

# DVVRPC NEWS

THE NEWSLETTER OF DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## VITAL PROJECTS RECEIVE FUNDS

Delaware Valley's transit-oriented development and conservation and natural resource planning got a big boost recently when DVRPC received substantial grants for expansion and development of ongoing projects in those areas.

Thanks in part to a grant just awarded to this region by the Federal Highway Administration (FHWA), the 1990's will probably be designated as the era of "livable communities". Federal Transit Administrator Gordon Linton presented the \$665,000 check to DVRPC in May. The funding is intended to bolster a project which will:

- Develop a Location Efficient Mortgage Program, whereby a prospective home owner, in areas well-served by public transit and services, could own fewer cars and utilize those funds toward a better home and a higher monthly mortgage payment;
- Expand ongoing education and information campaigns targeted to local officials, the development community and the general public, documenting the benefits of transit-oriented communities; and
- Proactively plan for transit-oriented development at station areas along the proposed Schuylkill Valley Metro rail line, in conjunction with local plans and objectives.

DVRPC, in partnership with the City of Philadelphia, the counties of Berks, Chester and Montgomery, the Berks Area Reading Transportation Authority (BARTA), the Southeastern Pennsylvania Transportation Authority



*THE ERA OF LIVABLE COMMUNITIES* — At a press conference held in Norristown in May, DVRPC, in partnership with the City of Philadelphia, the counties of Berks, Chester and Montgomery, the Berks Area Reading Transportation Authority (BARTA), the Southeastern Pennsylvania Transportation Authority (SEPTA), the Delaware Valley Community Reinvestment Fund and the Pennsylvania Environmental Council, accepted a check for \$665,000 awarded to the region by the Federal Highway Administration (FHWA). Pictured above, from left, are Congressman Joseph Hoefel (US House of Representatives); Mario Mele (Montgomery County); Colin Hanna (Chester County); Bernard Cohen (SEPTA); Gordon Linton (Federal Transit Administration); John Coscia (DVRPC); and Dennis Louwerse (BARTA).

(SEPTA), the Delaware Valley Community Reinvestment Fund and the Pennsylvania Environmental Council, will coordinate the primary elements of the project.

The grant, one of 35 made nationwide out of 524 applicants for a total of \$13.1 million in fiscal 1999, is designated under an innovative program created by the Transportation Equity Act for the 21st Century (TEA-21) to help protect the environment and improve access to jobs, services and the marketplace.

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# DVRPC ELECTS NEW BOARD OFFICERS FOR FY 2000

**D**uring a time when attention is focused on moving smoothly into the millennium, the DVRPC Board elected new officers to guide the Commission through what is expected to be an exciting year of planning for the region.

At the June meeting, **Jerrold D. Colton** (New Jersey Governor's Appointee) was elected FY 2000 Chairman of the Board and Executive Committee of DVRPC. The Board also elected Vice-Chairman Charles H. Martin (Bucks County), Secretary James G. Atkinson (Gloucester County), and Treasurer Timothy J. Carson, Esq. (Pennsylvania Governor's Appointee). Their terms will continue through June 30, 2000.

Colton, a graduate of Rutgers College and Rutgers University School of Law, joined the DVRPC Board in December of

1997 and was the FY 1999 DVRPC Board Vice-Chairman. He is founder and managing partner of Colton, Stein, & Zamost in Voorhees, New Jersey focusing on traditional civil and criminal law, with a specialty in sports law. His expertise in sports law landed him regular appearances on Comcast Sportsnet as a Sports/Legal Expert. He is a member of the Association of Trial Lawyers of America; Association of Criminal Defense Lawyers, and the New Jersey and Camden County Bar Associations.

**Charles H. Martin** boasts over 30 years of professional, corporate experience in customer service and public relations including media relations, consumer affairs, public policy, emergency planning and quality management. Elected to a four-year term as a Bucks County Commissioner in 1995, he served as

Chairman for two of his four years. A graduate of Lebanon Valley College, Martin served 13 years as Public Affairs Officer for the Bucks County division of the Philadelphia Electric Company (now PECO Energy).

**James G. Atkinson** is now serving his eighteenth year with the Board of Chosen Freeholders in Gloucester County. Atkinson served for nine years as a member of the Washington Township Committee, with two terms as Mayor. He is a charter member of the Washington Township Parks and Recreation Commission, Washington Township Historical Society and Washington Township Athletic Association.

