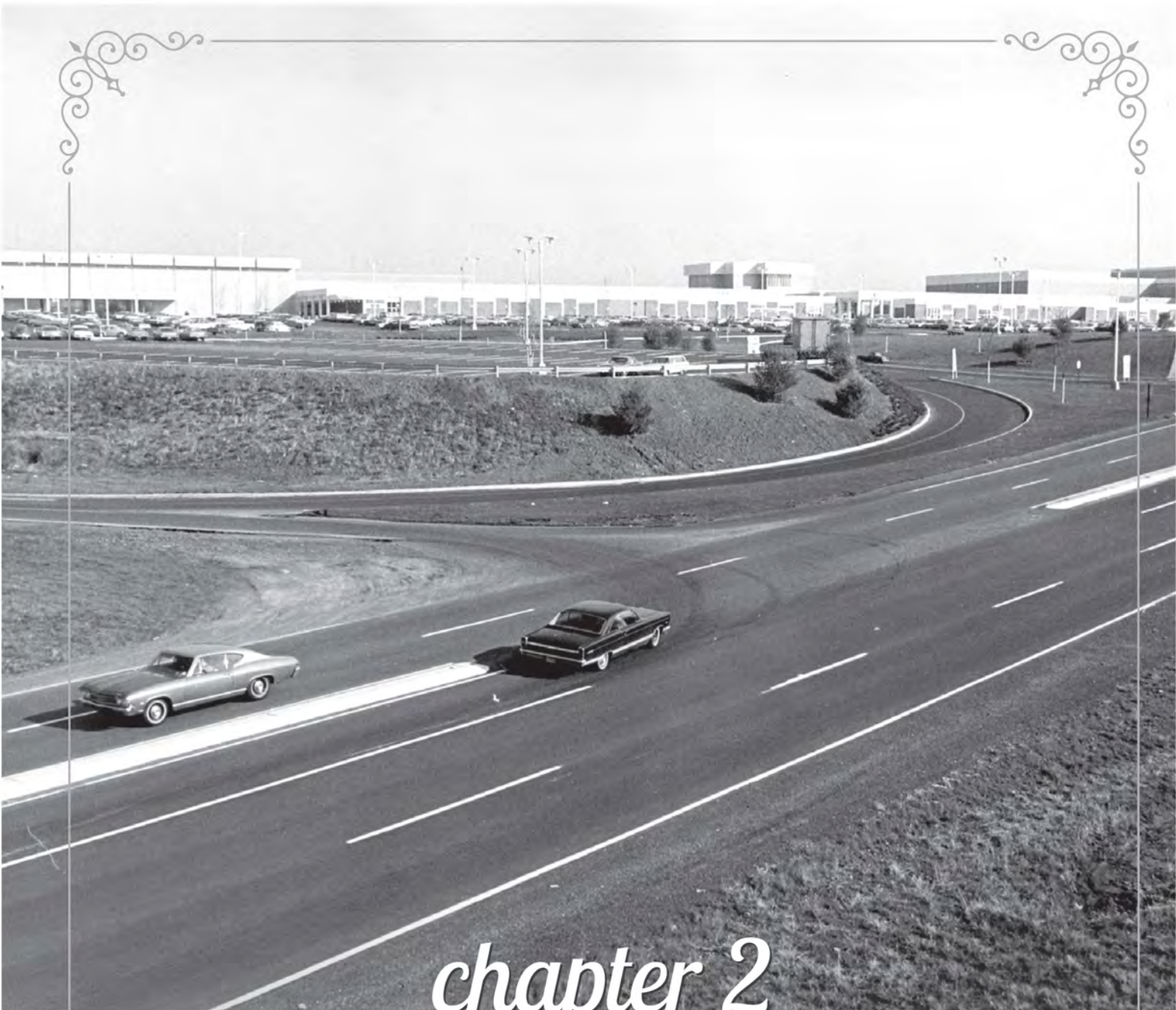
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for all motorized and nonmotorized users.
3. Increase the security of the transportation system for all motorized and nonmotorized 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.

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2016 PLANNING WORK PROGRAM
FUNDING SUMMARY**

| FUNDING SOURCE | GENERAL FUND | HIGHWAY PROGRAM | TRANSIT PROGRAM | COMP PLANNING | OTHER PROGRAMS | TOTAL |
|--|------------------|--------------------|--------------------|------------------|---------------------|---------------------|
| MISCELLANEOUS | \$0 | \$0 | \$0 | \$0 | \$3,218,611 | \$3,218,611 |
| FAA | 0 | 0 | 0 | 0 | 90,000 | 90,000 |
| PA FTA | 0 | 0 | 1,100,000 | 0 | 515,000 | 1,615,000 |
| PA FHWA | 0 | 3,872,000 | 0 | 0 | 2,973,300 | 6,845,300 |
| PA STATE | 0 | 650,000 | 0 | 0 | 316,225 | 966,225 |
| PA OTHER | 0 | 0 | 0 | 0 | 272,000 | 272,000 |
| LOCAL | 0 | 0 | 0 | 0 | 0 | 0 |
| NJ FTA | 0 | 0 | 412,371 | 0 | 400,000 | 812,371 |
| NJ FHWA | 0 | 2,275,303 | 0 | 0 | 1,038,975 | 3,314,278 |
| 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 | 31,530 | 32,719 | 51,534 | 444 | 137,847 |
| Chester County | 17,240 | 59,906 | 43,626 | 41,095 | 444 | 162,311 |
| Delaware County | 18,155 | 50,448 | 32,719 | 43,275 | 444 | 145,041 |
| Montgomery County | 27,648 | 47,295 | 43,626 | 65,904 | 444 | 184,917 |
| City of Philadelphia | 52,747 | 126,118 | 119,972 | 125,729 | 444 | 425,010 |
| 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 | \$8,828,107 | \$18,420,682 |
| MEMBER GOVERNMENTS AND TRANSIT OPERATING AGENCIES | | | | | | |
| PA FTA | \$0 | \$0 | \$900,000 | \$0 | \$0 | 900,000 |
| PA FHWA | 0 | 628,000 | 0 | 0 | 150,000 | 778,000 |
| NJ FTA | 0 | 0 | 386,600 | 0 | 0 | 386,600 |
| NJ FHWA | 0 | 0 | 0 | 0 | 3,465,000 | 3,465,000 |
| PA LOCALS | 0 | 157,000 | 225,000 | 0 | 0 | 382,000 |
| NJ LOCALS | 0 | 0 | 96,650 | 0 | 96,250 | 192,900 |
| OTHER | 0 | 0 | 0 | 0 | 3,500,000 | 3,500,000 |
| SUBTOTAL | \$0 | \$785,000 | \$1,608,250 | \$0 | \$7,211,250 | \$9,604,500 |
| GRAND TOTAL | \$194,482 | \$7,900,303 | \$3,395,621 | \$495,419 | \$16,039,357 | \$28,025,182 |



chapter 2

PROGRAM AREA & PROJECT DESCRIPTIONS

JANUARY 2015

DELAWARE VALLEY
50 **dvrpc**
REGIONAL **1965-2015**
PLANNING COMMISSION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2016 PLANNING WORK PROGRAM

CHAPTER TWO

DVRPC PROJECT DESCRIPTIONS

TABLE OF CONTENTS

| | | |
|------------------------|--|----------------|
| FY 2016 Table B | Project Funding By Source |29 |
| SECTION A: | PROGRAM AREA DESCRIPTIONS |31 |
| PROJECT 16-21-010 | Technical Assistance to Member Governments | 33 |
| PROJECT 16-22-020 | RideECO Marketing | 37 |
| PROJECT 16-23-010 | Regional Forum | 39 |
| PROJECT 16-23-020 | Work Program Administration | 41 |
| PROJECT 16-23-040 | Title VI and Environmental Justice | 43 |
| PROJECT 16-41-010 | Regional Congestion Management Process | 47 |
| PROJECT 16-41-020 | Transportation Operations | 51 |
| PROJECT 16-41-030 | Corridor Planning | 57 |
| PROJECT 16-41-040 | Regional Transit Planning Program | 61 |
| PROJECT 16-41-050 | Bicycle and Pedestrian Planning Program | 65 |
| PROJECT 16-41-060 | Delaware Valley Freight Planning | 69 |
| PROJECT 16-41-090 | Transportation Safety and Security | 73 |
| PROJECT 16-43-010 | Travel Monitoring | 77 |
| PROJECT 16-44-010 | Smart Growth | 79 |
| PROJECT 16-44-020 | Economic Analysis and Coordination | 83 |
| PROJECT 16-44-030 | Strategies for Older Communities | 89 |

| | | | |
|-------------------|---|-------|------------|
| PROJECT 16-44-040 | Energy and Climate Change Initiatives | ..... | 93 |
| PROJECT 16-44-050 | Long-Range Plan | ..... | 99 |
| PROJECT 16-44-060 | Air Quality Planning | ..... | 103 |
| PROJECT 16-44-070 | Environmental Planning | ..... | 107 |
| PROJECT 16-44-080 | Data Exchange and Analysis | ..... | 113 |
| PROJECT 16-44-090 | Transportation Improvement Program (TIP) | ..... | 117 |
| PROJECT 16-44-100 | Performance Based Planning and Asset Management | ..... | 121 |
| PROJECT 16-51-010 | Travel and Land Use Modeling | ..... | 125 |
| PROJECT 16-52-020 | Competitive Program and Project Management | ..... | 129 |
| PROJECT 16-53-010 | Geographic Information Systems | ..... | 133 |
| SECTION B: | PROJECT DESCRIPTIONS | ..... | 137 |
| PROJECT 16-10-020 | Private Sector Data Requests | ..... | 139 |
| PROJECT 16-21-020 | Local Technical Assistance Program (LTAP) | ..... | 141 |
| PROJECT 16-22-010 | Commuter Benefit Program: RideECO | ..... | 143 |
| PROJECT 16-22-030 | Commuter Services/Mobility Alternatives Program (Share a Ride) | ..... | 147 |
| PROJECT 16-23-030 | Public Participation, Information and Visualization Techniques | ..... | 149 |
| PROJECT 16-41-070 | Intelligent Transportation Systems (ITS) Program Including RIMIS | ..... | 153 |
| PROJECT 16-41-080 | Tri-County Transportation Plan Implementation | ..... | 159 |

| | | | |
|----------------------|--|-------|-----|
| PROJECT 16-41-100 | Regional Aviation System Planning | ..... | 161 |
| PROJECT 16-41-110 | Central Jersey Transportation Forum | ..... | 165 |
| PROJECT 16-41-130 | Hard Shoulder Running on I-76, Phase 1 | ..... | 167 |
| PROJECT 16-41-140 | Ivy Ridge Station: Creating a Multimodal Hub for Development | ..... | 171 |
| PROJECT 16-43-020/25 | HPMS and Functional Classification System (PA & NJ) | ..... | 175 |
| PROJECT 16-43-030 | PennDOT District 6-0 Traffic Volume Data | ..... | 177 |
| PROJECT 16-44-140 | Darby Transportation Center TOD Study | ..... | 179 |
| PROJECT 16-44-150 | PA Ozone Action Supplemental Services | ..... | 181 |
| PROJECT 16-44-160 | NJ Ozone Action Supplemental Services | ..... | 183 |
| PROJECT 16-44-180 | Pennsylvania Coastal Zone Management Implementation Program | ..... | 185 |
| PROJECT 16-44-190 | The Delaware Valley Regional Food System Plan | ..... | 189 |
| PROJECT 16-44-200 | PA/NJ Local Planning Initiatives | ..... | 193 |
| PROJECT 16-51-020 | Update DVRPC Travel Simulation Model | ..... | 197 |
| PROJECT 16-51-130 | Fast Turnaround Traffic Analysis | ..... | 201 |
| PROJECT 16-51-140 | Demographic/Market Analysis- Zoo Regional Rail Study | ..... | 203 |

| | | | |
|-------------------|--|-------|-----|
| PROJECT 16-53-020 | Regional Transportation GIS Coordination | ..... | 205 |
| PROJECT 16-53-040 | Local Asset Data Collection- Chester County | ..... | 207 |
| PROJECT 16-56-700 | Member Government Special Projects | ..... | 209 |

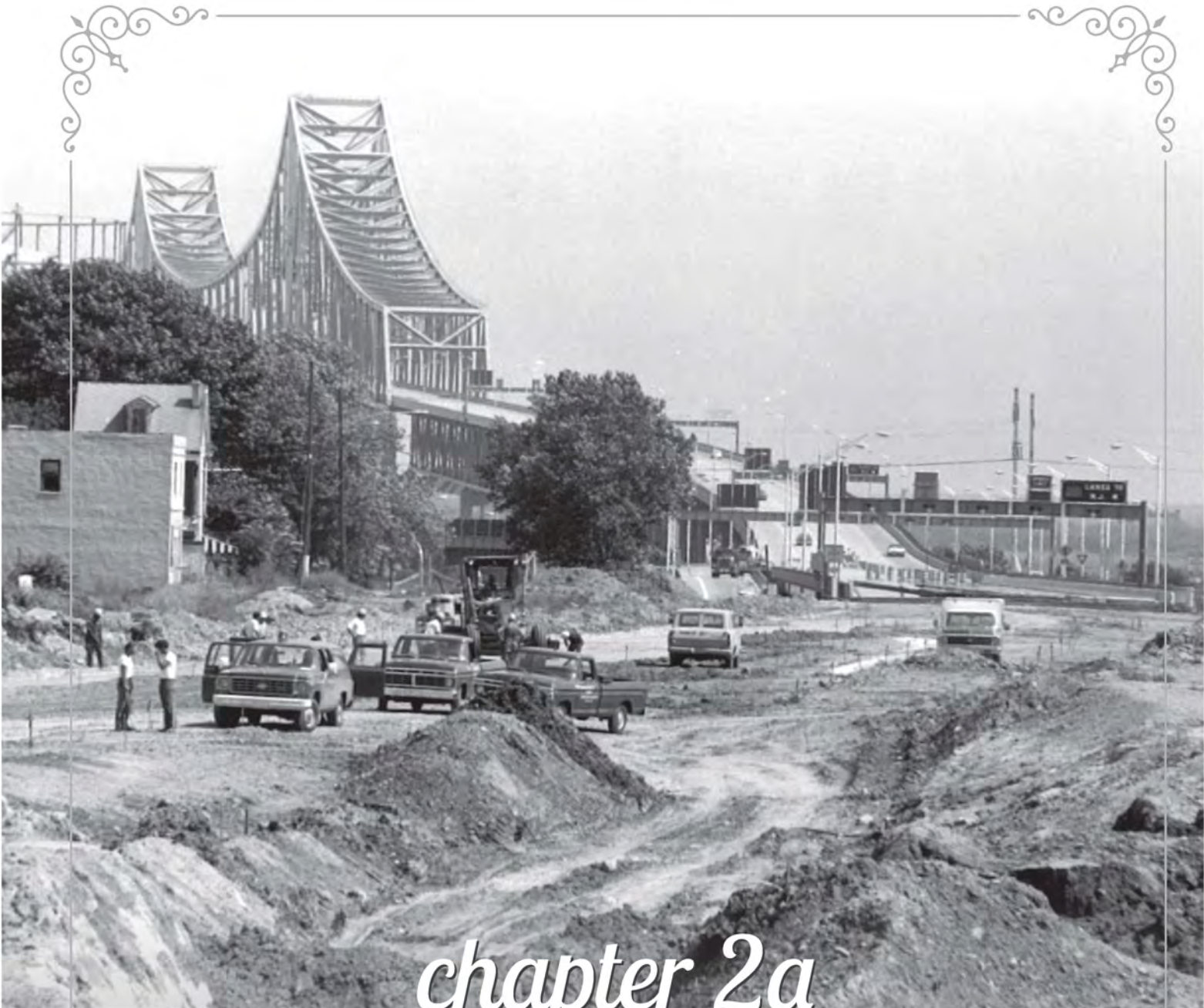
**TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2016 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE**

1/22/2015

| Page | PROJECT NUMBER | PROGRAMS/PROJECTS | FY 2016 BUDGET | HIGHWAY PLANNING | TRANSIT PLANNING | COMPREHENSIVE PLANNING | OTHER |
|------|----------------------------|---|----------------|------------------|------------------|------------------------|--------------|
| | Chpt. Two-Sect. A | | | | | | |
| | DVRPC PROGRAM AREAS | | | | | | |
| 33 | 16-21-010 | Technical Assistance to Member Governments | \$ 404,093 | 298,056 | \$ 71,037 | \$ - | \$ 35,000 |
| 37 | 16-22-020 | RideECO Marketing | 312,500 | - | - | - | 312,500 |
| 39 | 16-23-010 | Regional Forum | 240,000 | 193,608 | 46,392 | - | - |
| 41 | 16-23-020 | Work Program Administration | 240,000 | 193,608 | 46,392 | - | - |
| 43 | 16-23-040 | Title VI and Environmental Justice | 210,000 | 169,407 | 40,593 | - | - |
| 47 | 16-41-010 | Regional Congestion Management Process | 230,000 | 230,000 | - | - | - |
| 51 | 16-41-020 | Transportation Operations | 300,000 | 242,010 | 57,990 | - | - |
| 57 | 16-41-030 | Corridor Planning | 810,000 | 532,422 | 127,578 | 20,000 | 130,000 |
| 61 | 16-41-040 | Regional Transit Planning Program | 710,000 | - | 401,250 | 26,750 | 282,000 |
| 65 | 16-41-050 | Bicycle and Pedestrian Planning Program | 430,000 | 266,211 | 63,789 | 20,000 | 80,000 |
| 69 | 16-41-060 | Delaware Valley Freight Planning | 350,000 | 282,345 | 67,655 | - | - |
| 73 | 16-41-090 | Transportation Safety & Security | 550,000 | 322,680 | 77,320 | 20,000 | 130,000 |
| 77 | 16-43-010 | Travel Monitoring | 765,000 | 645,000 | - | - | 120,000 |
| 79 | 16-44-010 | Smart Growth | 610,000 | 282,345 | 67,655 | 42,000 | 218,000 |
| 83 | 16-44-020 | Economic Analysis and Coordination | 200,000 | 129,072 | 30,928 | 40,000 | - |
| 89 | 16-44-030 | Strategies for Older Communities | 470,000 | 169,407 | 40,593 | 40,000 | 220,000 |
| 93 | 16-44-040 | Energy and Climate Change Initiatives | 240,000 | 164,027 | 39,304 | 36,669 | - |
| 99 | 16-44-050 | Long Range Plan | 510,000 | 411,417 | 98,583 | - | - |
| 103 | 16-44-060 | Air Quality Planning | 280,000 | 225,876 | 54,124 | - | - |
| 107 | 16-44-070 | Environmental Planning | 304,000 | 204,000 | - | 100,000 | - |
| 113 | 16-44-080 | Data Exchange and Analysis | 260,000 | 209,742 | 50,258 | - | - |
| 117 | 16-44-090 | Transportation Improvement Program (TIP) | 520,000 | 419,484 | 100,516 | - | - |
| 121 | 16-44-100 | Performance Based Planning & Asset Management | 220,000 | 177,474 | 42,526 | - | - |
| 125 | 16-51-010 | Travel and Land Use Modeling | 500,000 | 403,350 | 96,650 | - | - |
| 129 | 16-52-020 | Competitive Program and Project Management | 860,000 | 50,000 | - | - | 810,000 |
| 133 | 16-53-010 | Geographic Information Systems | 380,000 | 306,546 | 73,454 | - | - |
| | | Subtotal | \$ 10,905,593 | \$ 6,528,087 | \$ 1,694,587 | \$ 345,419 | \$ 2,337,500 |
| | Chpt. Two-Sect. B | | | | | | |
| | DVRPC PROJECTS | | | | | | |
| | 14-51-100 | Norristown High Speed Line Modeling Assistance ** | \$ 100,000 | \$ - | \$ - | \$ - | \$ 100,000 |
| | 15-41-100 | FFY 2015 Regional Aviation System Planning ** | 40,000 | - | - | - | 40,000 |
| | 15-44-111 | William Penn -- Regional Trail Technical Assistance Program ** | 119,735 | - | - | 36,400 | 83,335 |
| | 15-44-200 | NJ FHWA SRHP2 C16 - Planning and Policy Assessment Tool ** | 20,000 | - | - | - | 20,000 |
| | 15-44-210 | PA FHWA Greenhouse Gas and Energy Analysis Demonstration Project ** | 40,000 | - | - | - | 40,000 |
| | 15-44-300 | William Penn -- Planning, Design & Construction of Priority Trails ** | 100,000 | - | - | - | 100,000 |
| | 15-51-030 | PA FHWA SRHP2 C20 - Innovative Local Freight Data ** | 50,000 | - | - | - | 50,000 |
| | 15-51-070 | Philadelphia Port Major River Crossing Impact Study ** | 90,000 | - | - | - | 90,000 |
| | 15-53-030 | FY 2015 Aerial Imagery ** | 50,000 | - | - | - | 50,000 |
| | 16-10-010 | General Fund | 194,482 | - | - | - | 194,482 |
| 139 | 16-10-020 | Private Sector Data Requests | 10,000 | - | - | - | 10,000 |
| 141 | 16-21-020 | Local Technical Assistance Program (L-TAP) | 30,000 | - | - | - | 30,000 |
| 143 | 16-22-010 | Commuter Benefit Program - RideECO | 600,000 | - | - | - | 600,000 |
| 147 | 16-22-030 | Commuter Services / Mobility Alternatives Program (Share-A-Ride) | 251,000 | - | - | - | 251,000 |
| 149 | 16-23-030 | Public Participation, Information and Visualization Techniques | 320,000 | 258,144 | 61,856 | - | - |
| 153 | 16-41-070 | Intelligent Transportation Systems (ITS) Program Including RIMIS | 933,500 | - | - | - | 933,500 |
| 159 | 16-41-080 | Tri-County Transportation Plan Implementation | 60,000 | 48,402 | 11,598 | - | - |
| 161 | 16-41-100 | Regional Aviation System Planning | 100,000 | - | - | - | 100,000 |
| 165 | 16-41-110 | Central Jersey Transportation Forum | 150,000 | - | - | - | 150,000 |

TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
 FY 2016 PLANNING WORK PROGRAM
 PROJECT FUNDING BY SOURCE
 1/22/2015

| Page | PROJECT NUMBER | PROGRAMS/PROJECTS | FY 2016 BUDGET | HIGHWAY PLANNING | TRANSIT PLANNING | COMPREHENSIVE PLANNING | OTHER |
|------|---------------------|---|----------------|------------------|------------------|------------------------|---------------|
| 167 | 16-41-130 | Hard Shoulder Running on I-76, Phase 1 | 140,000 | - | - | - | 140,000 |
| 171 | 16-41-140 | Ivy Ridge Station: Creating a Multimodal Hub for Development | 100,000 | - | - | 20,000 | 80,000 |
| 175 | 16-43-020/25 | HPMS and Functional Classification System (PA & NJ) | 200,000 | 200,000 | - | - | - |
| 177 | 16-43-030 | PennDOT District 6-0 Traffic Volume Data | 250,000 | - | - | - | 250,000 |
| 179 | 16-44-140 | Darby Transportation Center TOD Study | 70,000 | - | - | 14,000 | 56,000 |
| 181 | 16-44-150 | PA Ozone Action Supplemental Services | 125,000 | - | - | - | 125,000 |
| 183 | 16-44-160 | NJ Ozone Action Supplemental Services | 50,000 | - | - | - | 50,000 |
| 185 | 16-44-180 | Pennsylvania Coastal Zone Management Implementation Program | 100,000 | - | - | 50,000 | 50,000 |
| 189 | 16-44-190 | Delaware Valley Regional Food System Plan | 100,000 | 80,670 | 19,330 | - | - |
| 193 | 16-44-200 | PA/NJ Local Planning Initiatives | 200,000 | - | - | 13,600 | 186,400 |
| 197 | 16-51-020 | Update DVRPC Travel Simulation Model | 640,000 | - | - | - | 640,000 |
| 201 | 16-51-130 | Fast Turn Around Traffic Analysis | 50,000 | - | - | - | 50,000 |
| 203 | 16-51-140 | Demographic/Market Analysis-Zoo Regional Rail Study | 80,000 | - | - | 16,000 | 64,000 |
| 205 | 16-53-020 | Regional Transportation GIS Coordination | 400,000 | - | - | - | 400,000 |
| 207 | 16-53-040 | Local Asset Data Collection-Chester County | 100,000 | - | - | - | 100,000 |
| 209 | 16-56-700 | Member Government Special Projects | 1,001,372 | - | - | - | 1,001,372 |
| | 16-56-700 | Carryover of PennDOT Highway Needs Studies ** | 650,000 | - | - | - | 650,000 |
| | | Subtotal | 7,515,089 | 587,216 | 92,784 | 150,000 | 6,685,089 |
| | | SUBTOTAL DVRPC PROGRAM | \$ 18,420,682 | \$ 7,115,303 | \$ 1,787,371 | \$ 495,419 | \$ 9,022,589 |
| | | ** Carryover Projects | | | | | |
| | | MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH | | | | | |
| | | Supportive Regional Highway Planning Program | | | | | |
| 211 | 16-60-000/16-61-000 | PA/NJ Supportive Regional Highway Planning Program | \$ 1,266,250 | \$ 785,000 | \$ - | \$ - | \$ 481,250 |
| 261 | Chpt. Four | Transit Support Program | | | | | |
| | 16-63-000 | PA/NJ Transit Support Program | 1,608,250 | - | 1,608,250 | - | - |
| 309 | Chpt. Five | Other Member Government Projects | | | | | |
| 313 | 15-44-300 | William Penn -- Planning, Design & Construction of Priority Trails Re-Grant Program** | 3,500,000 | - | - | - | 3,500,000 |
| 315 | 16-53-300 | PA/NJ Regional GIS Implementation Coordination | 300,000 | - | - | - | 300,000 |
| 317 | 16-62-000 | NJ Local Concept Development | 430,000 | - | - | - | 430,000 |
| 319 | 16-62-000 | NJ Pavement Management System | 2,000,000 | - | - | - | 2,000,000 |
| 321 | 16-65-000 | HISP Design Assistance Program | 500,000 | - | - | - | 500,000 |
| | | SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES | \$ 9,604,500 | \$ 785,000 | \$ 1,608,250 | \$ - | \$ 7,211,250 |
| | | GRAND TOTAL | \$ 28,025,182 | \$ 7,900,303 | \$ 3,395,621 | \$ 495,419 | \$ 16,233,839 |



chapter 2a

PROGRAM AREA DESCRIPTIONS

JANUARY 2015

DELAWARE VALLEY
50 **dvrpc**
REGIONAL PLANNING COMMISSION
1965-2015

PROJECT: 16-21-010 Technical Assistance to Member Governments

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Ward

Project Manager: 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$369,093 | \$298,056 | \$71,037 | | |
| 2016 | \$404,093 | \$298,056 | \$71,037 | | \$35,000 |
| 2017 | \$404,093 | | | | |
| 2018 | \$404,093 | | | | |

*NJ Supplemental FTA Funds

PROJECT: 16-22-020 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$250,000 | | | | \$250,000 |
| 2016 | \$312,500 | | | | \$312,500 |
| 2017 | \$312,500 | | | | \$312,500 |
| 2018 | \$312,500 | | | | \$312,500 |

*1. PA-TIP/CMAQ- DOT#17891-\$200,000 RideECO Funds-\$50,000. 2. NJ-TIP/CMAQ-DOT#D0406- \$50,000, RideECO Funds-\$12,500

PROJECT: 16-23-010 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 are 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$240,000 | \$193,608 | \$46,392 | | |
| 2016 | \$240,000 | \$193,608 | \$46,392 | | |
| 2017 | \$240,000 | | | | |
| 2018 | \$240,000 | | | | |

PROJECT: 16-23-020 Work Program Administration

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Griffies

Project Manager: John Ward

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 2017 Planning Work Program, negotiate project funding, monitor the FY 2016 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 2017 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 Nonprofit 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$240,000 | \$193,608 | \$46,392 | | |
| 2016 | \$240,000 | \$193,608 | \$46,392 | | |
| 2017 | \$240,000 | | | | |
| 2018 | \$240,000 | | | | |

PROJECT: 16-23-040 Title VI and Environmental Justice

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Alison Hastings

Goals:

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. Ensure that Environmental Justice (EJ), as outlined by the 1994 President's Executive Order, and other nondiscrimination mandates, are considered in DVRPC's planning and outreach practices.