**Timothy J. Carson, Esq.**, a senior partner in the law firm Saul, Ewing, Remick & Saul is a graduate of the Wharton School of Finance and Commerce, University of Pennsylvania and Villanova School of Law. Presently, he serves on the Board of Governors of the Pennsylvania Bar Association, as the Zone One Governor, representing all Philadelphia lawyers. ☺

## NEW JERSEY'S FY 2000 -2002 TIP RECEIVES BOARD APPROVAL

**T**he New Jersey portion of the Delaware Valley (including Burlington, Camden, Gloucester, and Mercer counties) is scheduled to receive \$850 million in transportation funding under the Fiscal Year (FY) 2000 - 2002 Transportation Improvement Program (TIP) for more than 160 transportation projects. The TIP prioritizes the region's proposed highway, public transit, intermodal and other transportation-related activities to maximize the allocation of federal funds. The projects in the TIP represent a consensus of the regional transportation improvements that should be made during this period, constrained to the available financial resources identified by NJDOT and negotiated for this region by DVRPC.

Over \$480 million in projects related to the highway system and \$360 million for

PATCO and NJTRANSIT related projects are included in the recently adopted TIP. The TIP is comprised of all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant, and is a requirement of federal transportation legislation, most recently the Transportation Equity Act for the 21st Century (TEA-21). The projects include bicycle, pedestrian, Intelligent Transportation Systems (ITS), and freight related projects, as well as the more traditional highway and public transit projects.

Several projects of special interest in this TIP include: NJ TRANSIT's Camden to Trenton LRT Line; Computerized traffic signals for Routes 30, 38, 70, & 73; I-295/I-76/NJ42 Interchange Improvements; Delaware River Tram (DRPA); US 322 Corridor Improvements; 30 bridge

replacement projects; Millstone Bypass; Route 29 project along the Trenton Waterfront; I-95 Interchange Improvements; and State Aid for County and Municipal roads and bridges.

The development of the FY 2000-2002 New Jersey TIP has been underway since January, 1999. Public involvement in the TIP planning process has been a major goal of the Commission. To that end, DVRPC held two public meetings to allow citizens to pose questions about projects that may affect them. Also, during its 30-day public comment period, DVRPC issued media releases, legal notices and made the TIP document available at major public libraries in New Jersey and the DVRPC library in Philadelphia, as well as over the Internet through the DVRPC Web page ([www.dvrpc.org](http://www.dvrpc.org)). ☺



# THE I-295/I-76/NJ ROUTE 42 INTERCHANGE CHALLENGE

## Study Offers Potential Solutions

**O**n any given morning you may be awakened to a traffic report discussing the chore of traveling through the I-295/I-76/NJ Route 42 Interchange. The interchange, literally at the crossroads of Southern New Jersey, handles over 225,000 vehicles on an average day.

But it doesn't always handle them smoothly.

In a three and one-half year period, there were more than 2,100 accidents and three fatalities within the interchange area. In addition, numerous substandard geometric and operational conditions have been cited, such as poor sight distance, inadequate bridge clearances, missing ramps and the lack of direct connection for through traffic on I-295. The New Jersey Department of Transportation (NJDOT) and DVRPC are working to change these conditions and solve the Interchange's multi-faceted problems.

Last fall, NJDOT and DVRPC instituted a Transportation Investment Study (TIS) to address the issues surrounding the Interchange. The TIS, a cooperative effort including both private and public stakeholders, was established to provide decision makers with multi-modal alternatives prior to the allocation of federal funds. This study was designed to focus on types and levels of benefits, not on construction feasibility or cost. To achieve a collaborative process, six meetings of a TIS Committee (composed of Federal,

regional, county and municipal stakeholders) were held at key decision points to direct the technical analysis. Two public meetings were also held to obtain more detailed information on public concerns; one at the beginning of the study to examine the range of alternatives to be studied and another near the end of the study to present preliminary findings. The primary focus of the study was the Interchange itself, but a secondary focus was on portions of the highway network in surrounding Gloucester and Camden counties. The primary objectives of the study included:

- Reduce accidents within the interchange
- Improve design standards within the interchange
- Divert regional traffic from surrounding arterials
- Separate regional traffic flows through the interchange
- Improve traffic operations within the interchange
- Reduce congestion within the interchange and the region

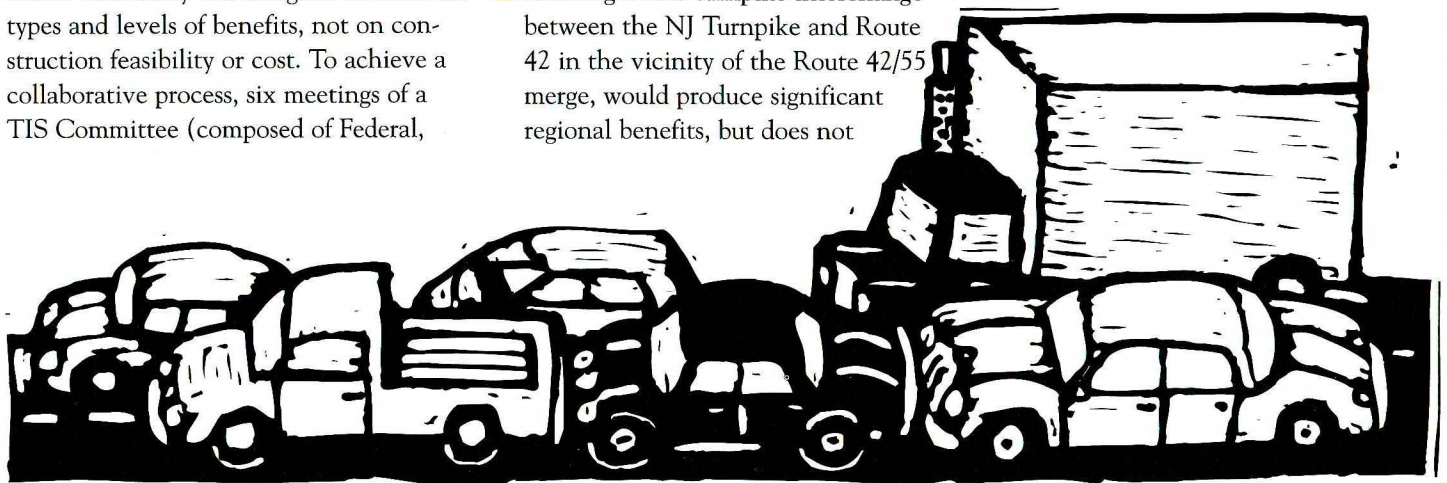
The TIS screening process resulted in the development of seven highway and transit alternatives which were measured against the goals and objectives of the study. Key findings included:

- Building a new turnpike interchange between the NJ Turnpike and Route 42 in the vicinity of the Route 42/55 merge, would produce significant regional benefits, but does not

address the interchange problems;

- A Partial Build, where the missing ramps from I-295 northbound to Route 42 southbound and Route 42 northbound to I-295 southbound are added, would improve the interchange and could be implemented independent of a Full Build Alternative since the missing ramps serve their own market; and
- The Full Build Alternative, to add the missing ramps plus direct Route 42/I-295 access, provides the greatest benefit to the interchange and to the region and is the only alternative that addresses all the study objectives.

Based on this study, the Full Build appears to be the preferred alternative. The Full Build would eliminate the geometric deficiencies and reduce the high number of accidents within the interchange. The TIS Committee recommended that the Partial Build Alternative, which is an element of the Full Build alternative, be advanced as soon as possible and before the more complex Full Build Alternative. With the DVRPC Board's approval of the TIS, NJDOT will initiate analysis to determine feasibility of building the interchange. 🚧





# ENVISIONING A "NEW REGION"

Suburban development in the Delaware Valley has created positive opportunities for many families, but the seemingly random pattern of suburban expansion has also contributed to problems in the area. Traffic congestion, loss of open space and urban deterioration are just some of the symptoms affecting the region. Planners and officials are now re-examining ways to bring back vibrancy and sense of place to create a more satisfying way of life, thus increasing the "livability" of communities in the region.

The New Urbanism Movement is receiving significant consideration from not only planners, but the media at large. New Urbanists promote principles of traditional neighborhood design to make places more livable, including mixed uses, transportation choices, visually appealing architecture at a human scale,

diversity, and strong community identity. In order to fully realize New Urbanism's intent in the Delaware Valley, these worthy ideas have been incorporated into a regional perspective to help build a thriving metropolitan area. The "New Regionalism" takes New Urbanism beyond isolated planning at the neighborhood scale to include limiting new development to designated growth areas; fostering suburban development based on traditional neighborhood design principles; encouraging infill development and urban revitalization; and preserving an interconnected open space network.