Description:

Title VI of the Civil Rights Act of 1964 states that no person or group shall be excluded from participation in or denied the benefits of any program or activity using federal funds. Environmental Justice (EJ) 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 (particularly in reference to updating LEP language), Title VI Compliance Plan, the 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, EJ, and public participation goals.
3. Publish "Environmental Justice at DVRPC" annual report, which highlights DVRPC plans and programs.
4. Participate in any reviews conducted by state transportation agencies or other planning partners. Prepare an annual update memo on activities to be distributed to DVRPC Board members, planning partners, and posted online for the public.
5. 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.
6. Refine plan and implementation strategies to provide improved public input opportunities to the environmental and transportation planning processes.
 7. Refine mechanisms for the ongoing review of the TIP and long-range plan.
 8. Incorporate EJ analysis into individual studies, programs, and plans contained in the DVRPC Work Program, such as corridor studies, 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.
 9. Continue to train staff in EJ/Title VI strategies. Complete responsibilities of the Title VI Compliance Manager, including working with the Accounting Division to review DBE goals.
 10. Convene meetings and/or other outreach to the DVRPC Environmental Justice Work Group and plan other events related to equity issues in the region.
 11. Explore opportunities for EJ events for DVRPC stakeholders and the general public.
 12. Participate in equal opportunity, nondiscrimination, and DBE training and committees offered by PennDOT, NJDOT, FHWA, FTA, or other planning partners.
 13. Refine or update the Indicators of Potential Disadvantage (IPD). Explore IPD and other mapping/technology strategies to enhance EJ data gathering and analysis.
 14. In collaboration with the Office of Smart Growth and Office of Transit, Bicycle, and Pedestrian Planning, prepare an update to the regional Coordinated Human Services Transportation Plan (CHSTP). The plan will be updated to reflect the new funding landscape for CHSTP-related activities. This changed landscape has created an opportunity to explore new priorities like access to healthcare, age-friendly communities, and other issues. This plan update will incorporate supportive map updates as resources for NJ JARC'S 5310 program applicants—IPD, Transit Score, accessibility, and others—and will use a new outreach process leveraging the Healthy Communities Task Force and other forums to develop a new, more holistic set of regional plan goals, objectives, and priorities.
 15. Act as a resource for planning partners, counties, subrecipients, etc. in meeting Title VI, EJ, and public participation mandates.

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, maps, and online application, 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, planning partners, counties, community organizations, low-income and minority population groups, and Greater Philadelphia residents.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$210,000 | \$169,407 | \$40,593 | | |
| 2016 | \$210,000 | \$169,407 | \$40,593 | | |
| 2017 | \$210,000 | | | | |
| 2018 | \$210,000 | | | | |

PROJECT: 16-41-010 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) uses measures to analyze 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 considering alternatives to additional road capacity and with developing the required supplemental strategies where additional road capacity is necessary. There are other tasks included in this substantial program.

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. It may become necessary to incur direct costs relating to archived operations data although other means will be pursued first.

Tasks:

1. Finalize last elements of communicating and using the 2015 CMP update.
2. Improve how the CMP results in improvements working with state DOTs and others. This work includes the following elements:
 - a. Participate in the new DVRPC process in cooperation with NJDOT that will evaluate recommendations from projects and programs (potentially including CMP) to produce a short set of problem statements each year. It may include ideas from other non-state sources. Participate in PennDOT Planning and NEPA process and tasks.
 - b. Participate in the NJDOT Complete Team and related efforts, including NJDOT's 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 the use of archived operations task.
c. Update priority subcorridors and identify any that do not have significant programmed TIP projects to address the congestion.

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, a voluntary group of East Coast MPOs, DOTs, and others interested in effectively using this resource. Participate in the use of MAP-21 measures relating to congestion.

4. Use CMP analysis of multimodal system performance measures to prepare a brief graphics-rich report to better understand congestion in the DVRPC region. This will highlight MAP-21 measures but cover the range of CMP measures.

5. 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 frequent congestion from crashes.

6. Continue to review TIP projects with respect to the CMP, and coordinate with the TIP and Plan. Track status of commitment tables for the FY15/FY16 memorandum on status of supplemental projects in coordination with project sponsors.

7. 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. Present resulting tables of supplemental projects for DVRPC consideration and agreement, then incorporate in supplemental projects memorandum. Support for congestion management efforts in the Pennsylvania I-95 corridor has largely moved to the project dedicated to I-95.

8. 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.

9. 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 one on understanding congestion in the DVRPC region.
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 Massachusetts.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$230,000 | \$230,000 | | | |
| 2016 | \$230,000 | \$230,000 | | | |
| 2017 | \$230,000 | | | | |
| 2018 | \$230,000 | | | | |

PROJECT: 16-41-020 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 five components: incident management task forces, traffic signals, structurally deficient bridge detour route identification, transportation operations outreach to municipalities outside of IMTF corridors, 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 IMTFs, supports three others in the region, and serves as the regional clearinghouse for regional incident management activities. IMTFs 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 IMTFs. In New

Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) Burlington County, and Mercer County IMTFs. Additionally, DVRPC participates in incident management programs, including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies, including US 422, PA 309, and US 202 Section 300. DVRPC will hold a regional IMTF leaders symposium in FY 2016 to complement the 2015 TIM Conference.

In FY 2013, PennDOT asked DVRPC for guidance regarding forming a regional traffic signal retiming program in Southeastern Pennsylvania. In FY 2016, 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 continue to identify detour routes around select structurally deficient bridges based on the pilot project in Montgomery County, which developed of a process to review detour routing around structurally deficient bridges.

DVRPC will conduct outreach to municipalities along key corridors not currently served by IMTFs. Topics included in the outreach will be an awareness of transportation operations resources in the region such as RIMIS and IDRUM.

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 2016, 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 five 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. Assist the Burlington County IMTF in providing training, construction coordination, and response area coordination.
9. 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.
10. Assist the Bucks County IMTF in providing training, construction coordination, and response area coordination.
11. 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.
12. Assist the I-476 Crossroads Area IMTF in providing training, updating operating guidelines, and construction coordination.
13. 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. Outreach to agencies further south of the corridor in Gloucester County as needed.
14. Assist the NJ SAFR IMTF in providing training, construction coordination, and response area coordination.
15. Manage the existing Mercer County Incident Management Task Force as established in coordination with NJDOT, New Jersey State Police, Mercer County, local police and fire departments, and other applicable agencies.

16. Assist the Mercer County IMTF in providing training, construction coordination, and response area coordination.
17. Participate in incident management programs initiated by state agencies and other agencies, including those task forces focusing on US 422, PA 309, and US 202 Section 300. Provide technical support, including mapping services, GIS, and other assistance as requested.
18. Meet with regional IMTF leaders to develop TIM objectives and goals.

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 DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.

Structurally Deficient Bridge Detour Routing Tasks

1. Work with an advisory committee to identify 5-8 structurally deficient bridges outside of Montgomery County, which was the pilot location. Work with a team to identify detour routes to include municipal emergency personnel, local police and fire departments, county emergency management agencies, PennDOT's Traffic Management Center, county maintenance, and other applicable agencies.
2. Develop a technical memorandum identifying the detour routes with applicable GIS layers and data sets.

Transportation Operations Outreach to Municipalities Outside of IMTF Corridors Tasks

1. Identify municipalities along key corridors not currently served by IMTF's.
2. Meet with identified municipalities to present transportation operations resources in the region, such as RIMIS and IDRUM. Meetings may include county and state representatives.
3. Develop an outreach document identifying transportation operations resources in the region.

Transportation Operations/Technical Assistance Tasks

1. Continue participating in the I-295 Direct Connect traffic monitoring program with NJDOT.
2. 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. MOUs, Concept of Operations, and final reports, developed in coordination with PennDOT and the applicable county.

Structurally Deficient Bridge Detour Routing Products

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

Transportation Operations Outreach to Municipalities Outside of IMTF Corridors Products

1. Outreach meeting agendas and highlights.
2. A one page outreach document identifying transportation operations resources in the region.

Transportation Operations/Technical Assistance Products

1. Meeting agendas, highlights, and memos as requested.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$300,000 | \$242,010 | \$57,990 | | |
| 2016 | \$300,000 | \$242,010 | \$57,990 | | |
| 2017 | \$300,000 | | | | |
| 2018 | \$300,000 | | | | |

PROJECT: 16-41-030 Corridor Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: David Anderson

Project Manager: Jerry Coyne, Keith Hartington

Goals:

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

Description:

This 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, as deemed appropriate. The Corridor Planning program includes providing both technical and policy guidance on best practices addressing mobility, access, growth, development, zoning, and community design. 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 2016, 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. Continue to collaborate with NJDOT and PennDOT in applying MAP-21 planning factors to form

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 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.

In Pennsylvania, a microsimulation model will be conducted along PA 29 extending from the general area of Phoenixville Pike to US 30 through East Whiteland Township in Chester County. It is proposed to answer the expressed needs and traffic questions of East Whiteland Township to further support the DVRPC FY15 transportation planning effort related to the PA Turnpike Interchange at Great Valley project.

In New Jersey, a study will be conducted in the industrially zoned areas in Florence and Burlington townships to identify potential congested road and intersection areas for a 2040 horizon year. The study, which would cover the greater Haines Industrial Center area and waterfront properties from Roebling to Griffin Pipe to US Pipe, could be used to develop a better planned internal and external circulation system. The study's traffic model will incorporate projected freight movement changes given completion of pending major highway projects in New Jersey and Pennsylvania, including changes to the Pennsylvania Turnpike and I-95 rerouting. It will examine the capability of the county's existing transportation infrastructure to serve regional and planned growth safely and efficiently. Where it cannot, physical expansion of the highway infrastructure will be identified and holistically tested to define the investments required to meet the future. Staff will perform the traffic engineering analysis using microsimulation modeling (Vissim), and identify operational improvements needed at intersections, interchanges and identified bottlenecks. This task will be conducted in close coordination with the activities of the Office of Freight and the Office of Modeling and Analysis.

Additionally, a multiyear effort will commence that will update Burlington County's 1989 Highway Master Plan to include a vision and implementation framework for the county highway network that will sustainably complement long-term county

growth patterns. Full description is listed under Project 16-61-100.

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 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.
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 New Jersey and Pennsylvania efforts, 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.

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 2016 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. DVRPC will also coordinate with PennDOT and the environmental resource agencies to gain acceptance for the completion of needs studies as part of the planning process. This effort may require the purchase of hardware, software, equipment, and/or services.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$760,000 | \$532,422 | \$127,578 | \$20,000 | \$80,000 |
| 2016 | \$810,000 | \$532,422 | \$127,578 | \$20,000 | \$130,000 |
| 2017 | \$810,000 | | | | |
| 2018 | \$810,000 | | | | |

*\$80,000 Pa Supplemental FTA Funds, \$50,000 NJ Supplemental FTA Funds

PROJECT: 16-41-040 Regional Transit Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Amy Bernknopf, Betsy Mastaglio, Cassidy Boulan

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 conduct of and participation in 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. Work tasks may range from data/quantitative analysis to concept-level facility and service design and visualization. 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 has expanded our regional toolkit to assist planning partners and members of the public in understanding and prioritizing investments.

Data collection is another 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. 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 (Section 5310) program. The Regional Transit Planning Program supports DVRPC participation in and coordination of project development and prioritization 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. Provide planning staff and funding support for the Philadelphia Zoo Rail Station Planning Context and Ridership Forecasts project, which is detailed elsewhere in the FY 2016 Work Program.
2. Provide planning staff and funding support for the Ivy Ridge Station: Creating a Multimodal Hub for Development project, which is detailed elsewhere in the FY 2016 Work Program.
3. Provide planning staff and funding support for the Light Rail on Delaware Avenue: A Renewed Look project, which is detailed elsewhere in the FY2016 Work Program.
4. Continue and expand work begun in the FY2015 Modern Trolley Stop Design Guidelines project to focus on issues unique to the operating context and vehicles of the SEPTA Route 101/102 Media/Sharon Hill line trolleys. This work will include continued design concept development and corridor municipal outreach in Delaware County.
5. With funding support from the Southeastern Pennsylvania Transit Planning and Technical Assistance program, conduct the first phase of the Radnor Station Connectivity Study, as submitted by the Delaware County Planning Department. This study will evaluate and develop near- and long-term strategies to improve connectivity between the Radnor Regional Rail station and the Radnor Norristown High Speed Line (NHSL) station. The two stations are less than one-half mile apart, but transferring between the two lines in Radnor is difficult. Work will include a thorough evaluation of existing conditions at both stations, and an exploration of travel markets that could be served with better connectivity. Recommendations for short- and long-term improvements will be developed, considering land acquisition, access, parking, construction, and pedestrian access requirements for the site(s); and including preliminary cost estimates and next step recommendations. A proposed second phase would include Regional Rail and NHSL ridership forecasts for any longer-term station relocation or consolidation strategies found to be potentially viable.
6. Assist Chester County with publicizing Chester County's Multimodal Handbook

Outreach Program, including hosting (1) training event to be facilitated by Chester County or their designee.

7. In collaboration with the Office of Smart Growth and DVRPC's Environmental Justice Program, prepare an update to the regional Coordinated Human Services Transportation Plan (CHSTP). The plan will be updated to reflect the new funding landscape for CHSTP-related activities. This changed landscape has created an opportunity to explore new priorities like access to healthcare, age-friendly communities, and other issues. This plan update will incorporate supportive map updates as resources for NJ JARC/S.5310 program applicants—Indicators of Potential Disadvantage, Transit Score, accessibility, and others—and will use a new outreach process leveraging the Healthy Communities Task Force, Environmental Justice Working Group, and other forums to develop a new, more holistic set of regional plan goals, objectives, and priorities.

8. Provide ongoing DVRPC participation in and project support for City of Philadelphia-SEPTA Transit First efforts, including the Transit First Technical Committee, Transit First Project Implementation Committee, and Transit First Connect Committee. Collaboration with partners for Transit First Project Implementation Committee oversight of Roosevelt Boulevard Better Bus advancement will be a particular focus of DVRPC Transit First support in FY 2016.

9. Convene the Regional Transit Advisory Committee (RTAC) as a subcommittee of the Regional Technical Committee (RTC), comprised of regional transit operators, FTA, and county representatives (with feedback from Transportation Management Associations (TMAs) and representatives of the DVRPC Public Participation Task Force as appropriate) to meet as needed and to develop and prioritize additional work tasks to be conducted under this program.

10. RTAC 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 or Southeastern Pennsylvania Transit Planning and Technical Assistance Program.

11. 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.

12. 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.

13. Work with state and regional planning partners (PennDOT, SEPTA, and NJ TRANSIT) to participate in regional CHSTP project development, prioritization, and selection rounds as appropriate.

Products:

1. Member government and planning partner outreach and coordination in identifying, scoping, and conducting new studies in support of partner goals.
2. Coordination with planning partners to provide specific expertise in support of 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.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$535,000 | | \$401,250 | \$26,750 | \$107,000 |
| 2016 | \$710,000 | | \$401,250 | \$26,750 | \$282,000 |
| 2017 | \$710,000 | | | | |
| 2018 | \$710,000 | | | | |

*\$107,000 PA Supplemental FTA Funds, \$175,000 NJ Supplemental FTA Funds

PROJECT: 16-41-050 Bicycle and Pedestrian Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Betsy Mastaglio

Project Manager: Amy Bernknopf, Cassidy Boulan, Gregory Krykewycz

Goals:

This program promotes transportation facilities and land use decisions that make active modes of transportation more 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 conceptual design work for bicycle and pedestrian facilities in the City of Philadelphia, as requested by the City of Philadelphia. The Philadelphia Pedestrian and Bicycle Plan (PCPC, 2013) recommends several high-priority bicycle and pedestrian connections that require further study to support the next steps towards implementation. These recommendations include sidepaths, sidewalk widening,

- cycletracks, and other treatments described in specific locations in the plan. Numerous specific facilities require additional conceptual design documents and public outreach to enable City agencies to move plans towards final design and construction. This task will support design work to be conducted in FY2016, the scale and scope of which will be determined in collaboration with the Philadelphia City Planning Commission and Mayor's Office of Transportation and Utilities (MOTU).
2. Conduct the Evaluating Curbless Streets Concepts for use on City of Philadelphia Streets project, as requested by the City of Philadelphia. This study will examine the potential for curbless streets to meet various City of Philadelphia transportation, stormwater management and livability goals. This work will be pursued in collaboration with the Office of Environmental Planning.
 3. Coordinate with the Regional Transit Advisory Committee (RTAC), a subcommittee of the Regional Technical Committee (RTC), to develop, prioritize, and conduct additional work focused on improved access between public transit and the region's network of bicycle and pedestrian facilities, including analysis of new on- or off-road pedestrian and bicycle access to transit stations, bicycle parking facilities at transit stations, wayfinding signage and promoting connections between stations, employment, and commercial centers and trails, and marketing off-peak and weekend transit service to recreational destinations.
 4. Support, through outreach and project recommendations, 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. Work with the Office of Travel Monitoring to continue to gather region-wide bicycle counts culminating in a State of Bicycling in the Region deliverable(s). Research and document the state of the practice in bicycle counting programs. Merge count data with data gathered from the CyclePhilly app (cyclist route choice data) to conduct a number of analyses to explore the various natures and characteristics of bicycling in the Philadelphia region. Produce State of Bicycling in the Region technical deliverable(s) exploring the data, including an emphasis on establishing a region-wide baseline from which to measure future change in bicycling levels to share with the region's bicycle community and planning partners. Identify next steps and other data needs for future research.
 6. 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.
 7. Projects may be jointly funded, and conducted collaboratively, with the Regional Transit Planning Program.

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, bicyclists, and the commuting public.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$430,000 | \$266,211 | \$63,789 | \$20,000 | \$80,000 |
| 2016 | \$430,000 | \$266,211 | \$63,789 | \$20,000 | \$80,000 |
| 2017 | \$430,000 | | | | |
| 2018 | \$430,000 | | | | |

*PA Supplemental FTA Funds

PROJECT: 16-41-060 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.

In FY16, the Freight Planning Office will work on two discrete studies: a Philadelphia Freight Plan and 2040 Freight Movement around NJ Turnpike Interchange 6A Exit. Philadelphia Freight Plan: Philadelphia is a major hub of goods movement, including water, air, rail and truck borne commerce and intermodal activity. At the same time, Philadelphia is home to mixed-use developments and multimodal urban streets, which generate increasing interactions between nonmotorized travelers and commercial vehicles. In fact, while disparate vehicle sizes and operating characteristics make commercial vehicles and nonmotorized mode interaction complex from a safety perspective, these modes are also codependent; travelers without a personal vehicle must rely on access to goods from local businesses or via direct-to-home deliveries. A goods movement

plan which incorporates approaches to safely accommodate last-mile goods movements on densely developed, multi-use urban streets and builds off of Philadelphia's current Complete Streets Manual is essential to support the quality of life and economic vitality in Philadelphia. The Philadelphia Freight Plan will identify significant trade-offs as well as opportunities for partnership between freight interests and local communities to manage the safety and connectivity of networks serving freight and other modes at specific locations throughout the City. The study will also explore effective and equitable strategies to loading and deliveries in multimodal environments exploring spatial and time based restrictions, focusing on implications for successful enforcement and viable commercial activity.

2040 Freight Movement around NJ Turnpike Interchange 6A Exit: This project will be coordinated with the Office of Corridor Planning and Office of Modeling, and will aim to develop a coordinated plan for the expected growth for the industrialized area in the vicinity of NJ Turnpike Interchange 6A. The study area will cover the greater Haines Industrial Center area and waterfront properties from Roebing to Griffin Pipe and US Pipe. This important manufacturing and warehousing hub is a designated DVRPC freight center, served by highway (principally, the New Jersey Turnpike and US 130), rail (Conrail via the NJT River Line) and water (via the Delaware River).

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.
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.
12. Philadelphia Freight Plan:
 - a. Establish a study steering committee, conduct steering committee meetings, and set milestones for study deliverables.
 - b. Perform review of best practices of urban freight delivery strategies and freight as a good neighbor (e.g., off-peak deliveries, consolidation centers).
 - c. Conduct in-depth interviews with key stakeholders (e.g., carriers, retailers, institutions, community group representatives, bicycle advocates).
 - d. Document existing conditions (e.g., designated truck parking locations, truck routes, and truck signage).
 - e. Collect and evaluate relevant data (e.g., issued truck parking violations, crash data, home delivery trends).
 - f. Prepare case studies of the supply chains of five key commodities.
 - g. Update information about designated DVRPC freight centers.
 - h. Establish engineering guidelines to accommodate commercial vehicles in complete streets schemes.
 - i. Guided by input from stakeholders and the steering committee, identify recommendations and desirable strategies.
13. 2040 Freight Movement around NJ Turnpike Interchange 6A Exit - In coordination with the Office of Corridor Planning and Office of Modeling, the Plan will identify final recommended physical and operational improvements.

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. Steering Committee and current and future land use projections for 2040 Freight Movement around NJ Turnpike Interchange 6A study (Burlington County, PA).

- 4.b. A Philadelphia Freight Plan examining issues such as loading and deliveries in multimodal environments.
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.
12. Philadelphia Freight Plan:
 - a. Final study document and materials detailing all technical activities, findings, and recommendations.
 - b. Updates and enhancements of the PhillyFreightFinder web mapping tool.
 - c. Presentation to the Delaware Valley Goods Movement Task Force.
13. 2040 Freight Movement around NJ Turnpike Interchange 6A Exit Summary: In coordination with Corridor Planning and Modeling offices, prepare report including the project's activities, findings, and recommended plan.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$350,000 | \$282,345 | \$67,655 | | |
| 2016 | \$350,000 | \$282,345 | \$67,655 | | |
| 2017 | \$350,000 | | | | |
| 2018 | \$350,000 | | | | |

PROJECT: 16-41-090 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 and supports advancement of project-level safety countermeasures. 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 who 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. Safety Symposia

Safety staff helped with a successful broad-based Pennsylvania Safety Symposium in 2014, building on DVRPC's experience helping hold one in New Jersey in 2008. Safety symposia help legislators and safety professionals coordinate on important safety issues to reduce transportation fatalities and crashes. FY '16 work includes help with follow-up in Pennsylvania and exploring with other partners whether to start organizing another symposium in New Jersey.

3. RSTF Project Pipeline Process

The RSTF will start developing and ranking ideas for the DVRPC safety work program. A short set of recommended projects will be provided for consideration in Work Program development.

4. 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.

5. US 130 Pedestrian and Bicyclist Safety Study, Phase II

If requested by stakeholders, Safety staff will continue this project coordinated with DVRPC's Office of Transit, Bicycle, and Pedestrian Planning. The bounds are US 130 from Florence Township in Burlington County to Pennsauken Township in Camden county, including both of these municipalities. This project is closely coordinated with NJDOT, county, and local stakeholders. Phase II will focus on more in-depth analysis of safety and mobility improvements for walking and biking at critical high priority locations.

6. Safety Project Development Assistance and Coordination

Staff will assist state, county, and municipal partners with safety project development as needed in preparation for one or more HSIP applications. This work advances implementation of the Transportation Safety Action Plan, Long Range Plan, and DOT strategic highway safety plans.

7. Safety Project Implementation Assistance

Support partners at the state, county and municipal levels to advance safety projects recommended 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.

8. 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.

9. 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. Use adopted measures to track progress toward objectives and take action to improve performance.
- c. Stay engaged with small tasks that have evolved from volunteer action items.

2. Safety Symposia

- a. Participate in follow-up to Pennsylvania safety symposium in coordination with PennDOT and other partners
- b. Contact partners from the previous New Jersey symposium and additional partners building on the experience in Pennsylvania to explore whether another safety symposium in New Jersey would be helpful and if so, who would be on a

broad organizing committee.

3. RSTF Project Pipeline Process

a. Establish and implement a process by which the RSTF will solicit, evaluate, and recommend projects to be considered in the DVRPC annual work program. Staff will lead development of the process that would be largely conducted by the RSTF in future years.

4. 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.

5. US 130 Pedestrian and Bicyclist Safety Study, Phase II

- a. Conduct more detailed analysis at priority locations established in Phase I.
- b. Assist partners with support for project development and applications for safety funding.
- c. Complete report or other final material.

6. Safety Project Development Assistance and Coordination

- a. Distribute network screenings and remind partners of existing data-driven project ideas from completed studies with guidance on when and how to develop project applications.
- b. Provide needed support such as specific crash analysis, countermeasure development assistance, HSM analysis, or sketch planning.
- c. Assist with preparation of HSIP applications.

7. Safety Project Implementation Assistance

- a. Coordinate the New Jersey HSIP Design Assistance Program, including facilitation of communication between applicants, DOTs and other funding agencies. This task is coordinated with the DVRPC Office of Project Implementation and the Office of Capital Programs.
- 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.

8. Special Studies & Coordination Efforts

- a. Support expansion of Data-Driven Approaches to Crime and Traffic Safety (DDACTS) in New Jersey and Pennsylvania.
- b. Provide support for running New Jersey's teen driver Share the Keys education

program in the DVRPC region.

c. Assist with Roosevelt Boulevard Transit Alternatives project and TIGER grant safety work.

e. Conduct high-level investigation of relationship between safety and Environmental Justice.

9. 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, results of volunteer actions.

2. One or more proposals recommended by the RSTF for considerations in DVRPC Work Program development.

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

4. If requested, US 130 Phase II report or similar product.

5. Documentation of assistance to counties in advancing potential HSIP projects to the application stage.

6. Coordination and distribution of all applications, and delivery of accepted applications to FHWA for funding, meetings with PennDOT officials.

7. Various meeting materials, handouts, brief papers or web tools.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$500,000 | \$322,680 | \$77,320 | \$20,000 | \$80,000 |
| 2016 | \$550,000 | \$322,680 | \$77,320 | \$20,000 | \$130,000 |
| 2017 | \$550,000 | | | | |
| 2018 | \$550,000 | | | | |

*\$80,000 PA Supplemental FTA Funds, \$50,000 NJ Supplemental FTA Funds

PROJECT: 16-43-010 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, 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 16-43-020-025). Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>.

To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

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, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$645,000 | \$645,000 | | | |
| 2016 | \$765,000 | \$645,000 | | | \$120,000 |
| 2017 | \$645,000 | | | | |
| 2018 | \$645,000 | | | | |

*PA TIP - Project ID 104639

PROJECT: 16-44-010 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 FY 2014-2016) 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 planning priorities of collaborating on meeting USDOT's MAP-21 requirements, promoting partnerships, pursuing congestion relief, 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, and ladders of opportunity/access to essential services (housing, employment, health care, schools, and recreation).

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 Unified Land Use and Circulation Plan, building off of Smart Growth staff's FY15 visioning work for the county. The County's master plan was last comprehensively redone in 1982. Staff will form and work closely with an advisory committee to guide the work. Using the results of the visioning and outreach campaign (goals, objective, vision statement), DVRPC will comprehensively review land use and transportation systems and provide recommendations for the growth and development of the county to 2040.

Staff will also prepare the Planning for Changing Demographics Study, which will examine how the region has grown and what demographic and density trends are apparent for the future, and what impact this will have on the built environment. Specific demographic trends to be examined include the rise of single person and nonfamily households, the aging of the baby boomers, millennial preferences, and immigration influences, among others. Effects on the built environment could include higher housing densities, less demand for existing school buildings and churches in their current use, need for accessory dwelling units (also known as granny flats or elder cottages) for the elderly and millennials, need for more flexible zoning ordinances that permit shared housing, need for retrofitting the current suburban housing stock for visitability/accessibility and in-home health care needs, and the need for well-designed infill, among others.

Staff will also prepare the Aging Infrastructure and Rightsizing Analysis Study. The City of Philadelphia faces a crisis with aging public facilities and other infrastructure and assets that were built decades ago and for a population expected to be more than one and one-half times what it is today. This crisis has profound impacts on the City's ability to budget and program capital improvement funds in strategic ways, and to deliver services to its population. During the 1950s through the 1970s, based on a 1960 comprehensive plan, the City expanded its portfolio of recreation centers, libraries, police and fire facilities, and other municipal assets in anticipation of a population of 2.5 million by the turn of the century. But the reverse happened, and the city's population plummeted from a peak of 2.0 million at mid-century to about 1.5 million in 2000. Other municipalities in the DVRPC region, particularly older, core cities, boroughs and townships surrounding Philadelphia, are likely struggling with these same issues, at different scales than Philadelphia, but we could all learn from each other's problems and opportunities. Staff will research best practices from other comparable towns and regions that right-sized their municipal facilities (including schools) and infrastructure (including sewer and water). Staff will convene a task force to gather feedback and data on public facility usage, and recommend a variety of best practices and potential solutions.

Staff will also prepare the Transit Stations with the Highest TOD Potential Study. With the real estate market recovering and transit agencies, particularly SEPTA,

able to act upon Act 89 funding and make significant capital investments, and with the TRID Act being revised, the time is right to more heavily promote transit-oriented development (TOD). In 2003, DVRPC compiled a study of the 45 rail stations in the region with the greatest TOD potential based on a number of criteria (half hour service frequency or better, supportive TOD plan and/or zoning ordinance, available developable land within the station area, underutilized or low-density land uses in the station area that could be redeveloped, growth pressure). Using more recent data, including DVRPC land use files, Smart Growth Project Database, TransitScore, RideScore, and national Reconnecting America data on every rail station in our region, in combination with SEPTA's list of station and service improvements from the Rebuilding for the Future Program, staff would compile a new "top 20" list of the stations with the most TOD potential – some from each county. The list would include typical site marketing information such as station area maps, community highlights, plans for public improvements, zoning, and market analysis data. It could serve as a useful list to highlight at meetings, on the DVRPC website, and perhaps at a TOD Marketplace event or Delaware Valley Smart Growth Alliance event.

Staff will also assist the Transit and Environmental Justice units with preparing an update to the regional Coordinated Human Services Transportation Plan (CHSTP). The plan will be updated to reflect the new funding landscape for CHSTP-related activities. This changed landscape has created an opportunity to explore new priorities like access to healthcare, age-friendly communities, and other issues. This plan update will incorporate supportive map updates as resources for NJ JARC/S.5310 program applicants—Indicators of Potential Disadvantage, Transit Score, accessibility, and others—and will use a new outreach process leveraging the Healthy Communities Task Force, EJ work group and other forums to develop a new, more holistic set of regional plan goals, objectives, and priorities.

Staff may also assist the Transit unit with their Ivy Ridge study, including assessing land use, zoning, and impacts of new adjacent residential development, along with assisting with the design workshop and station-area development concepts.

Also included is updating the Smart Growth Project Database web map and Municipal Adoption of Smart Growth Tools maps.

DVRPC will also continue its Municipal Outreach program, including hosting webinars at DVRPC offices, as well as other off-site, usually county planning commission, 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 and/or SOS Roundtables or RCEDF topics. 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.

Tasks:

1. Create the Gloucester County Unified Land Use and Circulation Plan.
2. Create the Planning for Changing Demographics Study.
3. Create the Aging Infrastructure and Rightsizing Analysis Study.
4. Create the Transit Stations with the Highest TOD Potential Study.
5. Assist with the CHSTP.
6. Assist with the Ivy Ridge Study.
7. Update the SGPD and the Municipal Adoption of SG Tools web maps.
8. Lead the Municipal Outreach program by sponsoring or cosponsoring municipal training programs or workshops as needs arise, including hosting the APA webinars at locations throughout the region, and preparing municipal implementation tool brochures as time allows.
9. 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 Unified Land Use and Circulation Plan.
2. Planning for Changing Demographics Study.
3. Aging Infrastructure and Rightsizing Analysis Study.
4. Transit Stations with the Highest TOD Potential Study.
5. Update to CHSTP.
6. Ivy Ridge Study.
7. Updated SGPD and Municipal Adoption of SG Tools web maps.
8. Webinars and training programs.
9. MIT brochures.
10. 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$559,900 | \$282,345 | \$67,555 | \$42,000 | \$168,000 |
| 2016 | \$610,000 | \$282,345 | \$67,655 | \$42,000 | \$218,000 |
| 2017 | \$610,000 | | | | |
| 2018 | \$610,000 | | | | |

*\$168,000 PA Supplemental FTA Funds, \$50,000 NJ Supplemental FTA Funds

PROJECT: 16-44-020 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; promoting consistency between transportation improvements and state and local planned growth and economic development patterns; and improving the regional freight network, to improve and expand access to national and international trade markets and support regional economic development.

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

Ensure that transportation investments encourage and support economic growth while simultaneously protecting the environment and minimizing sprawl, by supporting an integrated, multi-modal transportation system that expands access to national and international markets and enables workers to efficiently access employment opportunities.

Provide information on the value to the regional economy of implementing elements of DVRPCs long-range transportation and land use 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.

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, and the regional Comprehensive Economic Development Strategy (CEDS). These include smart growth; transit-oriented development; the repair 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 transportation 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, policy reports, and forums. 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, and agricultural and natural resource protection. The project will also support DVRPC staff to help them assess the economic impact of their projects, where feasible.

Working with others, DVRPC will continue to manage and maintain "Investing in People and Places" as the region's comprehensive economic development strategy, 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 2016, staff will work with the CEDS Regional Review Committee to complete and prepare the 2015 annual CEDS review and update (due to the U.S. EDA by September 30, 2015) and begin preparation of the 2016 annual review (due by September 30, 2016).

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, the RCEDF facilitates networking and coordination between the region's transportation, economic development, and land use planning professionals 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 Commission's Long-Range Plan and CEDS.

(2) Conduct analytical work in support of regional economic development efforts, including studies that both qualitatively and quantitatively highlight the economic value of regional transportation and planning efforts.

(3) Distribute the results of the Commission's analytical work via DVRPC's online data tools and/or through policy papers, data bulletins, or analytical reports.

(4) Manage and maintain the Greater Philadelphia region's CEDS, as required by the EDA, including completing the 2015 CEDS review and update, amending the list of vital projects as appropriate, and beginning the preparation of the 2016 annual CEDS update.

Staff will 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. Additionally, DVRPC's economic analyses and coordination efforts will support the planning priorities of the NJ Office of Planning Advocacy, specifically their initiative to consider local economic development plans when prioritizing investment. This project also supports FHWA's emphasis on providing "ladders of opportunity" by enhancing access to essential services, including housing, employment, job training, health care, schools, and recreation.

Tasks:

1. Convene regular meetings of the Regional Community & Economic Development Forum (RCEDF), whose membership includes regional economic development professionals; regional, county, and local land use and transportation planners; and private and non-profit sector representatives. The committee will meet to coordinate on regional transportation and economic development 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 on issues related to regional economic development, including the relationship between transportation investment and economic development; improving access to essential services, including employment and job training; efforts to promote an energy efficient economy; the economic value of workforce development; and other studies that support and advance the goals of

DVRPC's long-range plan. This task includes:

- The continued review and analysis of both the NETS database and other alternative sources of employment data.
- The continued analysis of the CoStar Commercial Real Estate database.
- A drill-down analysis of specific economic clusters, using the most current sectoral employment data available at the 4-to-6 digit NAICS-code level.

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 2015 annual review and update. This report, due to EDA by September 30, 2015, will include a review of the region's economic circumstances; an updated list of strategic projects (including a set of priority transportation investments), programs, and activities intended to implement the CEDS goals and objectives; and an evaluation of performance measures that track progress toward achieving the CEDS goals and objectives.

(c) Review projects included in the CEDS and, where applicable, identify potential environmental issues and assemble pertinent data and documents as part of the annual CEDs update.

(d) Work with the CEDS Review Committee to begin the preparation of the 2016 annual CEDS update.

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 planning and transportation documents.

3. Minutes of CEDS committee meetings and amendments to the CEDS list of vital projects.

4. The 2015 CEDS annual review and update, due to the EDA by September 30,

2015.

5. Background reports and summaries of research efforts undertaken to support the completion of the 2016 annual CEDS update, due to the EDA by September 30, 2016.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$200,000 | \$129,072 | \$30,928 | \$40,000 | |
| 2016 | \$200,000 | \$129,072 | \$30,928 | \$40,000 | |
| 2017 | \$200,000 | | | | |
| 2018 | \$200,000 | | | | |

PROJECT: 16-44-030 Strategies for Older Communities

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karen Cilurso

Project Manager: Andrew Svekla, Christina Arlt, Emily Costello, Karin Morris

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, transportation (motorized and nonmotorized), and infrastructure challenges uncharacteristic of more affluent exurban communities and lack the resources available to the region's core cities. Staff will identify techniques, programs, and strategies 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 goal of the SOS program is to help make our older communities more livable.

Through the SOS program, 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 their communities and develop solutions. Topics may include

infrastructure, bicycle and pedestrian enhancements, 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. This program utilizes funds directly from the participating communities.

The Transportation and Community Development Initiative (TCDI) grant program will continue in FY 2016. Staff will work with the TCDI awardees to move projects toward completion. In addition, 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.

Staff will work on the Mount Holly Washington Street Redevelopment Plan with municipal and Burlington County officials to prepare a redevelopment study (which will then be packaged by the County as a redevelopment plan) for the Washington Street area in downtown Mount Holly. The redevelopment area, which extends from High Street to King and Madison Streets, consists of a mix of blighted vacant industrial and commercial properties, deteriorated multifamily buildings, and several occupied commercial and governmental buildings. The goal of this study is to provide support to Mt. Holly to redevelop this area into a new mix of commercial and residential uses that will be an extension of its central business district situated along High Street. The Township is also interested in converting the public parking area that is prone to flooding from a branch of the Rancocas Creek into a public park. Tasks that will be completed may include: reviewing prior master plan and form-based code documents; conducting a market study; proposing alternatives for the redevelopment area that focus on the results of the market study; proposing transportation improvements to improve circulation and access from I-295 to the downtown area; presenting findings at municipal or county-hosted meetings to obtain public input; and delivering these findings in usable text and graphics to the county to be used in the eventual redevelopment plan.

Staff will write a white paper detailing the effectiveness of commonly used revitalization strategies. The white paper will include four case studies of traditional main street communities in the suburban counties to assess the effectiveness of the seven key elements of downtown districts identified in the Revitalizing Downtown Suburban Retail Districts study. These elements include important transportation features such as transit-accessibility, pedestrian-friendliness, and parking options. The white paper will also analyze the effectiveness of the national Main Street approach and specifically provide recommendations on which best practices are appropriate for different types of communities (older suburb, growing suburb, core

city). Tasks will include reviewing master plan and zoning documents, reviewing demographics, researching national best practices, evaluating transportation enhancements that have been used as a catalyst for economic development, and providing recommendations for the case study communities.

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, including hosting two events/workshops for Classic Town members.
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. Conduct the Mt. Holly Redevelopment Study and Plan.
10. Conduct the Small Town Development Study.
11. Present all findings to municipal and county officials.
12. Update the Municipal Resource Guide

Products:

1. SOS Roundtable materials.
2. Updated Smart Growth grants database.
3. TCDI newsletters.
4. Updates to the Classic Towns website and other marketing materials, as necessary.
5. Hold events and contests for the Classic Towns member communities, as requested.
6. Workshops throughout the fiscal year for member Classic Towns (at least two).
7. Additional webpages on website for new towns in the Classic Towns program.
8. Deliverable products as required by each TCDI contract.
9. Deliverable product for the Mt. Holly Washington Street Redevelopment Plan and Study.
10. Deliverable product for the Small Town Development Study.

11. Deliverable product for the Municipal Resource Guide.

Beneficiaries:

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

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$430,000 | \$169,407 | \$40,593 | \$40,000 | \$180,000 |
| 2016 | \$470,000 | \$169,407 | \$40,593 | \$40,000 | \$220,000 |
| 2017 | \$470,000 | | | | |
| 2018 | \$470,000 | | | | |

*1.PA-TIP/STU-TCDI Administration- DOT # 97311-\$100,000 2. NJ-TIP-STP-STU-TCDI Administration- DOT#D0204-\$80,000, \$40,000 NJ Supplemental FTA

PROJECT: 16-44-040 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 increasing the resilience of the region to the impacts extreme weather, which is predicted to increase due to climate change. A key focus of this work will be on energy use, greenhouse gas emissions, and increased resilience as they relate to vehicles and transportation infrastructure.

- Focus the resources and attention of municipal, county, regional and state officials on developing policies and practices to reduce energy use and GHG emissions, and increasing the resilience of the region to the impacts of extreme weather associated with climate change.

- 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, businesses, institutions, 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. It will also foster continued cooperation and coordination across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to addressing these issues.

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. This program area supports the goals of the State of New Jersey's Global Warming Response Act (2007) of reducing

GHG emissions by 80 percent of 2006 levels by 2050. It also supports the provisions of the Pennsylvania Climate Change Act (Act 70 of 2008), as well energy use, GHG emissions, and regional resilience goals of DVRPC's Long Range Plan.

Energy use and greenhouse gas emissions are closely related issues: 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. Energy use by the transportation sector (motor vehicles, trains, planes, ships, and other mobile applications) accounted for more than 27 percent of the region's energy use, and over 31 percent of its GHG emissions. Essentially all of the energy used for transportation is petroleum imported into the region.

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 for both the transportation sector (e.g., electric vehicles, natural gas vehicles, public transit investments) and for stationary energy use (e.g., buildings, industry). In addition, concern regarding the long-term availability and cost of fossil fuels, as well as the implications of natural gas production in Pennsylvania, shapes the activities of this program area.

Climate change also influences the design, construction, safety, operations, and maintenance of transportation infrastructure and systems. Recently, extreme weather events such as Hurricane Irene and Superstorm Sandy have illustrated how vulnerable the region's transportation infrastructure is to violent storms. As global temperatures increase, sea levels rise and weather patterns change, the risk to the region's transportation system will only increase. The stewards of the region's infrastructure will be challenged to consider how these changes may affect the region's roads, airports, rail, transit systems, and ports, as they endeavor to assure the transportation system's resilient connectivity to essential services.

This program area assists the region as our economy transforms to one that over time uses less fossil-fuel based energy while maintaining a high quality of life. This program area also helps the region prepare for inevitable changes in the region's climate, regardless of global reductions in GHG emissions.

Tasks:

Coordination and Facilitation—DVRPC will continue to facilitate coordination and discussion among partner organizations within the region through meetings, information sharing, websites and other means. DVRPC will participate in relevant local, regional, state, and federal efforts related to alternative fuel vehicles, energy-efficiency and conservation, GHG emissions reduction, and resilience to the impacts of climate change on transportation infrastructure and other public goods. 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 reducing energy use, energy costs, and GHG emissions, at the state, local, and sectoral level. DVRPC will also disseminate information on the predicted impacts of climate change on the region's transportation infrastructure and other public goods.

Technical Assistance: Energy Use and GHG Emissions—DVRPC staff will continue to serve as a resource for counties and municipalities in 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 barrier to implementing energy efficiency projects, DVRPC will work with local and regional partners to identify, develop, and implement approaches to address this issue. A key focus of this work will be on energy use and emissions associated with public sector vehicles, street lighting, and traffic signals.

Technical Assistance: Ordinance Assistance and Coordination—DVRPC will continue to assist municipal and county officials in the development and implementation of local ordinances and permitting practices that address the siting and access of renewable energy systems, energy-efficient development, and siting of alternative fuel vehicle infrastructure.

Technical Assistance: Impact Analysis—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 from among the many alternatives to reduce energy use and GHG emissions primarily in the transportation sector. This selection requires rigorous analysis of the reduction impacts, cost-effectiveness, feasibility, energy savings, and other associated benefits and costs associated with the various options.

Technical Assistance: Climate Change Adaptation Planning—DVRPC will continue to 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 of the region's transportation infrastructure and other public goods, 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. This work will be carried out in coordination with DVRPC's Office of Environmental Planning.

Scenarios and Modeling—DVRPC will, in coordination with DVRPC's Office of Long Range Planning, model future regional energy use and GHG emissions scenarios

and 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 planning and policy actions.

Coordination with other DVRPC Activities—GHG emissions and energy use are affected by 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, and improving the resilience of their communities to the impacts of climate change. 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. Trainings and technical assistance.
 5. Analysis and modeling of energy use and GHG emissions reduction options provided via the DVRPC website.
 6. Continued integration of energy use and GHG emissions analysis into DVRPC planning documents.
 7. Contributions to local, regional, state, and national efforts to reduce energy use and greenhouse gas emissions, and to build resilience in preparation 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$240,000 | \$164,027 | \$39,304 | \$36,669 | |
| 2016 | \$240,000 | \$164,027 | \$39,304 | \$36,669 | |
| 2017 | \$240,000 | | | | |
| 2018 | \$240,000 | | | | |

PROJECT: 16-44-050 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-term 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, and amended in July 2014 to account for additional funding from Pennsylvania's Act 89. 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. 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.
3. Collect and analyze demographic, land use, travel, and other data to determine their impact on the future growth and development of the region. Develop future forecasts of population, employment, and other demographic and travel factors.
4. Identify and incorporate sustainable transportation practices into the regional planning process.
5. 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.
6. Update the 'Tracking Progress' set of indicators to gauge the extent to which Long-Range Plan goals are being met.
7. Collect and analyze pertinent indicators to compare Greater Philadelphia to peer regions across the country.
8. Work with the RTC and other regional stakeholders and the public, to develop a process to prioritize major regional investments.
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 on an as-needed basis.
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. Participate with PennDOT on any identified Linking Planning and NEPA initiatives.
11. 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.

12. Continue analyzing alternative funding options for transportation investments. Specific tasks and products may 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.

13. Begin to incorporate performance measure targets into the Long-Range Planning process.

Products:

1. A summary brochure that provides a policy perspective, and specific strategies to create a more sustainable transportation network.
2. Web-based update of the 'Tracking Progress' set of indicators.
3. A prioritization process for major regional transportation investments.
4. 2045 population and employment forecasts; Preliminary 2015 land use files.
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.
8. Updated asset management systems for bridges and pavement.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$510,000 | \$411,417 | \$98,583 | | |
| 2016 | \$510,000 | \$411,417 | \$98,583 | | |
| 2017 | \$510,000 | | | | |
| 2018 | \$510,000 | | | | |

PROJECT: 16-44-060 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 inter-regional 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 (Plan) and the Transportation Improvement Program (TIP) 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 poor 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 after the air quality episode has passed. The program will reinforce elements of several other programs already in place, such as the Mobility Alternatives Program and RideECO. 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 in various air quality forums. The focus is on discussion, coordination and progress on air quality issues

with regional and federal air quality stakeholders. Policies selected to guide the region on transportation-related air quality measures will also be discussed. DVRPC will also work to achieve interstate coordination within the ozone and fine particulate matter (PM 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.
- 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 the travel demand model 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 regular meetings of 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 strategies for 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 Technical Committee, including the maintenance of records, agendas, meeting summaries, and staff presentations. Participate in meetings and workshops, at the request of US EPA, 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.
- Serve on state ICG for project-level conformity hot-spot 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. 10 issues of Alert 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$280,000 | \$225,876 | \$54,124 | | |
| 2016 | \$280,000 | \$225,876 | \$54,124 | | |
| 2017 | \$280,000 | | | | |
| 2018 | \$280,000 | | | | |

PROJECT: 16-44-070 Environmental Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Linn

Project Manager: Alison Hastings, 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, nonmotorized 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, creating new opportunities for non-motorized transportation, and making the region more resilient to the impacts of climate change.

Issues addressed include land use, water quality and quantity, flooding, natural resources, open space and farmland preservation, climate change adaptation, nonmotorized transportation and multiuse trails. 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 LRTP, 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. 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, environmental ordinances, etc. 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.

- **Curbless Streets** — Curbless streets, sometimes called shared space, social space, or woonerf stems from a Dutch concept in which narrow streets with low vehicle volumes are designed without a curb and with high-quality materials such that the street functions like an open area for all users. In a traditional street, the curb separates pedestrian and vehicular space within the right-of-way. Without a curb, pedestrian, bicyclists, motorists and parked cars share space. This sharing of space forces cars to slow down in order to be alert to street conditions. The mixing of low-volume of slow moving cars, in a plaza like setting, makes the space comfortable enough that children play in the street, and pedestrians and cyclists favor those streets.

This project will be a collaborative effort between DVRPC's Bicycle and Pedestrian program and the Environmental Planning program. A description of the project is also included in the Bicycle and Pedestrian Program write-up. Working with PCPC, MOTU and Streets, DVRPC will illustrate the design and function of a curbless street design at two candidate locations within Philadelphia. DVRPC will also identify the role of curbless streets within Philadelphia in meeting various transportation, stormwater management and livability goals. Project deliverables should equip the city with an understanding of the opportunities, constraints, and design elements of curbless streets relative to Philadelphia's context in order to build support for implementation among designers, engineers, neighborhood groups and agency partners.

- **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.

- 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 developing 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 decision makers 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 nonprofit 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. Update environmental planning layers and screening tools for the long-range plan.
7. Solicit open space related planning work to assist local governments.
8. Document peer city curbside street examples (both in the US and Europe) noting key goals of the project as well as project outcomes and lessons learned.

9. Working with PCPC, MOTU and Streets, select (2) locations for conceptual design of a curbless street.
10. Provide concept level site planning documents that illustrate the placement, scale and materials used to provide a high-quality curbless street.
11. Develop trail and greenway plans where local partners and funding exist.
12. Continue technical assistance to municipalities, counties, state agencies, and nonprofits for greenway, open space and trail planning.
13. Support the Circuit Coalition's efforts to implement the Circuit by providing technical assistance on funding, marketing, trail planning, evaluation metrics and project management.
14. Convene a PA and a NJ Open Space Coordinating Committee 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. A final report and PowerPoint presentation detailing the Curbless Streets project.
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, watershed groups, the private sector, and citizens.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$354,000 | \$204,000 | | \$150,000 | |
| 2016 | \$304,000 | \$204,000 | | \$100,000 | |
| 2017 | \$304,000 | | | | |
| 2018 | \$304,000 | | | | |

PROJECT: 16-44-080 Data Exchange and Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Mary Bell

Project Manager: Christopher Pollard, Elizabeth He, James Strangfeld

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, and residential building permit 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. Continue to implement DVRPC's Strategic IT Plan, and update it as necessary.
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, economic, land use, and transportation data as appropriate, including residential building permit data, municipal population estimates, 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$260,000 | \$209,742 | \$50,258 | | |
| 2016 | \$260,000 | \$209,742 | \$50,258 | | |
| 2017 | \$260,000 | | | | |
| 2018 | \$260,000 | | | | |

PROJECT: 16-44-090 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.

The TIP selection process is ultimately based on consensus, but performance-based measures have been incorporated into benefit criteria which will proactively position the region to address MAP-21 requirements and further link to goals of the long-range-plan. Universal criteria are used to evaluate new project proposals of various modes and project types (roadway, transit, bike, pedestrian, freight), and are used in Pennsylvania and New Jersey counties in the DVRPC region. The following factors are considered in determining benefits of project proposals: Facility/Asset Condition, Safety, Reducing Congestion, Investing in Centers, Facility/Asset Use, Economic Competitiveness, Multimodal Bike/Pedestrian considerations, Environmental Justice, and Air Quality/Green Design. Program development occurs through a TIP subcommittee comprised of regional stakeholders who consider schedules and costs of existing projects as well as potential for new projects, all constrained by the level of funding available. All project costs and schedules are updated by DOT project managers or project sponsors 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; evaluate new project proposals using the TIP Benefit Criteria 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$520,000 | \$419,484 | \$100,516 | | |
| 2016 | \$520,000 | \$419,484 | \$100,516 | | |
| 2017 | \$520,000 | | | | |
| 2018 | \$520,000 | | | | |

PROJECT: 16-44-100 Performance Based Planning and Asset Management

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 conditions, 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 (TAM) 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. DVRPC has also addressed project prioritization in its LRP development and in its Congestion Management Process (CMP), and has updated 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 (LRP). 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 Asset Data Collection effort, whereby MPOs will assist PennDOT in establishing an inventory of locally-owned (initially bridges and roadways) assets. This project contains funds to assist in the development of this local transportation asset inventory.

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.

One of the most transformative elements of MAP-21 was the inclusion of a Performance Based Planning approach. This initiative is a strategic approach that uses real data to measure how our systems and infrastructure are performing to make investment decisions that help organizations reach a set of pre-determined targets that guide how their systems and infrastructure should operate.

US DOT is developing new regulations related to performance measures through the Federal Rulemaking process. Through these regulations, state DOT's, MPO's, and transit operators will all be held to some level of performance accountability. Through this Asset Management Program DVRPC will continue to work with our partners to integrate performance measurement into the planning and programming processes.

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 as required to comply with the Performance Based Planning initiatives included in MAP-21 .
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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$220,000 | \$177,474 | \$42,526 | | |
| 2016 | \$220,000 | \$177,474 | \$42,526 | | |
| 2017 | \$220,000 | | | | |
| 2018 | \$220,000 | | | | |

PROJECT: 16-51-010 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 conclude in FY16. At the same time, staff will continue to maintain, refine, and apply the current TIM 2.2 model for various traffic and transit studies and other planning activities.

Data will be collected on travel trends, traffic volumes, transit ridership, and travel times. These data will be used to perform a year 2015 Validation of both the TIM2 and TIM3 travel models. The highway and transit networks used in both TIM2 and TIM3 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.
4. 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.
5. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES air quality model.
6. Analyze bike, pedestrian, transit, and highway projects, as required.
7. Prepare estimates of truck and bus travel, as needed.
8. Prepare growth factors as required to support regional planning and engineering efforts.
9. Prepare trip tables, select-link analysis, and other travel model tabulations, as required.
10. Complete data collection needed for 2015 model validation.
11. Revise zonal demographic and employment forecasts to reflect new 2015 base year data.
12. Incorporate projected freight movement changes given completion of ongoing major highway projects in Pennsylvania and New Jersey including widening of NJ Turnpike and completion of I-95/PA Turnpike interchange, and I-95 re-routing.

Products:

1. Summaries of screenline traffic and transit 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$500,000 | \$403,350 | \$96,650 | | |
| 2016 | \$500,000 | \$403,350 | \$96,650 | | |
| 2017 | \$500,000 | | | | |
| 2018 | \$500,000 | | | | |

PROJECT: 16-52-020 Competitive Program and Project Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Project Manager: Joseph Banks, Katrina Lawrence, Ryan Gallagher, Thomson Kao

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$800,000 | \$50,000 | | | \$750,000 |
| 2016 | \$860,000 | \$50,000 | | | \$810,000 |
| 2017 | \$860,000 | | | | |
| 2018 | \$860,000 | | | | |

*1.PA-TIP,\$480,000- DOT #66460,State Appropriation A-581Funds Match-\$120,000, CMAQ-\$88,000- DOT #66461- State Appropriation A-581Funds Match-\$22,000 2. NJ-STP-STU TIP-DOT#X30A-\$100,000

PROJECT: 16-53-010 Geographic Information Systems

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: William Stevens

Project Manager: Christopher Pollard, 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, including web mapping applications and distribution, 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. Develop and maintain web mapping applications in support of DVRPCs outreach goals.
13. 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 (over 8-foot spans), including georeferencing data.
14. 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 amongst member governments and operating agencies, DOTs, and the public through web technologies.
6. Updated and new web mapping applications.

Beneficiaries:

All client groups.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$380,000 | \$306,546 | \$73,454 | | |
| 2016 | \$380,000 | \$306,546 | \$73,454 | | |
| 2017 | \$380,000 | | | | |
| 2018 | \$380,000 | | | | |



chapter 2b

PROJECT DESCRIPTIONS

JANUARY 2015

DELAWARE VALLEY
50 **dvrpc**
REGIONAL **1965-2015**
PLANNING COMMISSION

PROJECT: 16-10-020 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$10,000 | | | | \$10,000 |
| 2016 | \$10,000 | | | | \$10,000 |
| 2017 | \$10,000 | | | | \$10,000 |
| 2018 | \$10,000 | | | | \$10,000 |

General Fund

PROJECT: 16-21-020 Local Technical Assistance Program (LTAP)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

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 2014, 347 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$30,000 | | | | \$30,000 |
| 2016 | \$30,000 | | | | \$30,000 |
| 2017 | \$30,000 | | | | \$30,000 |
| 2018 | \$30,000 | | | | \$30,000 |

*PA - PL/SPR/Toll

PROJECT: 16-22-010 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 administration and promotion of this employer-offered benefit program.

Description:

RideECO is a commuter benefit program that enables employers to offer 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 132(f). 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, as well as electronic reloading of cards. 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 RideECO abreast of the private sector competition. Note: RideECO has been working with SEPTA to stay compatible with any new payment technology to be introduced.

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 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, especially when dealing with changes in the monthly cap and new legislation.
13. Increase presence in social media outlets; use as a way to disseminate program information as well as general transit news, and to track interest and action.

Sales:

14. 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).
15. Coordinate activities of Employer 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.
16. Track effectiveness of various sales tactics per new companies and/or participants added.

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 * |
|-----------|--------------|----------------------------|----------------------------|-----------------------------------|----------------|
| 2015 | \$600,000 | | | | \$600,000 |
| 2016 | \$600,000 | | | | \$600,000 |
| 2017 | \$600,000 | | | | \$600,000 |
| 2018 | \$600,000 | | | | \$600,000 |

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

PROJECT: 16-22-030 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, mainly during the heaviest commute times.

Description:

The Mobility Alternatives Program (MAP) is an education effort directed to employers located in southeastern Pennsylvania. Partnering with local TMAs and other organizations as contractors who do outreach 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 MAP employer services, but individual commuters who work in southeastern Pennsylvania can also access this internet-based service directly. There is no fee for using SAR. The Emergency Ride Home (ERH) program serves as a "safety net" for those commuters working in southeastern Pennsylvania who commit to an alternate commute at least three days a week. ERH can help eliminate one of the main 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. (Details for all program related to MAP are on the DVRPC website.)

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; approve monthly contractor invoices.
2. Involve county planning partners in MAP work program development and setting

measurable goals.

3. Meet quarterly with contractors and compile quarterly reports on progress, per their submissions.
4. Develop a marketing strategy brief and annual budget.
5. Develop media strategies and schedule, as appropriate and as budget allows.
6. Produce outreach and marketing materials for all contractors to use, as necessary.
7. Maintain websites and databases for use by TMAs and the public.
8. Maintain contract and licenses with software company for SAR; provide training for contractors.
9. Participate in any statewide TDM efforts and hold a place on the PPTA Rideshare Committee.
10. 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. Training on ridematch software and other TDM options, as needed.
6. 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$251,000 | | | | \$251,000 |
| 2016 | \$251,000 | | | | \$251,000 |
| 2017 | \$251,000 | | | | \$251,000 |
| 2018 | \$251,000 | | | | \$251,000 |

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

PROJECT: 16-23-030 Public Participation, Information and Visualization Techniques

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Alison Hastings, Elise Turner

Goals:

To ensure intergovernmental coordination and grassroots support by expanding public information, engagement, 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 and collaboration between DVRPC and the region's policy makers, municipal officials, organizations, and citizens. The DVRPC website will be used to enhance public participation and information availability, as will our social media platforms. An information and engagement program will continue through contact with the public as a means of highlighting the Commission and its work. This office will also ensure that Environmental Justice (EJ) mandates in public participation are met by conducting outreach to traditionally underserved populations in the region, and by enhancing our LEP options. 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 and online participation, social 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 use 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 in traditional (i.e., newspapers) and non-traditional (i.e., blogs) media.
2. Use social media platforms (Facebook, Twitter, LinkedIn, etc.) to promote DVRPC

news, engage partner organizations, and increase awareness of the Commission to the general public.

3. Prepare Annual Report.
4. Collect and distribute press clippings on DVRPC, as well as electronic news updates.
5. Provide staff support and services to the Public Participation Task Force: set agendas; plan and facilitate meetings; manage membership; and provide highlights of meetings.
6. Issue legal notices and advertise public meetings.
7. Coordinate special events and conferences that promote DVRPC's image and message.
8. Support staff in public communications, engagement, and participation in DVRPC programs and projects, including the Long-Range Plan, the TIP, and other studies, plans, and programs.
9. Prepare newsletters and special features on timely issues.
10. Update the DVRPC website to enhance public participation and to highlight various events and publications.
11. Sponsor public listening sessions or other outreach events for citizens in all parts of the region.
12. 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.
13. Maintain and promote activities of the Regional Student Forum.
14. Assist staff with publication issues.
15. Respond to RTK and OPRA requests as needed.
16. Review and evaluate public participation strategies, as necessary, to ensure effectiveness and outreach to a broad audience. Update public participation documents, such as the Public Participation Plan and Planner's Methodology, as needed, to reflect federal mandates.
17. Respond to general comments received via www.dvrpc.org, or by other means of communication, from the general public, member governments, other MPOs, etc.
18. 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. Communications (e-mail blasts, notices, etc.) to promote events and conferences.

Beneficiaries:

Member governments and operators, planning partners, the general public, and the private sector.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$320,000 | \$258,144 | \$61,856 | | |
| 2016 | \$320,000 | \$258,144 | \$61,856 | | |
| 2017 | \$320,000 | | | | |
| 2018 | \$320,000 | | | | |

**PROJECT: 16-41-070 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 management and administration of the Transportation Operations Task Force (TOTF), coordination of multi-agency regional initiatives, maintenance of the Regional ITS Architecture, coordination of training programs for ITS operators and emergency response personnel, establishment of performance measures, and providing 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 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 complete in FY 2014, which provided street closure information related to events such as utility work, block parties, special events, and construction. This not only greatly increased the amount of useable data for RIMIS users, is 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.

In FY 2016, 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 be finalized in FY 2016.

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 success 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 2016, 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 on 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 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, or purchase equipment or services.
3. Continue to organize tri-state regional meetings with DeIDOT, NJDOT, PennDOT and other regional agencies to improve ITS and transportation operations across state lines.
4. Work with agencies to develop Traffic Management Plans (TMP's). 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. Continue to coordinate with NJTPA, NJDOT, and PennDOT

with their regional and statewide ITS Architecture updates.

6. Continue to maintain the region's ITS infrastructure inventory.
7. Finalize the update of DVRPC's 2009 Transportation Operations Master Plan. Perform outreach to state and county agencies for implementation.
8. 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.
9. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Periodic updates may be needed to reflect changes to detour routes and construction activity.
10. Identify a pilot corridor to integrate Pennsylvania color-coded detour signs into the IDRuM application.
11. 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.
12. Continue coordination with I-95 Corridor Coalition programs. These activities may include sharing information about and partnering on ITS-related projects.
13. 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.
14. 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.
15. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

Products:

1. Transportation Operations Task Force meeting agendas, and meeting minutes.
2. Operation and maintenance of RIMIS software.
3. Management of RIMIS software vendor.
4. 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$933,500 | | | | \$933,500 |
| 2016 | \$933,500 | | | | \$933,500 |
| 2017 | \$933,500 | | | | \$933,500 |
| 2018 | \$933,500 | | | | \$933,500 |

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

PROJECT: 16-41-080 Tri-County Transportation Plan Implementation

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson, 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 Pottstown Metropolitan Regional Planning 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).

Through Fiscal Years 2013, 2014 and 2015, DVRPC staff inventoried municipal roads and bridges, and developed a portable and easy to use tool to inventory and track the structural conditions of those assets. Usable in the field or in the office, the "app" linked GIS and database management capabilities, and incorporated improvement treatments, cost-estimating functions, and scheduling features to aid decision making in long-range planning and capital budgeting for the 400-mile long municipal roadway network.

DVRPC staff will proceed with directives from the Pottstown Metropolitan Regional Planning Committee (PMRPC) for Fiscal Year 2016.

Tasks:

1. Coordination and communication: Develop the assigned problem statement with the assistance of the PMRPC. Present and seek direction from the PMRPC and project advisory committee upon completion of major milestones and deliverables.
2. Perform literature research, data collection and analyses for the problem statement.
3. Conduct working meetings with municipal and county planning and public works department staff as necessary to develop the assignment.
4. Prepare reporting documents or other deliverables as needed to summarize the work.
5. Communicate proceedings and products with Berks County Planning Commission staff.

Products:

1. Meeting materials.
2. Technical Memoranda generated in graphic or tabular formats.
3. Summary Report.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$60,000 | \$48,402 | \$11,598 | | |
| 2016 | \$60,000 | \$48,402 | \$11,598 | | |
| 2017 | \$60,000 | | | | |
| 2018 | \$60,000 | | | | |

PROJECT: 16-41-100 Regional Aviation System Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: 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 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.

One of the primary components of this project will continue DVRPC's long-standing non-towered aircraft operations counting program. Working with the Federal Aviation Administration (FAA) and its aviation partners from the 12 county area that make up Delaware Valley Regional Airport System, DVRPC has been conducting non-towered aircraft operations counts since 1986.

The aircraft counting program is largely based on a recurring schedule, with greatest emphasis placed on those airports which are designated National Plan of Integrated Airport Systems (NPIAS) facilities. In special cases, certain airports may be counted out of cycle or they may be added to the cycle. These include airports near locations of changing development, airports which may potentially close, airports for which there is no current counting data, and airports identified by special request from the FAA or State Governments.

Tasks:

1. In cooperation with PennDOT, NJDOT, DeIDOT, MDOT, FAA, airport operators, and others, promote the implementation of 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.
 - a. Working closely with the identified airports, develop a target counting schedule for

each airport by season.

- b. Based on the pre-determined schedule, set up and collect the LDL 820 Sound Level Meter counting equipment at the subject airports throughout the year.
 - c. Download the collected data to the Aircraft Counting System software, review the data for possible errors, and then assemble the data into Airport Activity Reports.
 - d. Use the collected operations data to project estimates of seasonal and annual operations.
 - e. Establish estimates of based aircraft and helicopter activity at each airport.
 - f. Prepare summary figures and tables and a narrative synopsis of annual operations for each airport.
 - g. Compile all relevant materials into a final, bound report.
 - h. Circulate final report to interested parties and present findings to the members of the DVRPC Regional Aviation Committee.
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 report for the following airports:
 - a. Pottstown Municipal (N47), PA
 - b. Heritage Field (PTW), PA
 - c. Doylestown (DYL), PA
 - d. Wings Field (LOM), PA
 - e. Cross Keys (17N), NJ
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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$100,000 | | | | \$100,000 |
| 2016 | \$100,000 | | | | \$100,000 |
| 2017 | \$100,000 | | | | \$100,000 |
| 2018 | \$100,000 | | | | \$100,000 |

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

PROJECT: 16-41-110 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 role unique in the state in bringing together a wide range of public, non-profit, and private organizations with a stake in its transportation systems 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 staffed by DVRPC. The Forum has held steadily well-attended meetings for over 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. Approximately every two years a survey is conducted to better understand how participants feel efforts are going and to refine the future direction of the Forum. The 2014 survey showed long-term commitment by participants with 66% of respondents engaged in this voluntary gathering for four or more years. Respondents largely felt the Forum has been effective and action oriented for the last several years. The full Forum normally meets three times per year with meetings of its Steering Committee and two action teams in between. The Route 1 Regional Growth Strategy (Rt1RGS) Action Team focuses on policy matters and the Transit Action Team on advancing various ways of increasing transit use. The Rt1RGS Action Team developed a Smart Growth Road Show which had been presented for chief elected officials in seven municipalities and one county at the end of 2014. Each municipality went on to adopt a resolution supporting coordinated Smart Growth planning with other Central Jersey municipalities.

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.

Tasks:

1. Implement and track progress on the action plan and continue to improve effectiveness.
2. Arrange and support Forum meetings, Steering Committee meetings, action team meetings, Road Show presentations, and other work sessions.
3. Update interactive web map depicting timing and status of transportation improvement projects (developed in FY '14) with information from FY '15 Planned Project Status Report and develop a new interactive web map of planned and potential land development projects, 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, updated web map, new web map
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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$160,000 | | | | \$160,000 |
| 2016 | \$150,000 | | | | \$150,000 |
| 2017 | \$150,000 | | | | \$150,000 |
| 2018 | \$150,000 | | | | \$150,000 |

*\$150,000 NJ STP/STU/TIP # X30A

PROJECT: 16-41-130 Hard Shoulder Running on I-76, Phase 1

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Keith Hartington

Goals:

Apply the Schuylkill Expressway (I-76) Operational Research Model to measure traffic performance changes associated with adding hard running shoulders from the Valley Forge Toll Plaza of the Pennsylvania Turnpike to the Roosevelt Boulevard (US 1); Update the Montgomery County portion of the I-76 model by integrating modeling exercises prepared since the parent Operational Model was completed.

Description:

In November 2012, PennDOT directed that the modeling tools developed through the Schuylkill Expressway (I-76) Operational Research Model project be made available for local applications. Subsequently, the models have been applied by DVRPC and loaned to consultants, of PennDOT and the Pennsylvania Turnpike Commission, to use in high-priority operational studies.

DVRPC staff successfully applied the tool to judge the effectiveness of improving consecutive eastbound on-ramps through the I-476 and Conshohocken interchanges (in FY'14), and for re-designating travel lanes to and from the Turnpike, through the US 202 Interchange (in FY15). Consultants have used the models to expand microsimulation models prepared for I-95 and I-676; to test hard running shoulders on I-76 between Girard Avenue and the Vine Expressway (I-676), and for evaluating all-electronic toll collection technology at the Pennsylvania Turnpike's Valley Forge interchange.

In mid-FY15, PennDOT awarded an engineering contract to perform "I-76 ITS Enhancements"—a feasibility study for hard shoulder use, variable speed limits, and ramp metering between the Boulevard and the Turnpike. The proposed FY16 Work Program project will serve as the operations analysis component of the consultant's feasibility study by testing all the foregoing Montgomery County improvements.

Traffic operational analyses employing the VISSIM models from the Schuylkill Expressway Operational Research Model project will be conducted during the AM Peak, the Midday, and the PM Peak periods. The AM Peak Hour, Midday Trough Hour, and the PM Peak Hour hours will be evaluated in depth to determine the levels of benefit associated with the proposed improvements.

Performance changes will be enumerated for the current condition, the Year 2035 Long-Range Plan – No-Build condition, and the Year 2035 Long-Range Plan – Build

condition. Performance measures to be contrasted between scenarios will include volumes, average operating speeds / travel times, queue lengths (maximum and average), delay, and density.

Tasks:

1. Continue Steering Committee activities and meetings for reporting and guidance. Include representatives from FHWA, PennDOT, the PA Turnpike Commission, Montgomery County, SEPTA, the City of Philadelphia, involved consultants, and others as necessary.
2. Obtain Traffic.Com traffic counts and Turnpike Toll Plaza count data, and conduct Automatic Traffic Recorder (ATR) counts from east of the Conshohocken Interchange (PA 23) to east of the Roosevelt Boulevard Interchange (US 1).
3. Conduct field views and visits to PennDOT District 6-0 Traffic Operations Control Center in King of Prussia to determine traffic operating conditions.
4. Construct base year model by connecting refined/ expanded networks prepared in preceding modeling exercises (i.e., through the I-476 Interchange, and in the US 202 Interchange), process traffic volumes and input to model, calibrate base year model, perform VISSIM modeling. Collect performance data, and record animations.
5. Perform VISSIM modeling for the Year 2035—No-build scenario. Collect network performance data, and record animations.
6. Construct Year 2035 Build modeled network, by incorporating geometric changes associated with hard shoulder running from the consultant's work; and the consecutive eastbound on ramps through I-476, lane re-designation at US 202, and electronic tolling at the Valley Forge Interchange with the PA Turnpike modeled in prior years.
7. Perform VISSIM modeling for the Year 2035—Build scenario. Collect network performance data, and record animations.
8. Compare and contrast performance measures and animations for current conditions, the No-Build and the Build scenarios.
9. Conduct Congestion Management Process (CMP) screening / identify appropriate strategies to offset induced travel spurred by additional SOV capacity.
10. Participate in other initiatives that may arise for the use of the models.

Products:

1. Process memo summarizing the project's activities and findings.
2. Updated I-76 Operational Research Model—Montgomery County.

Beneficiaries:

PennDOT, Montgomery County, City of Philadelphia, Pennsylvania Turnpike Commission, adjacent municipalities, and the traveling public.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$140,000 | | | | \$140,000 |
| 2017 | \$140,000 | | | | \$140,000 |
| 2018 | | | | | |

*PA TIP - Project ID 104641

PROJECT: 16-41-140 Ivy Ridge Station: Creating a Multi-Modal Hub for Development

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio

Goals:

This project will develop a concept plan for a redesigned and expanded Ivy Ridge Station in Philadelphia, including structured parking, integrated bus, auto, and bike/ped access, and support for station-area or station-integrated development.

Description:

A focus area of the soon-to-be-adopted Philadelphia2035 Lower Northwest District Plan and an item on SEPTA's capital program, Ivy Ridge is a Regional Rail station with great potential. Located on the Manayunk-Norristown Line, a line with fast growing ridership, this station has approximately five acres of adjacent land held by SEPTA. Currently, this land accommodates surface parking for commuters. However, parking demand exceeds supply and there is considerable on-street parking overflow onto Umbria and Parker Avenues. This is acknowledged on the SEPTA Capital Program (years 2020-2026) with a \$27.5 million project to expand parking at Conshohocken Station and other stations along the line.

Recent commuter shed data has shown that demand at Ivy Ridge exceeds all other stations on this line being considered for potential structured parking. Additionally, the Lower Northwest District Plan envisions Ivy Ridge Station being the center of new mixed-use, transit-oriented development in the Roxborough neighborhood. This concept for land-use and zoning changes will take development pressure off nearby established residential areas that are experiencing tear-downs and out-of-scale replacement development, as well as development pressures on greenfield sites. Central to this focus area are multimodal improvements to the station and development of its adjacent land.

This study will be similar to those conducted by DVRPC for Fern Rock and Norristown Transportation Centers, and be focused on the station itself, the broader SEPTA footprint, and access to the station from surrounding areas. The final product of this project will be an intermodal study and concept plan that will address issues of:

- Parking and auto mobility, including a structured parking concept;
- A Complete Streets evaluation and concept plan for Umbria Street with a focus on the intersection of Umbria and Parker Avenue;
- TOD potential, including opportunity for ground floor retail at the garage or the potential for the garage to be wrapped with mixed-use buildings, as well as

barriers/solutions to enabling SEPTA-led TOD efforts;

- A new, ADA-compliant Ivy Ridge Station supported by new or rerouted bus service, a bus layover/loop on-site, bus driver facilities, and elimination of the nearby "Container Loop"; and
- A comprehensive assessment of bicycle and pedestrian station access, including incorporation of the Ivy Ridge Trail.

Tasks:

1. Form a project steering committee comprised of DVRPC, Philadelphia (City Planning Commission, MOTU, Streets Department, Water Department), SEPTA, and other stakeholders as appropriate.
2. Gather and inventory data on baseline conditions in the corridor, including recent and current transit ridership, parking demand, prior planning efforts, land use and transportation impacts from recent and proposed development, including new residential development on the south side of SEPTA's right of way, and land use/zoning. Supplement with field data collection on current passenger movements as necessary.
3. Prepare an existing conditions summary for the station and its surroundings, including a preliminary assessment of needs and opportunities.
4. Convene a design workshop among the steering committee and other invitees to develop concepts for addressing identified needs with a redesigned station and parking facility, improved access, and station-area development concepts as appropriate.
5. Based on workshop results, develop concept plan(s) for the station and station-area access that would support (and be supported by) station-area development.
6. Develop a program of improvements that can be made over time as funding is available, bundling mutually supportive project elements.
7. Prepare a final report summarizing the results of the analysis.

Products:

A report detailing the results of the analysis.

Beneficiaries:

SEPTA, City of Philadelphia, Roxborough Neighborhood, park-and-ride customers from surrounding areas.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$100,000 | | | \$20,000 | \$80,000 |
| 2017 | | | | | |
| 2018 | | | | | |

*\$80,000 PennDOT Supplemental Land Use Funds, Funding from the Regional Transit Planning Program (16-41-040) will supplement this work as needed.

PROJECT: 16-43-020/25 HPMS and Functional Classification System (PA & NJ)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Henry, Jonathan Ferullo

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$200,000 | \$200,000 | | | |
| 2016 | \$200,000 | \$200,000 | | | |
| 2017 | \$200,000 | \$200,000 | | | |
| 2018 | \$200,000 | \$200,000 | | | |

PROJECT: 16-43-030 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) video or 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) video or 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$250,000 | | | | \$250,000 |
| 2016 | \$250,000 | | | | \$250,000 |
| 2017 | \$250,000 | | | | \$250,000 |
| 2018 | \$250,000 | | | | \$250,000 |

*PA State Appropriation 87 Funds

PROJECT: 16-44-140 Darby Transportation Center TOD Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Karin Morris

Goals:

To analyze the potential for TOD and TRID surrounding the Darby Transportation Center in Darby Borough, Delaware County, PA.

This project supports PennDOT's Planning Priorities of "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."

Description:

The Darby Transportation Center, located on Main Street between 9th and 10th Streets in Darby Borough, serves two SEPTA Subway-Surface trolley lines (11, 13) which travel between the terminal and Center City Philadelphia, and three SEPTA Suburban Division bus lines (113, 114, 115) that connect passengers to locations farther out in Delaware County and beyond. The bus terminal was recently renovated using federal stimulus funds. The \$2.1 million renovation improved the passenger waiting experience (through an enclosed and heated waiting area, lighting, signage, landscaping) and created a dedicated one way bus transitway connecting Main Street and MacDade Boulevard. Approximately 5,000 riders use the center daily.

This study would analyze data on transit center usage, area demographics, land use and retail mix, vacant and underutilized land and buildings, zoning, and the real estate market, to determine how transit-oriented development (TOD) can be encouraged near the Center. Development opportunities would be identified and assessed for their feasibility. Value capture mechanisms like TRID (Transit Revitalization Investment Districts) will be discussed, as a potential means to finance station area or nearby downtown improvements. This study however is not a full-fledged TRID Plan, which if pursued at a later date would require community support, transit agency support, community involvement and a detailed financial plan leading up to district formation. Rather this study will focus on TOD and its

feasibility and methods to achieve it.

Tasks:

1. Form a study advisory committee to guide the work, made up of municipal, county, transit, and highway representatives.
2. Gather and analyze data listed in project description, to determine TOD development opportunities and recommendations to encourage TOD in the station area, including downtown Darby.
3. Perform SWOT analysis with advisory committee.
4. Prepare recommendations on the potential for TOD.

Products:

1. Meetings of the Study Advisory Committee.
2. Data analysis.
3. Draft and final reports.

Beneficiaries:

Delaware County, SEPTA, PennDOT

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$70,000 | | | \$14,000 | \$56,000 |
| 2017 | | | | | |
| 2018 | | | | | |

*\$56,000 PennDOT Supplemental Land Use Funding

PROJECT: 16-44-150 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$125,000 | | | | \$125,000 |
| 2016 | \$125,000 | | | | \$125,000 |
| 2017 | \$125,000 | | | | \$125,000 |
| 2018 | \$125,000 | | | | \$125,000 |

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

PROJECT: 16-44-160 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 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, 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$50,000 | | | | \$50,000 |
| 2016 | \$50,000 | | | | \$50,000 |
| 2017 | \$50,000 | | | | \$50,000 |
| 2018 | \$50,000 | | | | \$50,000 |

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

PROJECT: 16-44-180 Pennsylvania Coastal Zone Management Implementation Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn

Goals:

Assist the Pennsylvania CZM program as it works to protect and preserve tidal and freshwater wetlands, provide and maximize public access to coastal waters, preserve and restore historic sites and structures, minimize coastal hazard areas, manage fisheries, encourage public involvement in the management of coastal resources, 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.

As part of the FY16 program, DVRPC staff will coordinate a summit on green stormwater infrastructure in PA suburban communities. The summit will have sessions related to best practices around the region in retrofitting existing stormwater infrastructure and flood mitigation structures, and in new land development standards. Other sessions will be related to funding options, legislative/policy updates, watershed planning (Act 167) ordinances, and building partnerships with adjacent municipalities. Suburban communities in the region have relied heavily on new development standards to implement best practices, but retrofitting aging infrastructure is harder to address. This forum would help municipalities learn from leaders and their peers the full range of options and implementation strategies pertaining to suburban stormwater management.

DVRPC will partner with the Coastal Resources Management Program to assist member governments, federal and state agencies, and academic institutions in understanding and preparing for the expected impacts of climate change in the coastal zone. 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.

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. Organize and host up to six meetings of the Urban Waterfront Action Group.
7. Provide technical and administrative services on permitting to the Urban Waterfront Action Group.
8. Assist the CZM Program with tasks related to Section 6217 (Coastal Nonpoint Pollution Program).
9. Organize and convene a PA suburban green stormwater infrastructure summit.
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.
6. Meeting materials for and a summary of the PA Suburban Green Stormwater Infrastructure Summit.

Beneficiaries:

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

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$50,000 | | | | \$50,000 |
| 2016 | \$100,000 | | | \$50,000 | \$50,000 |
| 2017 | \$100,000 | | | | \$50,000 |
| 2018 | \$100,000 | | | | \$50,000 |

\$50,000 PA DEP

PROJECT: 16-44-190 The Delaware Valley Regional Food System Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Amy Verbofsky

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; e) support farmland preservation and the next generation of farmers; and f) undertake a project in partnership with Montgomery County Planning Commission and Farm Board to link producers, consumers and large purchasers and expand support for farmland preservation.

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.
8. Identify best practices in government-led local foods promotion initiatives and work with Montgomery County Planning Commission to develop similar initiatives.

Products:

1. Two to four Stakeholder Committee meetings.
2. Review FY2011 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. Publish a white paper or guide on government-led local foods promotion initiatives and connections to farmland preservation and viability based on work in Montgomery County.
7. 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$100,000 | \$80,670 | \$19,330 | | |
| 2016 | \$100,000 | \$80,670 | \$19,330 | | |
| 2017 | \$100,000 | | | | |
| 2018 | \$100,000 | | | | |

PROJECT: 16-44-200 PA/NJ Local Planning Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: 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.
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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$200,000 | | | \$100,000 | \$100,000 |
| 2016 | \$200,000 | | | \$13,600 | \$186,400 |
| 2017 | \$200,000 | | | | |
| 2018 | \$200,000 | | | | |

*\$186,400 PA/NJ Local Governments

PROJECT: 16-51-020 Update DVRPC Travel Simulation Model

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Fang Yuan, 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 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. Data collection for this survey was completed in FY2014, and processing and analysis was done in FY2015.

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 is continuing the development of its AB model. In 2014, the major tasks of transferring and estimating the activity-based model were completed. During

FY2015, the model's calibration and validation were undertaken. In FY2016, ties will be made to other software tools and processes used by DVRPC, including EPA's MOVES air quality model, FTA's user benefits model (STOPS), VISSIM microsimulation, and others as required. Also in FY2016, DVRPC will conduct two "back-casting" exercises to test the model's ability to replicate observed changes that resulted from recent major highway and transit projects. It is anticipated that the selected projects will be the opening of NJ Transit's RIVERLine and the US 202 section 700 Parkway in Montgomery and Bucks counties.

Also in FY2015, DVRPC initiated an update of its cordon line survey, and the development of new freight, bicycle, and special generator models for the Philadelphia International Airport and Sports Complex. Each of these activities require two years to complete, and will conclude in FY2016.

The cordon survey determines 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.

In FY2015, DVRPC collected the necessary data to develop and implement a freight forecasting framework for the Delaware Valley Region that will integrate with DVRPC's Activity Based Travel Demand Model. 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 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.

The models developed under this program will ensure that DVRPC continues to meet and exceed the state and federal requirements and also has the necessary tools to evaluate the projects, policies, and programs that are of interest to the

Commission's member governments.

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. Conduct back-casting exercises for one highway and one transit project.
3. Prepare TIM3.0 model documentation and User's Guide.
4. Create tie-ins between TIM3.0 and MOVES air quality, FTA User Benefits, VISSIM microsimulation, and land use and economic development models as needed.
5. Complete update of Cordon Line Survey.
6. Complete development of new bicycle assignment model.
7. Complete development of new Freight Model.
8. Complete development of special generator models for Philadelphia International airport and Sports Complex.

Products:

1. Validated Activity Based Travel Demand Model.
2. TIM3.0 Validation Report.
3. TIM3.0 User's Guide.
4. Back-casting results Memo.
5. Cordon Line Survey Memo.

Beneficiaries:

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

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$640,000 | | | | \$640,000 |
| 2016 | \$640,000 | | | | \$640,000 |
| 2017 | \$640,000 | | | | \$640,000 |
| 2018 | \$640,000 | | | | \$640,000 |

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

PROJECT: 16-51-130 Fast Turnaround Traffic Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson, Matthew Gates

Goals:

To provide quick response traffic analysis and planning services to the City of Philadelphia on an as needed basis to address traffic safety, mobility, access, or congestion issues within a localized area.

Description:

During the course of a year, City agencies find the need for assistance with traffic modeling or traffic analysis studies. The exact analysis needs are not always known in advance but would typically involve the use of existing (or easily developed) VISSIM or VISUM models or specific analysis using HCM or SYNCHRO based models where the City does not currently have capacity. The projects would be expected to last around 4-6 weeks from start to finish. This work would require that very little if any effort be spent on presentation and might involve simply the exchange of electronic data files to support further analysis or design work on the City's end.

Examples of projects might include:

- Use of the Center City or Schuylkill Expressway Models to evaluate the traffic impacts of Street or ramp closures or other capacity constraints.
- Multimodal evaluation of capacity impacts due to bike lanes, transit stops, pedestrian accommodations, and other focused street design measures.
- Order of magnitude forecasts of travel demand for subareas and corridors for predefined land use and network scenarios.

Tasks:

1. Assemble an advisory committee which includes staff from DVRPC, the City of Philadelphia Streets Department, and the Mayor's Office of Transportation and Utilities.
2. Clearly define the study area and the problem to be addressed.
3. Collect traffic data and perform field views.
4. Conduct Macro- or Micro-simulation modeling to quantify existing and future scenarios.
5. Develop conceptual improvements.

Products:

1. Periodic process memos as required documenting the study process, findings, and recommendations.

Beneficiaries:

The City of Philadelphia, SEPTA, local residents, and businesses.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|----------------------------|----------------------------|-----------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$50,000 | | | | \$50,000 |
| 2017 | | | | | |
| 2018 | | | | | |

*Funding from the City of Philadelphia

PROJECT: 16-51-140 Demographic/Market Analysis -Zoo Regional Rail Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Gregory Krykewycz, Matthew Gates

Goals:

To determine the ridership potential for the proposed Philadelphia Zoo Regional Rail station and associated transit-oriented development in the adjacent communities of East Parkside, Mantua, and Powelton Village.

Description:

In 1994, 1995, and 2013 the Philadelphia Zoo commissioned three studies to determine the feasibility of building a new Regional Rail station near the zoo. Those studies determined that a station is both physically and economically feasible either near 34th Street and Mantua Avenue or near the Girard Avenue Bridge, just north of the zoo. Additional data collection and analysis is needed to determine boardings and alightings at the station, mode split of zoo visitors and employees, and ridership from the adjacent neighborhoods who currently have limited access to mass transportation options and the suburban employment centers they serve.

DVRPC work will include employment and visitor data collection and ridership modeling under a variety of conditions and assumptions. A “special generator” model of zoo visitors will be created and incorporated into DVPRC’s regional travel demand model, TIM2.2. The special generator model will account for the highly seasonal nature of zoo visitation, including school trips.

The transit-oriented development potential of the station will also be evaluated and a number of land-use scenarios will be modeled. Development interest in the neighborhoods surrounding the site area is high, as evidenced by the large number of neighborhood and precinct master plans published in the past 10 years. Particularly, Mantua will be directly affected by improvement plans in Fairmount Park, the 30th Street Rail Yards, and Drexel University, including its Dornsife Center for Neighborhood Partnerships at 35th and Spring Garden streets. Additionally, the proposed station is located in one of five “Promise Zones” in the country. The Promise Zone program leverages tax credits and expedites applications for federal programs.

Tasks:

1. Coordinate with the Zoological Society of Philadelphia, SEPTA, AMTRAK, and the City of Philadelphia; attend meetings and share data as needed.
2. Gather available ridership data for current bus, trolley, PHLASH, and Regional

- Rail lines, highway traffic volumes, zoo visitation by season and day of week, membership data and retail sales by zip code. Collect additional data as needed.
3. Create special generator model for zoo visitors; incorporate into regional travel demand model.
 4. Focus regional travel model on study area; divide traffic analysis zones as needed.
 5. Calibrate focused travel model to existing conditions.
 6. Gather and inventory prior station-area development and access planning materials, including work by Campbell Thomas & Co, Locus Partners, the Philadelphia City Planning Commission, and others as appropriate.
 7. Synthesize the planning recommendations from Task 6, updating as necessary, and use them to develop up to 3 station-area development scenarios (with resulting build-out numbers) for use in preparing ridership forecasts.
 8. Prepare future year transit networks, timetables, and development assumptions for up to five scenarios.
 9. Run focused travel model, process outputs, and prepare ridership estimates, including zoo station boardings and alightings.
 10. Prepare report documenting study methodology, assumptions, and results

Products:

1. Zoo Station Special Generator model.
2. Zoo Station boardings and alightings under up to five alternative scenarios.
3. Report documenting the study and its results.

Beneficiaries:

Philadelphia Zoo; SEPTA; AMTRAK; City of Philadelphia; and Mantua, East Parkside, and Powelton Village neighborhoods.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$80,000 | | | \$16,000 | \$64,000 |
| 2017 | | | | | |
| 2018 | | | | | |

*\$64,000 PennnDOT Supplemental Land Use Funds, Funding from the Regional Transit Planning Program (16-41-040) will supplement this work as needed.

PROJECT: 16-53-020 Regional Transportation GIS Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Pollard, 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 benefits all member governments and agencies by providing support to DVRPC to develop and coordinate transportation data development and data sharing and includes the continued growth of DVRPC's transportation GIS system, including the update and maintenance of it'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. Coordinate regional database development with project participants, including PennDOT and NJDOT.
2. Provide technical assistance to member governments, as requested, to identify and address IT, GIS, and data issues and opportunities.
3. Facilitate meetings with project participants to discuss transportation-related issues and developments as needed.
4. Acquire additional hardware, software, and training, as appropriate.
5. Ensure that geospatial data developed by NJDOT, PennDOT, and member governments and integrated into DVRPCs regional database can be shared amongst project participants.
6. Maintain a transportation data clearinghouse for project participants.
7. Develop and maintain web mapping applications in support of DVRPCs outreach goals.
8. Provide technical assistance to PennDOT to collect local road and bridge asset data.

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.
4. Continued development of efficient data sharing platform.

Beneficiaries:

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

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$400,000 | | | | \$400,000 |
| 2016 | \$400,000 | | | | \$400,000 |
| 2017 | \$400,000 | | | | \$400,000 |
| 2018 | \$400,000 | | | | \$400,000 |

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

PROJECT: 16-53-040 Local Asset Data Collection - Chester County

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: William Stevens

Goals:

To improve transportation planning and asset management strategies through the identification and collection of missing critical data on all locally-owned roads and bridges over eight (8) feet in length in Chester County.

Description:

PennDOT initiated a Local Road and Bridge data collection project to collect important data on municipal and county roadways. Working with the state's MPOs and RPOs, PennDOT's goal is to gather comprehensive information on the Commonwealth's extensive network of local roads and bridges missing from the current inventory. The supporting data that is collected will be stored in a database available to PennDOT's planning partners and counties for use in planning, programming, and other business needs.

PennDOT currently does not have complete data on "non-liquid fuel" local roadways and bridges. Non-Liquid Fuel local roads are owned and maintained by municipalities and are not funded by the liquid fuels tax. This project will assist DVRPC's effort, currently underway in Bucks and Montgomery counties, by collecting data in Chester County, PA. Using existing data from PennDOT and Chester County, DVRPC estimates there to be 1,596 bridges and 9,682 road segments that will need to be field verified. The project does not include private roads, or bridges on private roads, such as cemetery drives, private driveways, or roads used on private property such as mobile home, apartment or commercial complexes.

DVRPC will prepare a detailed Scope of Services and issue a Request for Proposals. A qualified vendor will be selected to perform the data collection according to established methodology developed by PennDOT. DVRPC will ensure the selected vendor receives adequate training in the use of the tablet and software provided, along with all necessary documentation from PennDOT and/or DVRPC. Prior to data collection, DVRPC will send a letter to each municipality that explains the purpose of the project. DVRPC will continuously monitor progress and perform quality checks on all collected data utilizing PennDOT's web-based mapping application.

Tasks:

1. Request a Distance Measuring Instrument (DMI) from DVRPC, if necessary, to be installed in collection vehicle.
2. Receive field maps, prepared by DVRPC, that indicate the locations of potential features to be collected, along with all other necessary documentation.
3. Receive training from PennDOT and/or DVRPC in the use of data collection program and device.
4. Provide DVRPC a schedule of anticipated data collection for each municipality one month in advance of collection.
5. Using a two person team, identify and compile field data for locally-owned roads and bridges according to procedures defined in the Local Roads and Bridges Data Collection Reference Manual prepared by PennDOT.
6. Upload collected data to PennDOT's database weekly, at a minimum.
7. Return field maps to DVRPC as they are completed.

Products:

1. Updated PennDOT non-liquid fuel roads database with required attribution.
2. Updated PennDOT bridge database with required attribution.

Beneficiaries:

PennDOT, Chester County, DVRPC.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$100,000 | | | | \$100,000 |
| 2017 | | | | | |
| 2018 | | | | | |

*PA TIP - Project ID 104644

PROJECT: 16-56-700 Member Government Special Projects

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Ward

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.

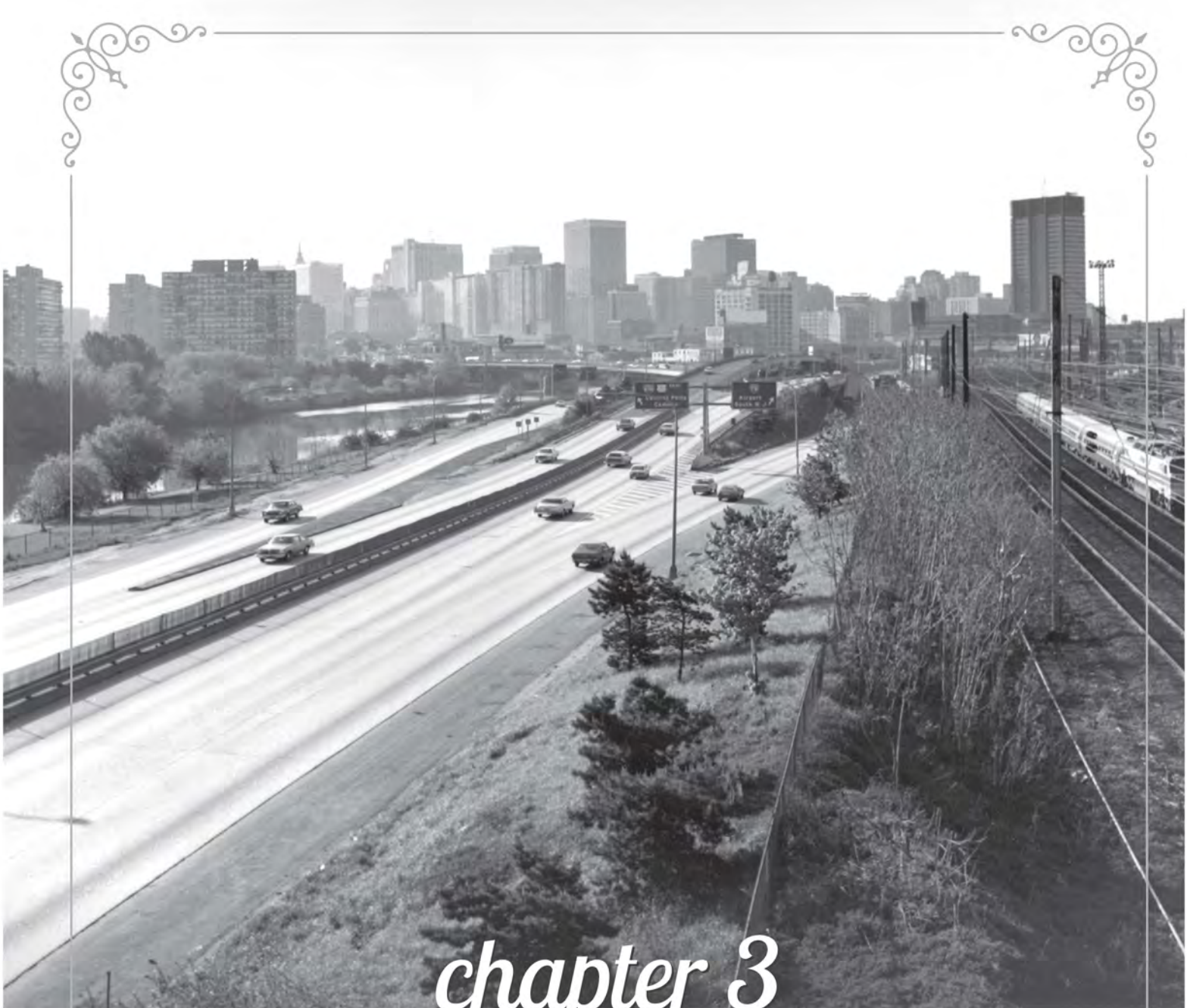
Beneficiaries:

Member governments and other agencies.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$811,871 | | | | \$811,871 |
| 2016 | \$1,201,273 | | | | \$1,201,273 |
| 2017 | \$1,201,273 | | | | \$1,201,273 |
| 2018 | \$1,201,273 | | | | \$1,201,273 |

* Projects to be defined



chapter 3

SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM (SRHPP)

JANUARY 2015

DELAWARE VALLEY
50 **dvrpc**
REGIONAL **1965-2015**
PLANNING COMMISSION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2016 PLANNING WORK PROGRAM

CHAPTER THREE

SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM

TABLE OF CONTENTS

**FY 2016 PENNSYLVANIA REGIONAL SUPPORTIVE
HIGHWAY PLANNING PROGRAM..... 215**

PROJECT 16-60-010: Bucks County: Supportive Regional Highway Planning
Program.....217

PROJECT 16-60-020: Chester County: Supportive Regional Highway Planning
Program.....221

PROJECT 16-60-030: Delaware County: Supportive Regional Highway Planning
Program.....223

PROJECT 16-60-040: Montgomery County: Supportive Regional Highway
Planning Program.....225

PROJECT 16-60-050: Philadelphia: Supportive Regional Highway Planning
Program.....227

**FY 2016 NEW JERSEY REGIONAL SUPPORTIVE
HIGHWAY PLANNING PROGRAM..... 231**

PROJECT 16-61-010: Burlington County: Supportive Regional Highway
Planning Program.....233

PROJECT 16-61-020: Camden County: Supportive Regional Highway Planning
Program..... 237

PROJECT 16-61-030: Gloucester County: Supportive Regional Highway
Planning Program.....239

| | | |
|--------------------|---|-----|
| PROJECT 16-61-040: | Mercer County: Supportive Regional Highway Planning Program..... | 243 |
| PROJECT 16-61-060: | City of Camden : Supportive Regional Highway Planning Program | 247 |
| PROJECT 16-61-070: | Camden County Traffic Counting Program | 249 |
| PROJECT 16-61-080: | Gloucester County Traffic Counting Program..... | 251 |
| PROJECT 16-61-090: | Mercer County Traffic Counting Program | 253 |
| PROJECT 16-61-100: | Burlington County: Highway Master Plan Update-Phase 1 | 255 |
| PROJECT 16-61-110: | Camden County: Traffic Signal Optimization Study | 259 |

**Delaware Valley Regional Planning Commission
FY 2016 PENNSYLVANIA SUPPORTIVE REGIONAL
HIGHWAY PLANNING PROGRAM**

| Core Projects | | | | | |
|-----------------------|---|--------------------------------------|-----------------------|------------------|------------------|
| Project Number | Agency | Project | FY 2016 Budget | | |
| | | | Cash | Match | Total |
| 16-60-010 | Bucks County | Supportive Regional Highway Planning | \$84,000 | \$21,000 | \$105,000 |
| 16-60-020 | Chester County | Supportive Regional Highway Planning | 121,600 | 30,400 | 152,000 |
| 16-60-030 | Delaware County | Supportive Regional Highway Planning | 60,800 | 15,200 | 76,000 |
| 16-60-040 | Montgomery County | Supportive Regional Highway Planning | 126,400 | 31,600 | 158,000 |
| 16-60-050 | City of Philadelphia Streets Department | Supportive Regional Highway Planning | 235,200 | 58,800 | 294,000 |
| Program Total | | | \$628,000 | \$157,000 | \$785,000 |
| | | | | | |

PROJECT: 16-60-010 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 2017 Work Program.

Beneficiaries:

States, counties, municipalities, and private sector.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$105,000 | \$105,000 | | | |
| 2016 | \$105,000 | \$105,000 | | | |
| 2017 | \$105,000 | \$105,000 | | | |
| 2018 | \$105,000 | \$105,000 | | | |

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

PROJECT: 16-60-020 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 DVRPC 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$152,000 | \$152,000 | | | |
| 2016 | \$152,000 | \$152,000 | | | |
| 2017 | \$152,000 | \$152,000 | | | |
| 2018 | \$152,000 | \$152,000 | | | |

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

PROJECT: 16-60-030 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$76,000 | \$76,000 | | | |
| 2016 | \$76,000 | \$76,000 | | | |
| 2017 | \$76,000 | \$76,000 | | | |
| 2018 | \$76,000 | \$76,000 | | | |

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

PROJECT: 16-60-040 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$158,000 | \$158,000 | | | |
| 2016 | \$158,000 | \$158,000 | | | |
| 2017 | \$158,000 | \$158,000 | | | |
| 2018 | \$158,000 | \$158,000 | | | |

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

PROJECT: 16-60-050 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$294,000 | \$294,000 | | | |
| 2016 | \$294,000 | \$294,000 | | | |
| 2017 | \$294,000 | \$294,000 | | | |
| 2018 | \$294,000 | \$294,000 | | | |

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

**Delaware Valley Regional Planning Commission
FY 2016 NEW JERSEY SUPPORTIVE REGIONAL
HIGHWAY PLANNING PROGRAM**

| Core Projects | | | | | |
|------------------------|----------------------------|--------------------------------------|-----------------------|-----------------|------------------|
| Project Number | Agency | Project | FY 2016 Budget | | |
| | | | Cash | Match | Total |
| 16-61-010 | Burlington County | Supportive Regional Highway Planning | \$39,755 | \$9,939 | \$49,694 |
| 16-61-020 | Camden County | Supportive Regional Highway Planning | 44,015 | 11,004 | 55,019 |
| 16-61-030 | Gloucester County | Supportive Regional Highway Planning | 39,100 | 9,775 | 48,875 |
| 16-61-040 | 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 2016 Budget | | |
| | | | Cash | Match | Total |
| 16-61-060 I. | Camden City | Core SRHPP Work Program | \$24,000 | \$6,000 | \$30,000 |
| 16-61-070 II. | Camden County /DVRPC | Traffic Counting Program | 36,000 | 9,000 | 45,000 |
| 16-61-080 III. | Gloucester County/DVRPC | Traffic Counting Program | 36,000 | 9,000 | 45,000 |
| 16-61-090 IV. | Mercer County County/DVRPC | Traffic Counting Program | 36,000 | 9,000 | 45,000 |
| 16-61-100 V. | Burlington County | Highway Master Plan Update Phase 1 | 60,000 | 15,000 | 75,000 |
| 16-61-110 VI. | Camden County | Traffic Signal Optimization Study | 36,000 | 9,000 | 45,000 |
| 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 the Camden County 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 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 the Mercer County core agreement and will be noted on the project write-up and reflected in the contract.
- V. Project work will be performed by DVRPC staff. Match will be added to the Burlington County core agreement and will be noted on the project write-up and reflected in the contract.
- VI. Project work will be performed by DVRPC staff. Match will be added to the Camden County core agreement and will be noted on the project write-up and reflected in the contract.

PROJECT: 16-61-010 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 2017 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 2017 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$49,694 | | | | \$49,694 |
| 2016 | \$64,694 | | | | \$64,694 |
| 2017 | \$49,694 | | | | \$49,694 |
| 2018 | \$49,694 | | | | \$49,694 |

*STP-STU, \$39,755 Cash - \$24,939 Match (\$9,939 for 16-61-010, \$15,000 for 16-61-100)

PROJECT: 16-61-020 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 2016 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 2016.
3. FY 2017 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$55,019 | | | | \$55,019 |
| 2016 | \$74,019 | | | | \$74,019 |
| 2017 | \$55,019 | | | | \$55,019 |
| 2018 | \$55,019 | | | | \$55,019 |

*STP-STU , \$44,015 Cash- \$29,004 Match (\$11,004 for 16-61-020, \$9,000 for 16-61-070, \$9,000 for 16-61-110

PROJECT: 16-61-030 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 2017.
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 2016.
4. FY 2017 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$59,625 | | | | \$59,625 |
| 2016 | \$57,875 | | | | \$57,875 |
| 2017 | \$48,875 | | | | \$48,875 |
| 2018 | \$48,875 | | | | \$48,875 |

*STP-STU, \$39,100 Cash- \$18,775 Match (\$9775 for 16-61-030, \$9,000 for 16-61-080)

PROJECT: 16-61-040 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 2017 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 2016 activities and accomplishments.
4. A work program for the FY 2017 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$53,412 | | | | \$53,412 |
| 2016 | \$42,662 | | | | \$42,662 |
| 2017 | \$42,662 | | | | \$42,662 |
| 2018 | \$42,662 | | | | \$42,662 |

*STP-STU, \$34,130 Cash - \$17,532 Match (\$8,532 for 16-61-040, \$9,000 for 16-61-090)

PROJECT: 16-61-060 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$52,500 | | | | \$52,500 |
| 2016 | \$30,000 | | | | \$30,000 |
| 2017 | \$30,000 | | | | \$30,000 |
| 2018 | \$30,000 | | | | \$30,000 |

STP-STU, \$24,000 Cash - \$6,000 Match

PROJECT: 16-61-070 Camden 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:

Camden County has requested that DVRPC perform a traffic counting program. 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 Camden County 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 County for their use.

Products:

Detailed printouts showing hourly counts, turning movements, and annual average daily traffic at the locations selected.

Beneficiaries:

Camden County, Camden City, NJ DOT, residents, and businesses.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$0 | | | | \$0 |
| 2016 | \$36,000 | | | | \$36,000 |
| 2017 | \$36,000 | | | | \$36,000 |
| 2018 | \$36,000 | | | | \$36,000 |

*STP-STU

PROJECT: 16-61-080 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$43,000 | | | | \$43,000 |
| 2016 | \$36,000 | | | | \$36,000 |
| 2017 | \$36,000 | | | | \$36,000 |
| 2018 | \$36,000 | | | | \$36,000 |

*STP-STU

PROJECT: 16-61-090 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$43,000 | | | | \$43,000 |
| 2016 | \$36,000 | | | | \$36,000 |
| 2017 | \$36,000 | | | | \$36,000 |
| 2018 | \$36,000 | | | | \$36,000 |

*STP-STU

PROJECT: 16-61-100 Burlington County Highway Master Plan Update - Phase 1

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Jerry Coyne

Goals:

Update the county's 1989 Highway Master Plan to include a vision and implementation framework for the county highway network that will sustainably complement long-term county growth patterns.

Description:

Burlington County is a vanguard in the region for planning and implementing a county-wide interconnected and coordinated traffic signal system to regulate traffic flow along its county route system. The system provides flexibility, on a routine basis, for monitoring and accommodating recurring rush hour traffic and random traffic diversions due to incidents. Other important services rendered by its road system include accessing multiple interchanges with the New Jersey Turnpike, carrying NJTransit bus routes, and serving 11 NJTransit River LINE stations.

Burlington County's population will grow by 46,000 residents by the Year 2040. An almost equal amount of new residents will call Mercer County and Camden County home by the same year—compounding the local perspective. The proposed three-year-long project will examine the continued ability of the county's existing transportation infrastructure to serve regional and planned growth safely and efficiently. Where it cannot, physical expansion of the highway and bridge infrastructure, extension of signal system, and community and land use planning strategies will be systematically identified and holistically tested to define the investments required to meet the future. Staff will perform the technical work using the regional travel demand forecasting model (VISUM) and the Congestion Management Process (CMP) evaluation methodology.

Phase I will include a literature search to gain an understanding of the county's overall transportation system and land use situation; and to document current projects, programs, plans, and proposals that have already been advanced to address the transportation needs. Data collection and transportation modeling assessment of current land use conditions and transportation system characteristics (supply, demand and performance data) will be undertaken to measure the current situation, to identify deficiencies, and to serve as a baseline for future travel demand modeling. In this last matter, the county requested that special attention be paid to:

- Agricultural equipment safety in farmland preservation areas,
- Hospitality and visitor orientation around NJ Turnpike Interchanges 4, 5 and 7,

- Joint Base Area mobility & security,
- Logistics / freight movement around NJ Turnpike Interchanges 6A and 7 and US Route 130, and
- Mass transit route connections along US Route 130 and the NJTransit River Line.

Phase II will include modeling and assessment of the Region's Year 2040 Long-Range Plan (LRP) to judge its transportation components for adequacy in serving growth and travel along the county's highway network. Performance results will be evaluated versus the current situation, and for additional improvement recommendations. Final modeling will be performed for all county-endorsed recommendations as the basis for the Highway Master Plan's final recommendations.

Phase III will supply the Master Plan report. The report will address:

- Highway functional classification system,
- Federal Aid urban/rural area delineations,
- Emergency evacuation routes,
- County right-of-way (ROW) widths,
- Typical ROW cross-sections,
- County highway and intersection improvement locations (no concept designs),
- County bridge improvement locations (no concept designs),
- County highway additions and reversions locations (no concept designs), and
- Bicycle facilities, based on the 2015 Bicycle Master Plan.

The Plan will identify final recommended physical and operational improvements for the county highway infrastructure. Cost estimates, implementation guidance, equitable partners, and environmental screening for the recommendations will be supplied. This project funds Phase I, to take place in FY16. Future funding is anticipated but contingent upon availability.

Tasks:

Phase I:

1. Establish a Study Steering Committee, and conduct regular meetings for reporting and guidance (FY16).
2. Conduct background research and data collection (FY16).
3. Prepare and conduct DVRPC's regional travel demand forecasting model for current base year transportation conditions in the county (FY16).
4. Assess current conditions; identify deficiencies, and identify transportation projects and land use and community planning strategies to address deficiencies in accordance with the methodology of the region's mandated CMP. Proffer recommendations for county endorsement (FY16).

Phase II:

1. Prepare and conduct the Year 2040 Long-Range Plan (LRP) scenario travel demand forecasting model, reflecting the land use assumptions and transportation recommendations of CONNECTIONS 2040, DVRPC's endorsed Long-Range Plan for Greater Philadelphia (FY'17).
2. Assess Year 2040 LRP conditions, identify deficiencies, and proffer recommendations for county endorsement (FY17).
3. Prepare and conduct the Year 2040 Master Plan (MP) scenario travel demand forecasting model, containing the official LRP and endorsed MP final recommendation (FY17).
4. Provide a county route improvement program, including a high-level environmental assessment, cost estimates, and implementation guide for recommended physical infrastructure improvements (FY17).

Phase III:

1. Provide a report summarizing the project (FY18).
2. Establish and deliver a GIS-transportation database. Load the database with existing attributes and performance data available from the county, the New Jersey Department of Transportation, and DVRPC; and with relevant Highway Master Plan study outputs (FY18).

Products:

1. Meeting materials.
2. Summary report including the project's activities, findings, and recommended plan.
3. GIS-Transportation Database.

Beneficiaries:

Burlington County, NJDOT, New Jersey Turnpike Authority, NJTransit, Burlington County municipalities, and the traveling public.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$0 | | | | |
| 2016 | \$60,000 | | | | \$60,000 |
| 2017 | \$60,000 | | | | \$60,000 |
| 2018 | \$60,000 | | | | \$60,000 |

*\$60,000 NJ SRHPP STP-STU, Funding from the Corridor Planning Program Area (16-41-030) will supplement this work as needed.

PROJECT: 16-61-110 Camden County Traffic Signal Optimization Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Paul Carafides

Goals:

Develop optimized traffic signal timings along travel corridors in Camden County to improve traffic flow, reduce congestion and delays, and reduce vehicular traffic emissions.

Description:

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials and traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion, improve the mobility and safety of the street system and contribute environmental benefits.

Up to two county arterial systems will be chosen for retiming through discussions with Camden County and NJDOT. A set of optimized signal timing plans will be developed in coordination with NJDOT, Camden County, and the appropriate municipality as applicable. It will be important to coordinate with NJDOT as they develop their list of prioritized traffic signal corridors.

A “before” study will be conducted so that baseline conditions can be captured. The county will be encouraged to implement the suggested new timing plans and field adjust the timings as necessary, as an “after” study will be needed to study the effectiveness of the plans.

Some of this work program’s activities may require DVRPC to purchase equipment and/or software.

Tasks:

1. In cooperation with Camden County, select up to two traffic signal systems which will be evaluated for detailed signal timing evaluation.
2. Develop a project team consisting of the local municipality(s), NJDOT, and Camden County.
3. Collect supplemental traffic counts, travel times, and other operational data as needed.

- 4. Perform a baseline “before” analysis with travel time runs.
- 5. Create a Synchro traffic signal optimization model, to include input of physical characteristics and traffic data, with assistance from the project team. This model will provide base case conditions.
- 6. Develop optimized signal timings with assistance from the project team.
- 7. Suggest implementation of signal timings, with field adjustment as needed.
- 8. After implementation, conduct travel time runs and analyze effectiveness of the proposed timings.
- 9. Document traffic optimization results in a technical memo.

Products:

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

Beneficiaries:

Camden County, NJDOT, and motorists

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$36,000 | | | | \$36,000 |
| 2017 | | | | | |
| 2018 | | | | | |

*STP-STU



chapter 4

TRANSIT SUPPORT PROGRAM (TSP)

JANUARY 2015

DELAWARE VALLEY
50 **dvrpc**
REGIONAL **1965-2015**
PLANNING COMMISSION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2016 PLANNING WORK PROGRAM

CHAPTER FOUR

TRANSIT SUPPORT PROGRAM

TABLE OF CONTENTS

FY 2016 PENNSYLVANIA TRANSIT SUPPORT PROGRAM 265

PROJECT 16-63-001: Transit Planning and Programming
Bucks County Planning Commission..... 267

PROJECT 16-63-002: Transit Planning and Coordination
Chester County Planning Commission..... 269

PROJECT 16-63-003: Transit Planning and Coordination
Delaware County Planning Department 271

PROJECT 16-63-004: Transit Planning and Implementation
Montgomery County Planning Commission..... 273

PROJECT 16-63-005: Transit Planning and Programming
Philadelphia Mayor’s Office of Transportation and Utilities
.....275

PROJECT 16-63-006: Short-Range Planning
Philadelphia City Planning Commission 277

PROJECT 16-63-007: Capital Budgeting/Planning/Transportation Improvement
Program
Southeastern Pennsylvania Transportation Authority..... 279

PROJECT 16-63-008: Southeastern Pennsylvania Transit Planning Technical
Assistance281

PROJECT 16-63-009: Chester County Multimodal Handbook Outreach Program
..... 283

| | | |
|--|---|------------|
| PROJECT 16-63-010: | Concept Development for So. Chester Co.-New Castle Co. (DE) Transit Service..... | 285 |
| PROJECT 16-63-011: | SEPTA: Delaware Ave. Waterfront Trolley Feasibility Study..... | 287 |
| FY 2016 NEW JERSEY TRANSIT SUPPORT PROGRAM..... | | 291 |
| PROJECT 16-63-020: | Transit and Ridesharing Burlington County - Land Development | 293 |
| PROJECT 16-63-021: | Transit Planning and Programming Camden County | 295 |
| PROJECT 16-63-022: | Transportation Systems Planning & Implementation Gloucester County Planning Department | 297 |
| PROJECT 16-63-023: | Transit Planning and Programming Mercer County | 299 |
| PROJECT 16-63-024: | Transportation Improvement Program and Short-Range Planning New Jersey Transit..... | 301 |
| PROJECT 16-63-025: | Transit Planning Program: City of Camden | 303 |
| PROJECT 16-63-026: | New Jersey Transit: Bus Surveys | 305 |
| PROJECT 16-63-027: | PATCO: Title VI Compliance Data Assistance | 307 |

**Delaware Valley Regional Planning Commission
FY 2016 Pennsylvania Transit Support Program**

| Core Projects | | | | | |
|------------------------|---|---|-----------------------|------------------|--------------------|
| Project Number | Agency | Project | FY 2016 Budget | | |
| | | | Cash | Match | Total |
| 16-63-001 | Bucks County | Transit Planning and Programming | \$61,734 | \$15,434 | \$77,168 |
| 16-63-002 | Chester County | Transit Planning and Coordination | 46,069 | 11,517 | 57,586 |
| 16-63-003 | Delaware County | Transit Planning and Coordination | 87,504 | 21,876 | 109,380 |
| 16-63-004 | Montgomery County | Transit Planning and Implementation | 77,400 | 19,350 | 96,750 |
| 16-63-005 | Philadelphia Office of Transportation and Utilities | Transit Planning and Programming | 98,535 | 24,633 | 123,168 |
| 16-63-006 | Philadelphia City Planning Commission | Short-Range Planning | 119,758 | 29,940 | 149,698 |
| 16-63-007 | SEPTA | Long-Range Planning/TIP | 85,000 | 21,250 | 106,250 |
| 16-63-008 I. | DVRPC | Transit Planning Technical Assistance | 144,000 | 36,000 | 180,000 |
| Subtotal | | | \$720,000 | \$180,000 | \$900,000 |
| Special Studies | | | | | |
| Project Number | Agency | Project | FY 2016 Budget | | |
| | | | Cash | Match | Total |
| 16-63-009 II. | Chester County | Multimodal Handbook Outreach Program | \$48,000 | \$12,000 | \$60,000 |
| 16-63-010 III. | Chester County | Concept Dev. Chester County-Newcastle County (DE) Transit Service | 64,000 | 16,000 | 80,000 |
| 16-63-011 IV. | SEPTA/City of Philadelphia | Delaware Ave Waterfront Trolley Feasibility Study | 68,000 | 17,000 | 85,000 |
| 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 Chester 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 split and added to the MOTU and SEPTA core agreements and will be noted on the project write-up and reflected in the contract.

PROJECT: 16-63-001 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 2017 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$80,994 | | \$80,994 | | |
| 2016 | \$80,994 | | \$80,994 | | |
| 2017 | \$80,994 | | \$80,994 | | |
| 2018 | \$80,994 | | \$80,994 | | |

\$61,734 Cash - \$19,260 Match

PROJECT: 16-63-002 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$60,469 | | \$60,469 | | |
| 2016 | \$60,469 | | \$60,469 | | |
| 2017 | \$60,469 | | \$60,469 | | |
| 2018 | \$60,469 | | \$60,469 | | |

\$46,069 Cash - \$30,400 Match (\$14,400 for 16-63-001, \$16,000 for 16-63-010)

PROJECT: 16-63-003 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. Prepare public transit components of County Comprehensive Plan and municipal comprehensive plans.
8. Review land development proposals and provide recommendations for improved public transit access.
9. Plan and coordinate paratransit services.
10. 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 * |
|-----------|--------------|----------------------------|----------------------------|-----------------------------------|----------------|
| 2015 | \$114,864 | | \$114,864 | | |
| 2016 | \$114,864 | | \$114,864 | | |
| 2017 | \$114,864 | | \$114,864 | | |
| 2018 | \$114,864 | | \$114,864 | | |

\$87,504 Cash - \$27,360 Match

PROJECT: 16-63-004 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 * |
|-----------|--------------|----------------------------|----------------------------|-----------------------------------|----------------|
| 2015 | \$101,250 | | \$101,250 | | |
| 2016 | \$101,250 | | \$101,250 | | |
| 2017 | \$101,250 | | \$101,250 | | |
| 2018 | \$101,250 | | \$101,250 | | |

\$77,400 Cash - \$24,120 Match

PROJECT: 16-63-005 Philadelphia Transit Planning and Programming

Responsible Agency: Mayor's 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$152,735 | | \$152,735 | | |
| 2016 | \$137,815 | | \$137,815 | | |
| 2017 | \$129,315 | | \$129,315 | | |
| 2018 | \$129,315 | | \$129,315 | | |

\$98,535 Cash - \$39,280 Match (\$30,780 for 16-63-005, \$8,500 for 16-63-011)

PROJECT: 16-63-006 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 nonmotorized 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$157,198 | | \$157,198 | | |
| 2016 | \$157,198 | | \$157,198 | | |
| 2017 | \$157,198 | | \$157,198 | | |
| 2018 | \$157,198 | | \$157,198 | | |

\$119,758 Cash - \$37,440 Match

**PROJECT: 16-63-007 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 (TIP). Prepare SEPTA's responses to any new federal guidelines and rule making. Provide for short-range planning studies and long range planning activities to support SEPTA operating departments. Provide support to other departments in developing work programs for DVRPC sponsored projects and FTA demonstration programs, and represent SEPTA at regional forums and provide technical assistance and coordination for various regional studies.

Tasks:

Transportation Improvement Program:

1. Provide DVRPC with SEPTA's portion of the Regional TIP by analyzing the SEPTA Capital Budget and Twelve-Year Capital Program, and in assimilating this information into the regional TIP.
2. Submit to DVRPC amendments and modifications to the Regional Transportation Improvement Program.
3. Perform generalized planning and analysis in order to prioritize capital projects.

Capital Budgeting:

1. Program and produce SEPTA's One-Year Capital Budget and Twelve-Year Capital Program.
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. Respond to information requests from 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's One-Year Capital Budget, Twelve-Year Capital Program and Comprehensive Plan, and input SEPTA capital projects into 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.
3. Quarterly Invoices and Progress Reports.

Beneficiaries:

Member Governments, State, Operating Agencies.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$111,640 | | \$111,640 | | |
| 2016 | \$111,640 | | \$111,640 | | |
| 2017 | \$111,640 | | \$111,640 | | |
| 2018 | \$111,640 | | \$111,640 | | |

\$85,000 Cash - \$35,140 Match (\$26,640 for 16-63-007, \$8,500 for 16-63-011)

PROJECT: 16-63-008 Southeastern Pennsylvania Transit Planning and Technical Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Matthew Gates

Goals:

This program supports 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. Conduct the Ridership Study of Paoli-Thorndale Regional Rail Extension to Coatesville, Parkesburg, and Atglen project, as submitted by the Chester County Planning Commission. This project will estimate ridership using DVRPC's TIM 2.2 model for the proposed extension of SEPTA Paoli-Thorndale service to Coatesville, Parkesburg, and Atglen. This project is currently listed as an "unfunded"/vision project in DVRPC's Connections 2040 long-range plan. The TIM 2.2 ridership output will provide SEPTA with comparable ridership estimates to other proposed rail extension projects in the Delaware Valley region.

2. With funding support from the Regional Transit Planning Program, conduct the first phase of the Radnor Station Connectivity Study, as submitted by the Delaware County Planning Department. This study will evaluate and develop near- and long-term strategies to improve connectivity between the Radnor Regional Rail station and the Radnor Norristown High Speed Line (NHSL) station. The two stations are less than one-half mile apart, but transferring between the two lines in Radnor is difficult. Work will include a thorough evaluation of existing conditions at both stations, and an exploration of travel markets that could be served with better connectivity. Recommendations for short- and long-term improvements will be developed, considering land acquisition, access, parking, construction, and pedestrian access requirements for the site(s); and including preliminary cost estimates and next step recommendations. A proposed second phase would include Regional Rail and NHSL ridership forecasts for any longer-term station relocation or consolidation strategies found to be potentially viable.

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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$144,000 | | \$144,000 | | |
| 2016 | \$144,000 | | \$144,000 | | |
| 2017 | \$144,000 | | \$144,000 | | |
| 2018 | \$144,000 | | \$144,000 | | |

Funding from the Regional Transit Planning Program (16-41-040) will supplement this work as needed.

PROJECT: 16-63-009 Chester County Multimodal Handbook Outreach Program

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

- a) Heighten professional and municipal awareness of Chester County’s Public Transportation Plan, SEPTA Bus Stop Design Guidelines, and Chester County’s Multimodal Handbook guidelines (i.e., consultants, planning commission members, etc.); and,
- b) Advance improvement plans at key bus stop locations in Chester County.

Description:

A major emphasis of Chester County’s Public Transportation Plan, SEPTA Bus Stop Design Guidelines, and Chester County’s Multimodal Handbook (currently under development via a FY2015 TSP project) is improving the built environment for transit users, bicyclists, and pedestrians. Recognizing the critical role of a municipality’s subdivision and land development ordinance, the Multimodal Handbook will contain model ordinance/standards for amenities such as bus shelters, ADA-accessible walkways, bike parking, and improved parking lot designs.

Building on these efforts, this project will organize three “Implementing the Multimodal Handbook in Your Community” workshops targeting municipal officials, planning commission members, and consultants (planners and engineers). Secondly, based on participant feedback in workshop, key bus stop locations will be selected for sketch-level improvement plans. These improvement plans will position these bus stops for potential grant funding (i.e., PennDOT’s Multimodal Fund) or development/redevelopment opportunities.

Tasks:

1. Develop, market, and conduct three (3) workshops on Implementing the Multimodal Handbook and Public Transportation Plan in Your Community.
2. Present Implementing the Multimodal Handbook and Public Transportation Plan in Your Community at professional conferences. Potential organizations include:
 - a. Mid-Atlantic Section of Institute of Transportation Engineers (MASITE)
 - b. PA Chapter of American Planning Association
 - c. Chester County Association of Township Officials (CCATO)
 - d. TMAAC and GVFTMA Conferences
3. Develop five (5) to ten (10) improvement sketch plans for key bus stop locations

in Chester County.

Products:

- 1. Implementing the Multimodal Handbook and Public Transportation Plan in Your Community workshop materials.
- 2. Improvement plans (5-10) for key bus stops in Chester County.

Beneficiaries:

Chester County, public transportation users, Chester County businesses, Chester County municipalities.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$60,000 | | \$60,000 | | |
| 2017 | | | | | |
| 2018 | | | | | |

\$48,000 Cash, \$12,000 Match, Funding from the Regional Transit Planning Program (16-41-040) will supplement this work as needed.

**PROJECT: 16-63-010 Concept Development for Southern Chester
County—New Castle County (DE) Transit Service**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Gregory Krykewycz

Goals:

This study will develop service concepts—including routes, stops, levels of service, and potential public or private implementing partners—for new commuter-oriented transit service(s) between Southern Chester County and New Castle County, Delaware.

Description:

The Chester County—New Castle County (including Wilmington) travel market has become increasingly important in recent years. Analysis conducted by DVRPC for the Chester County Public Transportation Plan identified significant work trip volumes in both directions: for example, from West Goshen Township in Chester County to Brandywine in New Castle County, and from Wilmington, DE, to Kennett and New Garden Townships in Chester County. Public and stakeholder workshop participants for that plan also prioritized new service in this corridor: services connecting West Chester and Kennett Square/Avondale with Wilmington were the 5th- and 8th-ranked service proposals, respectively, by workshop participants, out of 49 proposals. The final Public Transportation Plan prioritized multiple new ‘commuter services’ (premium express buses with quality passenger amenities) serving these markets in the near and long term.

However, while demand is apparent, the dispersed character of many origins and destinations on both sides of the state line make it challenging to develop a transit service that is both cost effective to operate, and time competitive with the automobile. The purpose of this project is to bring the high-level concepts from the Public Transit Plan down to ground level, developing specific service and implementation concepts for traditional and nontraditional transit operating scenarios—with the objective of developing one or more concepts that will be ready for pilot-level implementation or funding solicitation.

Tasks:

1. Convene a project steering committee comprised of DVRPC, Chester County, WILMAPCO, SEPTA, DART, TMACC, and other stakeholders.
2. Inventory and review prior plans and historical transit services in the corridor.
3. Consider and inventory alternate service typologies, including public, private, employer-sponsored, open/closed-door, and related elements.

- 4. For 2-3 concepts deemed by the steering committee to be worth exploring further, develop concept plans with potential routes, stops, and amenities.
- 5. Develop a near-term implementation framework for the concept deemed most ready to advance quickly.
- 6. Prepare a final report summarizing the results of the analysis.

Products:

A report or process memo detailing the results of the analysis.

Beneficiaries:

Chester County, New Castle County, SEPTA, DART, WILMAPCO.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$64,000 | | \$64,000 | | |
| 2017 | | | | | |
| 2018 | | | | | |

PROJECT: 16-63-011 SEPTA: Delaware Avenue Waterfront Trolley Feasibility Study

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio

Goals:

Take a fresh look at passenger rail options for the Delaware Avenue corridor, with a focus on extending existing/modernized SEPTA trolley service southward from Girard Avenue/Frankford Avenue.

Description:

Rail transit on Delaware Avenue/Columbus Boulevard has been considered and recommended several times by various planning studies. It is understood that Philadelphia's premier waterfront cannot develop as envisioned without high-quality, higher-capacity transit. As the Delaware River Waterfront Corporation works to bring the Civic Vision for the Central Delaware to fruition, new parks, trails, and development are coming to life. However, transit planning has stalled since the completion of the ambitious Philadelphia Waterfront Transit Expansion Alternatives Analysis study led by PATCO/DRPA which was completed in 2009.

This study will build on two ongoing efforts of DVRPC—modeling for Delaware Avenue transit and design & operational analysis for SEPTA trolley fleet modernization—to take a fresh and focused look at Delaware Avenue light rail/trolley/streetcar feasibility. The project will focus on a potential linear alignment that uses the Frankford (“Sugarhouse”) Trolley Loop as the northern terminus and traverses Delaware Avenue without previously proposed extensions into Center City, with a goal of a southern terminus at or near the Pier 70 shopping center. Crucial to the success of this study is understanding past efforts and the current development efforts of the DWRC. DVRPC work would center on proofing concepts, developing concept-level alternatives, and conducting a fatal flaw assessment of Delaware Avenue fixed-rail transit options. Important areas for this analysis include:

- Current freight track usage, gauge, and track sharing issues
- Determining a southern terminus turn around point
- Potential connections to bus service, including a new shared facility with SEPTA buses – Routes 25, 29, 79 (potential) and G
- Understanding freight track constraints
- Potential alignments for both passenger and freight track
- Using existing rail right-of-way, center median, an outer lane alignment, or a

combination of alignments

- Ridership forecasts for operating scenarios

The study will then focus on a one or more short-list preferred alignments or concepts that appear viable from a design standpoint, with ridership forecasts, station locations and concept designs, identification of property and right-of-way needs, and determination of the number of peak vehicles necessary to provide service.

Tasks:

1. Form a project steering committee comprised of DVRPC, Philadelphia (City Planning Commission, MOTU, Streets Department, Water Department), SEPTA, DRWC, and other stakeholders as appropriate.
2. Gather and inventory data on baseline conditions in the corridor, including prior plans, development proposals, transit and freight activity, and other resources as necessary.
3. Prepare an existing conditions summary for the station and its surroundings, including a preliminary assessment of needs and opportunities.
4. Convene a design workshop among the steering committee and other invitees to develop realistic service and operating concepts that linked with various freight and development scenarios.
5. Based on workshop results, develop high-level alternatives for alignments and operating scenarios for further ground truthing and fatal flaw analysis.
6. Following additional analysis, focus on one or more short-list operating scenarios for further concept development.
7. Prepare ridership forecasts and high-level cost estimates for up to two (2) service options deemed potentially viable.
8. Prepare a final report summarizing the results of the project.

Products:

A report detailing the project's findings.

Beneficiaries:

SEPTA, City of Philadelphia, DRWC.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$68,000 | | \$68,000 | | |
| 2017 | | | | | |
| 2018 | | | | | |

Funding from the Regional Transit Planning Program (16-41-040) will supplement this work as needed.

**Delaware Valley Regional Planning Commission
FY 2016 New Jersey Transit Support Program**

| Core Projects | | | | | |
|------------------------|--------------------|--|-----------------------|-----------------|------------------|
| Project Number | Agency | Project | FY 2016 Budget | | |
| | | | Cash | Match | Total |
| 16-63-020 | Burlington County | Transit & Ridesharing | \$37,392 | \$9,348 | \$46,740 |
| 16-63-021 | Camden County | Transit Planning & Programming | 41,500 | 10,375 | 51,875 |
| 16-63-022 | Gloucester County | Transportation Systems Planning | 38,680 | 9,670 | 48,350 |
| 16-63-023 | Mercer County | Transit Planning & Programming | 33,284 | 8,321 | 41,605 |
| 16-63-024 | 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 2016 Budget | | |
| | | | Cash | Match | Total |
| 16-63-025 I. | Camden City | TSP Core Work Program | \$20,800 | \$5,200 | \$26,000 |
| 16-63-026 II. | NJTRANSIT/DVRPC | NJTRANSIT: Bus Surveys | 80,200 | 20,050 | 100,250 |
| 16-63-027 III. | DRPA | PATCO: Title VI Compliance Data Assistance | 64,000 | 16,000 | 80,000 |
| 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 New Jersey Transit 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. A contract for the match only will be forwarded to DRPA This will be noted on the project write-up and reflected in the contract.

PROJECT: 16-63-020 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$46,740 | | \$46,740 | | |
| 2016 | \$46,740 | | \$46,740 | | |
| 2017 | \$46,740 | | \$46,740 | | |
| 2018 | \$46,740 | | \$46,740 | | |

\$37,392 Cash - \$9,348 Match

PROJECT: 16-63-021 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 * |
|-----------|--------------|----------------------------|----------------------------|-----------------------------------|----------------|
| 2015 | \$51,875 | | \$51,875 | | |
| 2016 | \$51,875 | | \$51,875 | | |
| 2017 | \$51,875 | | \$51,875 | | |
| 2018 | \$51,875 | | \$51,875 | | |

\$41,500 Cash - \$10,375 Match

PROJECT: 16-63-022 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$48,350 | | \$48,350 | | |
| 2016 | \$48,350 | | \$48,350 | | |
| 2017 | \$48,350 | | \$48,350 | | |
| 2018 | \$48,350 | | \$48,350 | | |

\$38,680 Cash - \$9,670 Match

PROJECT: 16-63-023 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$41,605 | | \$41,605 | | |
| 2016 | \$41,605 | | \$41,605 | | |
| 2017 | \$41,605 | | \$41,605 | | |
| 2018 | \$41,605 | | \$41,605 | | |

\$33,284 Cash - \$8,321 Match

PROJECT: 16-63-024 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$124,680 | | \$124,680 | | |
| 2016 | \$88,430 | | \$88,430 | | |
| 2017 | \$88,430 | | \$88,430 | | |
| 2018 | \$88,430 | | \$88,430 | | |

\$70,744 Cash - \$37,736 Match (\$17,686 for 16-63-024, \$20,050 for 16-63-026)

PROJECT: 16-63-025 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$25,000 | | \$25,000 | | |
| 2016 | \$25,000 | | \$26,000 | | |
| 2017 | \$25,000 | | \$25,000 | | |
| 2018 | \$25,000 | | \$25,000 | | |

\$20,800 Cash - \$5,200 Match

PROJECT: 16-63-026 New Jersey Transit Bus Surveys

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Joshua Rocks

Goals:

This project is part of a continuing multi-year project performing ridership survey work on NJ Transit bus routes in order to update older surveys and assess and identify future issues or needs. This effort will focus on local bus routes operating in Camden County.

Description:

The purpose of this project is to collect and analyze survey data on select local bus routes serving Camden County. This would provide data to update New Jersey Transit's previous on-board surveys, and would support identification of travel patterns, customer preferences, and operational issues or needs. The data will also be utilized by DVRPC staff in support of travel simulation modeling, calibration and other transit data inquiries. DVRPC will work with NJ Transit to identify bus routes to be surveyed, but will likely include the 406, 450, 451, 452, 453, 455, 457, 459, and 463. It is possible that this survey will need to be phased into a second year. DVRPC will work with NJ Transit to design both the sampling plan and the survey instrument. Efforts will be made to ensure that the data can be integrated into the 2010-2011 DVRPC Transit On-board survey database. Collected data will be processed and cleaned to ensure high data quality. This project may involve the purchase of goods or services.

Tasks:

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

Products:

1. Process memorandum or technical memorandum summarizing work and findings and MS PowerPoint presentation materials detailing study process, finding and results.
2. Data-base of survey results.

Beneficiaries:

New Jersey Transit, municipalities, and commuters.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$80,200 | | \$80,200 | | |
| 2017 | | | | | |
| 2018 | | | | | |

PROJECT: 16-63-027 PATCO:Title VI Compliance Data Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Alison Hastings, Joshua Rocks

Goals:

This project will assist PATCO in meeting Federal Title VI requirements by updating ridership and service area demographic data to report to the Federal Transit Administration (FTA).

Description:

As a recipient of federal funds, the Delaware River Port Authority (DRPA) has a responsibility to comply with Title VI of the Civil Rights Act of 1964 and associated non-discrimination mandates, including Environmental Justice (EJ) compliance. The Port Authority Transit Corporation (PATCO) High-Speed Line is a subsidiary of DRPA and operates a 14-mile long train line from Lindenwold, NJ to Center City, Philadelphia. PATCO is the primary focus of DRPA's Title VI compliance requirements.

To meet these mandates, DRPA is required, at least every five years, to collect and report demographic data integrated into a passenger survey and provide an analysis of said survey data. DVRPC will design a sampling plan and instrument to capture the needed data. The data collected will give PATCO an updated demographic profile of its ridership to provide to FTA, and will provide updated origin/destination data to PATCO and to DVRPC staff. DVRPC staff will train and supervise PATCO staff to survey riders on the platform.

The second component of this project is to provide PATCO with a demographic profile of its service area, with a focus on minority, low-income, and other disparate populations.

The expected duration of the proposed work program is eight to eleven months. DRPA would need the results of the survey and related analysis in enough time for it to be compiled into the DRPA Title VI Program submission due for DRPA Committee and Board review/approvals in March of 2016 prior to submission to the FTA as required on April 1, 2016. The proposed work will be completed using the expertise of DVRPC staff working with the support of DRPA/PATCO staff involved in Title VI compliance.

Tasks:

1. Determine Title VI compliance data needs via discussions with DRPA staff.
2. Design survey instrument and sampling plan.
3. Assist PATCO in surveying riders on platform and in person.
4. Process and clean data as required.

5. Write up summary of method and conduct of the survey, including some data summary.
6. Conveyance of the finished data set to PATCO in an agreed upon electronic format.
7. Provide a demographic analysis of PATCO's service area, using DVRPC's Indicators of Potential Disadvantage (IPD) method, which identifies at the census tract level racial, ethnic, and low-income populations, as well as other groups that may be impacted by transit service, such as carless households. Provide maps locating IPD populations in the service area, as well as overlay of transit lines, community facilities, and major employment centers.

Products:

1. Process memorandum summarizing work and findings.
2. Database of survey results.
3. IPD maps of PATCO service area and summary of findings

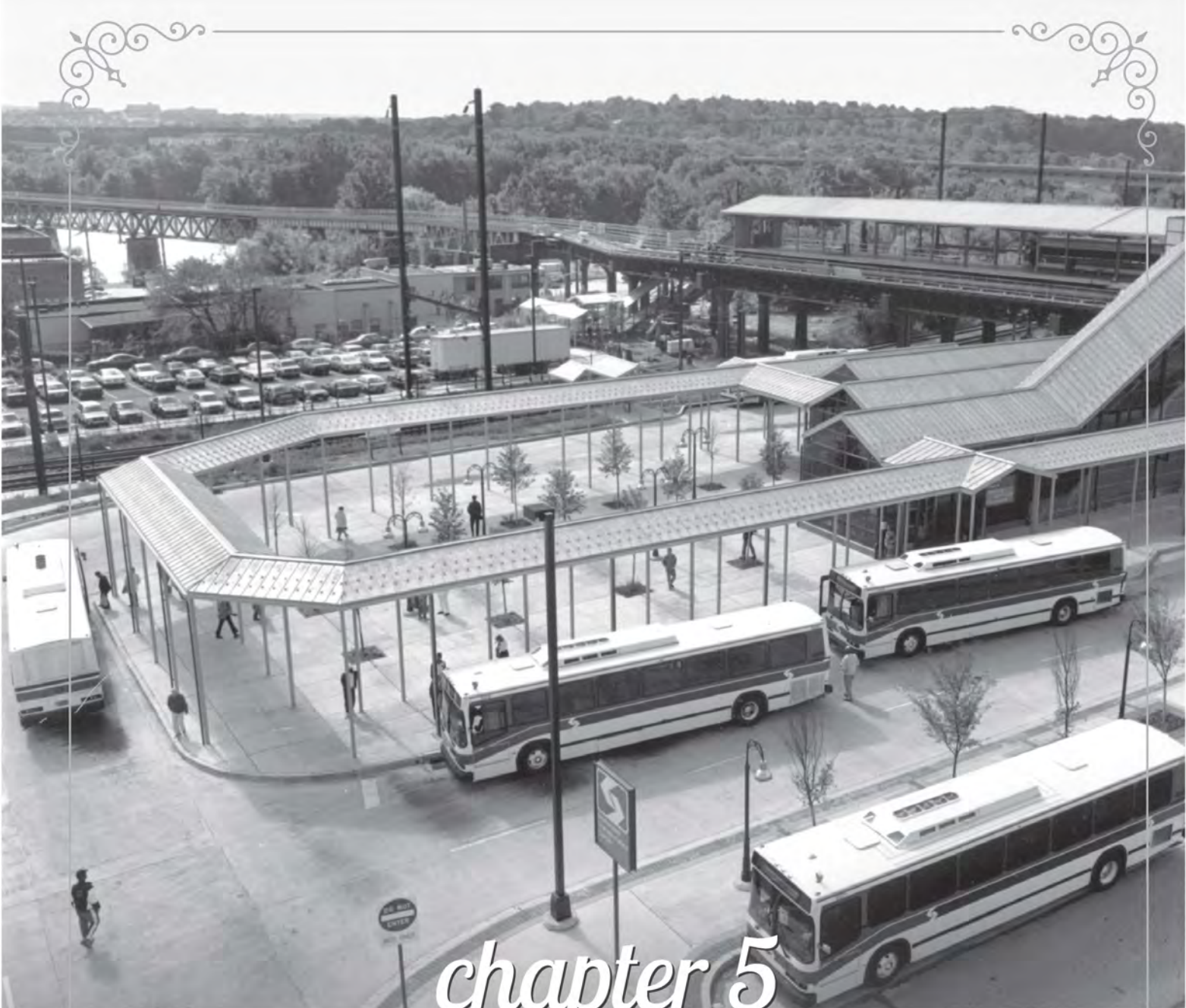
Beneficiaries:

PATCO, commuters, greater Philadelphia residents

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$80,000 | | \$80,000 | | |
| 2017 | | | | | |
| 2018 | | | | | |

\$64,000 Cash - \$16,000 Match (\$64,000 DVRPC Staff work, \$16,000 Match only contract to DRPA)



chapter 5

OTHER MEMBER GOVERNMENT PROJECTS

JANUARY 2015

DELAWARE VALLEY
50 **dvrpc**
REGIONAL **1965-2015**
PLANNING COMMISSION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2016 PLANNING WORK PROGRAM

CHAPTER FIVE

OTHER MEMBER GOVERNMENT PROJECTS

TABLE OF CONTENTS

| | | |
|--------------------|---|-----|
| PROJECT 15-44-300: | William Penn – Planning, Design and Construction of Priority Trails | 313 |
| PROJECT 16-53-300: | PA/NJ Regional GIS Implementation Coordination.... | 315 |
| PROJECT 16-62-000: | New Jersey Local Concept Development..... | 317 |
| PROJECT 16-62-100: | New Jersey Pavement Management System..... | 319 |
| PROJECT 16-65-000: | HSIP Design Assistance Program..... | 321 |

PROJECT: 15-44-300 William Penn-Planning, Design and Construction of Priority Trails

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn, Ryan Gallagher, Shawn Megill Legendre

Goals:

To resume a grant program to support implementation of the Circuit, Greater Philadelphia's regional multi-use trails network. The program will make grants to construct, design, and plan multi-use trails to close gaps in the network. In so doing, it will continue to build project management and stewardship capacity within governmental and non-profit trail-related organizations.

Description:

In December 2014 DVRPC applied for and was awarded a three-year \$7 million grant from the William Penn Foundation to assist with the planning, design and construction of multi-use trails comprising the Circuit.

Of the \$7 million:

- \$6,500,000 will be re-granted to counties, municipalities, non-profits and others to construct, design, or plan for trails that comprise the Circuit
- \$275,000 will support DVRPC administration of the grant program, and up to
- \$225,000 will be used to extend DVRPC's contract with Johnson, Mirmiran & Thompson (JMT) for project management services

The grant program will emphasize final design and engineering to prepare Circuit projects for future rounds of federal construction funding. Implementation of the Circuit is identified as a regional priority in Connections 2040: Plan for Greater Philadelphia.

Tasks:

1. Solicit candidate projects and publicize program: Reach out to regional partners to develop a list of candidate projects that meet program criteria.
2. Conduct site visits and field views to review the proposed projects.
3. Process and select project for funding: Review and prioritize proposals and select grantees based upon program criteria, partner input, project readiness, and fiscal constraints.
4. Coordinate with DCNR and the DVRPC PA and JNJ TIP update committees to leverage sources and secure funding for design and construction.
5. Present recommendations to the DVRPC Regional Technical Committee and Board.
6. Issue contracts for approved projects.
7. Manage awarded projects: Oversee the timely completion of planning, design,

and construction projects.

8. Extend contract with Johnson, Mirmiran & Thompson (JMT).

9. Submit narrative reports to update the Foundation on progress toward achieving the grant milestones.

Products:

1. Grants for construction, design, and planning of multi-use trails.
2. Contracts with project sponsors.
3. Press releases and media outreach.
4. Management of awarded projects to assure timely delivery of project deliverables.

Beneficiaries:

Counties, state DOTs, municipalities, PA DCNR, NJDEP, active transportation and trail advocates, bicyclists, pedestrians and the commuting public.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$50,000 | | | | \$50,000 |
| 2016 | \$3,600,000 | | | | \$3,600,000 |
| 2017 | \$3,350,000 | | | | \$3,350,000 |

*Funding provided by the William Penn Foundation

PROJECT: 16-53-300 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 * |
|-----------|--------------|----------------------------|----------------------------|-----------------------------------|----------------|
| 2015 | \$300,000 | | | | \$300,000 |
| 2016 | \$300,000 | | | | \$300,000 |
| 2017 | \$300,000 | | | | \$300,000 |
| 2018 | \$300,000 | | | | \$300,000 |

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

PROJECT: 16-62-000 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.

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. Lincoln Ave. over Amtrak & Assunpink Creek (Mercer).
5. Additionally approved projects as needed.

Tasks:

1. Kickoff meetings.
2. Stakeholder Meetings.
3. Public meetings.
4. Perform data collection: traffic/crash data, management systems, utility identification, etc.
5. Complete Environmental Screening. Initiate early coordination with SHPO, if appropriate.
6. Perform analysis of collected data, review data, prepare collision diagram, and other needed engineering analysis.
7. Develop Conceptual Plans for Preliminary Preferred Alternative (PPA).
8. Confirm the environmental document that will be obtained in PE.
9. Develop Construction Cost Estimates of various alternatives.
10. 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 * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$430,000 | | | | \$430,000 |
| 2016 | \$430,000 | | | | \$430,000 |
| 2017 | \$430,000 | | | | \$430,000 |
| 2018 | \$430,000 | | | | \$430,000 |

NJ-TIP- DOT# X30A-\$430,000

PROJECT: 16-62-100 New Jersey Pavement Management System

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Coscia

Goals:

To develop a Pavement Management system that contains a comprehensive condition assessment, and priority ranking analysis.

Description:

The New Jersey Local Pavement Management System will be used to develop a systematic program that can manage existing pavement conditions. An RFP will be issued for a consultant with experience in developing a pavement management system. Development of the system will include the evaluation and inventory of the pavement conditions for the county roadway network. In addition, the system could provide database tools for use in the creation of contract documents for new resurfacing projects. The project is necessary to ensure the Cities and Counties are in full compliance with the new FHWA standards.

Tasks:

1. Issue RFP for Consultant Support
2. Data Acquisition
3. Develop a Pavement Condition Inventory
4. Pavement Management System Implementation
5. Training
6. Project Management

Products:

1. Base map including locations to be inventoried
2. Database Design
3. Metadata
4. Installation of Pavement Management System
5. Summary Report for Pavement Conditions and Recommendations
6. Training manuals and technical support

Beneficiaries:

Various Counties and Cities in New Jersey DVRPC Region, DVRPC, NJDOT.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | | | | | |
| 2016 | \$2,000,000 | | | | \$2,000,000 |
| 2017 | | | | | |
| 2018 | | | | | |

NJ TIP – DB #D1503- \$2,000,000 FY15 STP-STU Funds.

PROJECT: 16-65-000 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 make HSIP funds available 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/or be supported with a detailed crash analysis and a Highway Safety Manual analysis. County and city partners will collaborate with DVRPC to identify candidate locations drawing first from exiting safety study recommendations (e.g. Road Safety Audits, etc.) or from county-route network screenings. DVRPC will also assist with analysis to support countermeasure selection and defining a project's safety benefit. The resulting project must have a demonstrated safety benefit.

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, \$500,000 could be made available for design assistance during federal FY15 and FY16, 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.

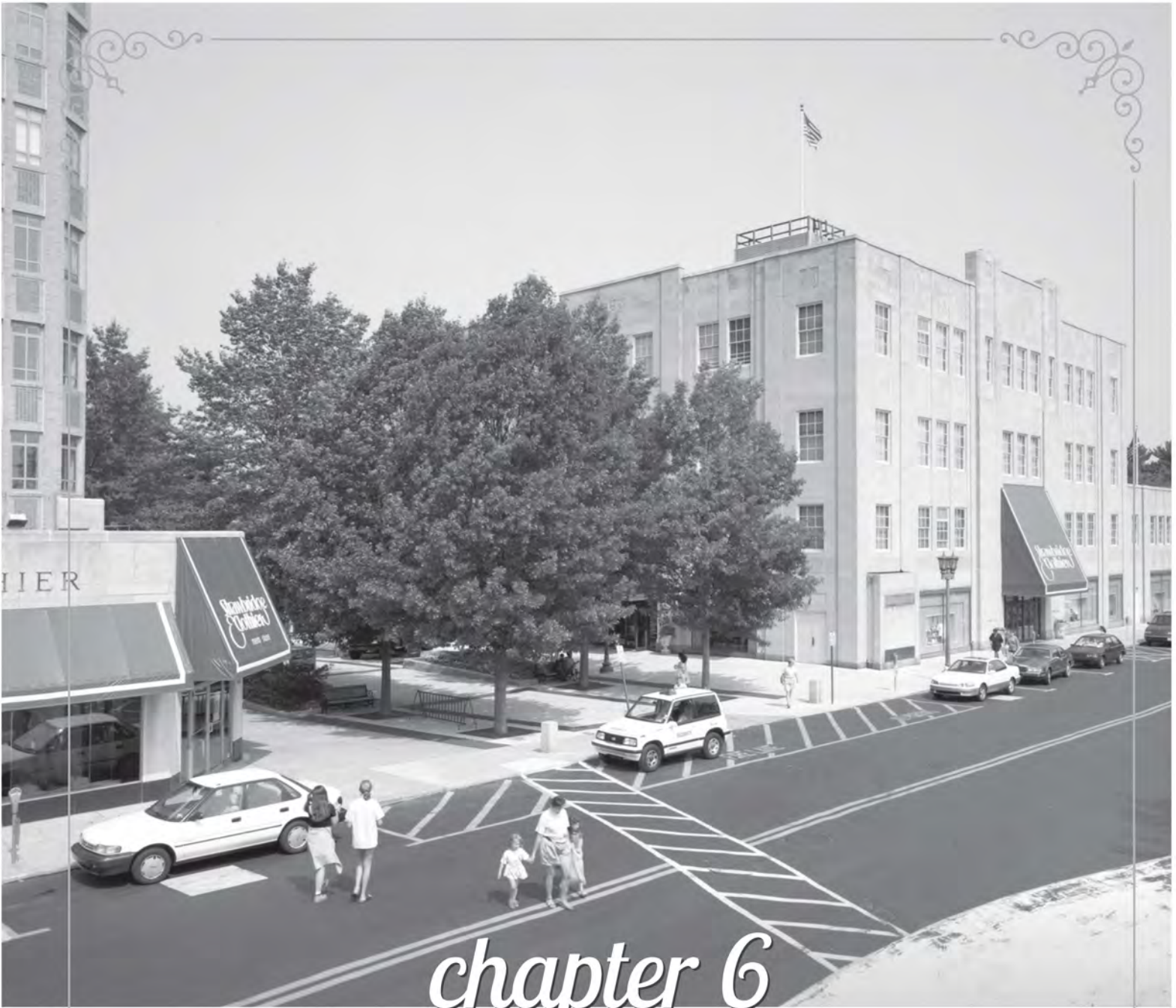
Beneficiaries:

DVRPC's New Jersey sub-regions.

Project Cost and Funding:

| FY | Total | Highway Program | Transit Program | Comprehensive Planning | Other * |
|-----------|--------------|------------------------|------------------------|-------------------------------|----------------|
| 2015 | \$500,000 | | | | \$500,000 |
| 2016 | \$500,000 | | | | \$500,000 |
| 2017 | \$0 | | | | |
| 2018 | \$0 | | | | |

NJ-TIP- DOT# 04314-\$500,000



chapter 6

OTHER MAJOR PLANNING PROJECTS IN THE REGION

JANUARY 2015

DELAWARE VALLEY
50 **dvrpc**
REGIONAL **1965-2015**
PLANNING COMMISSION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2016 PLANNING WORK PROGRAM

CHAPTER SIX

OTHER MAJOR PLANNING PROJECTS IN THE DVRPC REGION

Major transportation planning activities within the region that receive funding from sources other than through DVRPC are identified in this chapter.

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 2016 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 preengineering 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 2016 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 2016:

| 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 | Final Design |
| NEW JERSEY | | | | |
| 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 | Readoption pending with minor edits |
| Development of Freight Performance Measures and Freight Management System | n/a | NJDOT | New Jersey | Underway |

| PROJECT NAME | MPMS / DB # | SPONSOR | LOCATION | CURRENT PHASE |
|--|--------------------|------------------------|---|---|
| PENNSYLVANIA | | | | |
| PA Turnpike Northeast Extension: Mid-County (A20) to Lansdale (A31) widening | n/a | PA Turnpike Commission | Montgomery County | A20-A26 has been completed; A26-A31 is under construction |
| PA Turnpike Northeast Extension: Lansdale (A31) to Quakertown (A44) widening | n/a | PA Turnpike Commission | Bucks and Montgomery Counties | A31-A38 is under design and slated for construction first. A38-A44 is under design and slated for construction second |
| PA Turnpike (East-West), PA 29 (319) to Valley Forge (326) widening | n/a | PA Turnpike Commission | Chester and Montgomery Counties | Design complete, scheduled to start construction 2016 |
| PA Turnpike (East-West), Downingtown (312) to PA 29 (319) widening | n/a | PA Turnpike Commission | Chester County | Design underway in 2015 |
| PA Turnpike (East-West), Morgantown (298) to Downingtown (312) widening | n/a | PA Turnpike Commission | Berks and Chester Counties | Design underway in 2015 |
| PA Turnpike Mid-County (333) to Bensalem (351) | n/a | PA Turnpike Commission | Bucks and Montgomery Counties | Transportation Improvement Study |
| PA Turnpike (East-West) Reading (286) to Willow Grove (343) – ITS Deployment | n/a | PA Turnpike Commission | Lancaster, Berks, Chester, Montgomery, and Bucks Counties | Design underway in 2015 for Preentry DMS; Construction starts Winter 2015 |
| PA Turnpike (East-West) Reading (286) to Willow Grove (343) – ITS Deployment | n/a | PA Turnpike Commission | Lancaster, Berks, Chester, Montgomery, and Bucks Counties | Construction underway in 2015 for Mainline DMS installation prior to Interchanges |

| PROJECT NAME | MPMS / DB # | SPONSOR | LOCATION | CURRENT PHASE |
|---|--|-----------------------------------|--|--|
| PA Turnpike Northeast Extension: Mid-County (A20) to Lansdale (A31) – ITS Deployment | n/a | PA Turnpike Commission | Montgomery County | Design underway in 2015; adding 4 CCTVs between Mid-County and Lansdale |
| PA Turnpike (East-West) Bensalem (350) to Delaware River Bridge (359) – Stage 1 ITS Deployment for I-276/I-95 | n/a | PA Turnpike Commission | Bucks County | Construction to start 2015 |
| US Route 202 Section 100 | 15385 | PENNDOT | Chester and Delaware Counties | Working with FHWA to formalize the EIS. Information derived from developing the planning document resulted in two projects advancing to PE: US 1/202 Loop Road completion in Delaware County (MPMS# 95429), and improvements at the intersection of US 202 and SR 926 in Chester County (MPMS# 95430). |
| 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 |

| PROJECT NAME | MPMS / DB # | SPONSOR | LOCATION | CURRENT PHASE |
|---|--------------------|-------------------|-------------------------------------|---|
| Quakertown Rail Restoration | n/a | TMA Bucks | Bucks County, Montgomery County | Phase I study complete; phase II of AA currently underway |
| PROJECT NAME | | | | |
| 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 |
| Pennsylvania 2015 State Rail Plan | n/a | PennDOT | Pennsylvania | Underway |

The region's transit operators also regularly undertake a series of ongoing programmatic planning efforts to support their systems and services. Listed below are several planning program areas currently undertaken by NJ Transit:

Community Services Planning and Support - This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJT's responsibilities is administering the distribution and use of federal funding intended for providing vehicles and operating assistance for community centered paratransit and other related services. Planning efforts include support for the development of local human services transportation plans, analysis of the performance, effectiveness, coordination with and demand for human services transportation programs/efforts, analysis of funding sources and mechanisms, program oversight, and other planning and analyses relating to community transportation services.

Corridor Planning and Analysis - NJ TRANSIT maintains this program area to determine the suitability of transit in a variety of local or regional "corridors". It provides for development and analysis of preliminary implementation concepts for transit capital improvements, transit alternatives, operating schemes, and assessment of conceptual level environmental impacts. At times within this program, NJT has teamed with MPOs, counties and other agencies in joint planning efforts. NJ TRANSIT has historically engaged in such assessments for commuter rail, light rail, and bus/BRT.

Qualitative & Quantitative Research - Through this program, NJ TRANSIT regularly updates our knowledge of customer needs and preferences for use in our travel demand forecasting process, to address FTA requirements and ensure travel demand forecasting computer models are current in the background information they use.

Surveys of our customers' needs and assessments of our transit services are undertaken and published/made public. Market research initiatives are also undertaken to address specific issues.

Rail Operations and Infrastructure Planning - This program area provides for planning support for rail-related initiatives and associated infrastructure needs and issues. This work primarily defines the infrastructure needs based on proposed operating plans which address projected ridership on rail transit services and/or to address safety, storm and related forms of resiliency and reliability concerns.

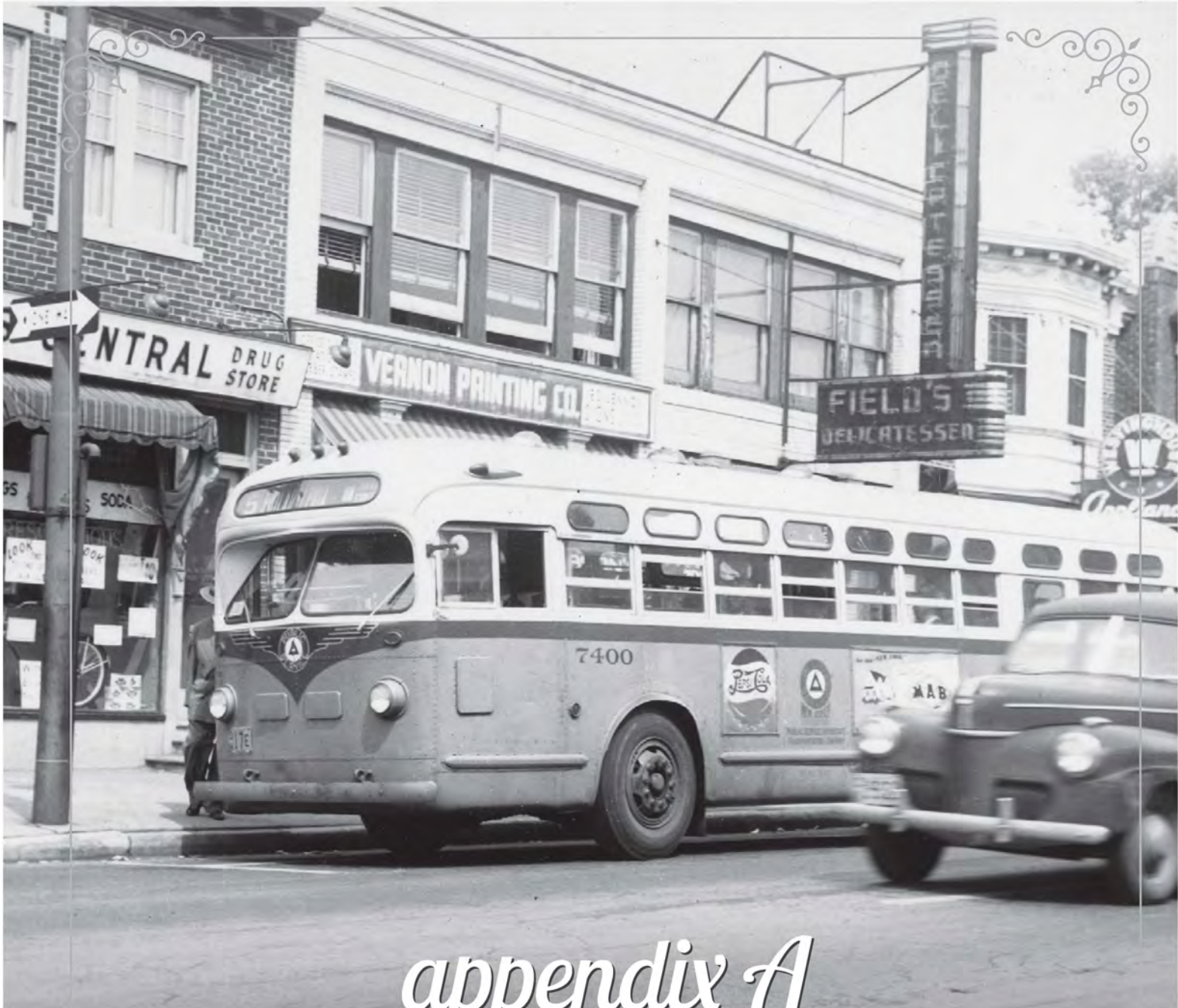
Ridership Forecasting - This program area involves development of ridership and revenue forecasts, as well as development and updating of forecasting models, in support of major capital projects, transit service planning, major service initiatives, and various other efforts. Much of the work undertaken is to comply with Federal Transit Administration (FTA) requirements and guidelines regarding preparation of travel demand forecasts for use in seeking FTA funding. In addition, this program provides support for MPO travel and air quality model development and training, Census, demographic and other travel data preparation and analyses, and other forecasting work.

Stations, Access & Site Planning - This program focuses on planning for transit facility needs and prioritization for future capital investment, including specialized facility design, bike/pedestrian/ shuttle access, and potential ADA station improvement phasing. It includes analysis of existing conditions relating to physical conditions of stations and facilities, access to transit facilities, and parking issues including parking lot inventories, parking management and accommodating projected growth.

Transit-Friendly Planning, Land Use & Development - Through this program, NJ TRANSIT provides technical planning assistance to interested municipalities to create and implement sensitive, community-based "vision" plans to guide local growth in a comprehensive manner, especially in areas where transit could stimulate new development opportunities and create strong community centers for people to live, work and socialize. A critical component of this work is community outreach, engagement, consensus building and partnerships.

Light Rail Planning - Consistent with a multimodal approach, work is focused on accommodating future demand for light rail services.

Bus Rapid Transit Planning - Work in this program area supports NJT's efforts to plan for future BRT projects, and to otherwise improve existing bus services so they operate faster, more reliably and address changing customer needs.



appendix A

CONTINUING NJDOT TASK ORDERS

JANUARY 2015

DELAWARE VALLEY
50 **dvrpc**
REGIONAL PLANNING COMMISSION
1965-2015

PHOTO: BOROUGH OF COLLINGSWOOD

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2016 PLANNING WORK PROGRAM

Appendix A

TABLE OF CONTENTS

| | | |
|-----------|---|-----|
| 12-62-110 | Sign Management Planning Initiative..... | 339 |
| 15-41-070 | Intelligent Trans. Systems (ITS) Program Including RIMIS | 341 |
| 15-51-020 | Update DVRPC Travel Simulation Model..... | 347 |
| 15-53-020 | Regional Transportation GIS Coordination..... | 351 |
| 15-53-030 | FY 2015 Aerial Imagery..... | 353 |
| 15-62-000 | New Jersey Local Concept Development..... | 355 |
| 15-66-000 | NJ Transportation and Community Development..... Initiative | 357 |

**TABLE C DELAWARE VALLEY REGIONAL PLANNING COMMISSION
 2/3/2015 FY 2016 PLANNING WORK PROGRAM
 NJDOT CONTINUING TASK ORDERS ***

| PROJECT NUMBER | PROJECT TITLE | TASK ORDER NUMBER | Federal Funding Agreement | Funding | Current End Date | Requested End Date |
|-----------------------|--|--------------------------|----------------------------------|----------------|-------------------------|---------------------------|
| 12-62-110 | Sign Management Planning Initiative | PL-DV-11-01 | L230B00S981 | \$ 2,414,000 | 6/30/2016 | 6/30/2017 |
| 15-41-070 | Intelligent Trans. Systems (ITS) Program Including RIMIS | PL-DV-15-01 | M230C00S635 | 233,375 | 6/30/2015 | 6/30/2016 |
| 15-51-020 | Update DVRPC Travel Simulation Model | PL-DV-15-01 | M230C00S635 | 185,600 | 6/30/2015 | 6/30/2016 |
| 15-53-020 | Regional Transportation GIS Coordination | PL-DV-15-01 | M230C00S635 | 350,000 | 6/30/2015 | 6/30/2016 |
| 15-53-030 | FY 2015 Aerial Imagery | PL-DV-15-01 | M230C00S635 | 322,500 | 6/30/2015 | 6/30/2016 |
| 15-62-000 | Local Concept & Development | PL-DV-15-01 | M230C00S635 | 430,000 | 6/30/2015 | 6/30/2017 |
| 15-62-000 | Local Concept & Development | PL-DV-15-01 | L230C00S635 | 455,000 | 6/30/2015 | 6/30/2019 |
| 15-66-000 | NJ Transportation and Community Development Initiative | PL-DV-15-01 | M230C00S639 | 1,000,000 | 6/30/2015 | 6/30/2017 |

* Task orders from prior years that will continue into FY 2016.

PROJECT : 12 -62-110 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: 15-41-070 Intelligent Transportation Systems (ITS) Program
Including RIMIS**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Managers: 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 multiagency 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 Multimodal 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 DeIDOT, 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.
8. 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.

9. 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.

10. 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.

11. Continue coordination with I-95 Corridor Coalition programs. These activities may include sharing information about and partnering on ITS-related projects.

12. 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.

13. 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: 15-51-020 Update DVRPC Travel Simulation Model

Responsible Agency: Delaware Valley Regional Planning Commission

Project Managers: Matthew Gates, Fang Yuan, 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 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. 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 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 interregional 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, redevelopment, 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.
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: 15-53-020 Regional Transportation GIS Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Managers: William Stevens, Sean Lawrence

Goals:

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

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: 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, multispectral 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: 15-62-000 New Jersey Local Concept Development

Responsible Agency: Delaware Valley Regional Planning Commission

Project Managers: 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. Multipurpose 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 | \$885,000 | | | | \$885,000 |
| 2016 | \$430,000 | | | | \$430,000 |
| 2017 | \$430,000 | | | | \$430,000 |

NJ-TIP- DOT# X30A-\$885,000

PROJECT: 15-66-000- NJ Transportation and Community Development Initiative

Responsible Agency: Delaware Valley Regional Planning Commission

Project Managers: 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 | \$1,250,000 | | | | \$1,250,000 |
| 2016 | \$0 | | | | |
| 2017 | \$1,250,000 | | | | \$1,250,000 |

NJ TIP # D024

STP-STU-\$1,000,000-\$250,000 Local Match

Publication Title Fiscal Year 2016 Unified Planning Work Program
Publication Number 16002
Date Published January 2015
Geographic Area Covered The nine county Delaware Valley Regional Planning Commission region including Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia, Burlington County, Camden County, Gloucester County, and Mercer County.

Key Words Planning Work Program

Abstract This document contains all of the projects and related funding for FY 2016 as passed by the DVRPC Board in January 2015.

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