DVRPC has outlined its concept for New Regionalism in a detailed report

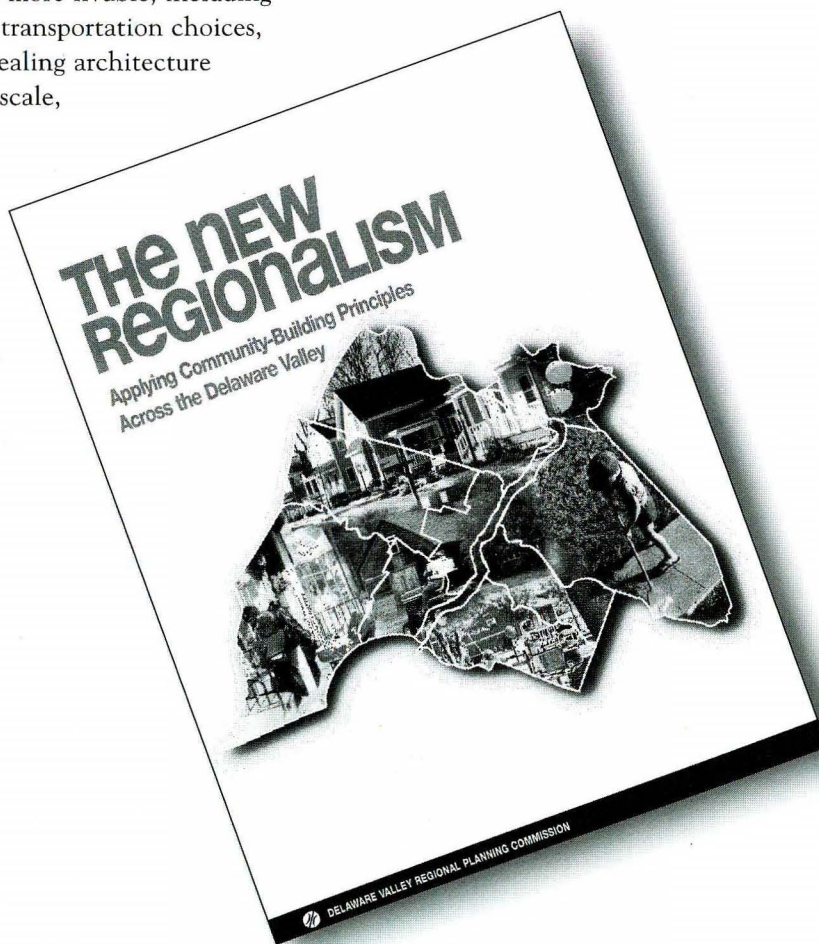
entitled, *"New Regionalism: Building Livable Communities Across the Delaware Valley."* The report, released in July, explains key strategies and design principles, and makes recommendations for enhancing livability at both the neighborhood and regionwide scale. The report also presents local case studies of how various communities in the Delaware Valley are applying these principles to make themselves more livable.

New Regionalism promotes planning with the entire Philadelphia metropolitan area in mind since the region embodies the basic economic, environmental, and cultural unit within which people live, work and play. It cautions us to rebuild and reclaim existing communities first, before building on greenfield sites, since the Delaware Valley contains a well-developed network of older villages, boroughs, cities and first generation suburbs. New Regionalism encourages building upon the Delaware Valley's unique natural, cultural and physical assets and it suggests providing people with meaningful choices about where and how they live, recognizing that the residents of this region have a wide range of needs, values and goals for themselves and their communities.

The New Regionalism challenge facing the Delaware Valley is two-fold. First, to promote infill & redevelopment in existing developed communities and to channel new development into designated growth areas; Second, to encourage both the development and redevelopment taking place in city & suburb to adhere to the best principles of New Urbanism.

By offering a new vision of development, it is hoped that New

Regionalism will spur a public dialogue about changing the way that land use and transportation development decisions are made, as DVRPC prepares *Horizons: The Year 2025 Plan for the Delaware Valley.*





# FORECASTING OUR FUTURE

In June, DVRPC adopted regional and county population and employment forecasts to the year 2025. Municipal level forecasts are expected to be available this fall.

Population and employment forecasts serve as the backbone of DVRPC's planning efforts for the Delaware Valley, its counties, and their municipalities. These forecasts are used in DVRPC's sophisticated transportation models, which in turn, are used to estimate future travel demand and evaluate individual highway and transit projects. They are also used to guide our long-range Land Use, Transportation and Air Quality Plan, and as indicators of trends in each county and municipality. In addition, the forecasts will serve in DVRPC's ongoing air quality evaluation required to meet the goals of the Clean Air Act Amendments.

## What Lies Ahead

- In the first part of the 21st century, the Delaware Valley's elderly population (65+) will grow by 58% to over 1.1 million. By 2025, over 19% of the region's population will be over 65.
  - Approximately 580,000 more people will live in the Delaware Valley by 2025, pushing the region's total population over 5.9 million for the first time in history.
  - Due to slow participating labor force growth over the next 25 years, the Delaware Valley's job base will grow by only 19% to just over 3.2 million by 2025.
  - The service sector will account for 69% of all job growth over the next 25 years.
- These forecasts were prepared by DVRPC staff in conjunction with city, county, state and federal agency representatives, as well as a panel of regional economists from the private sector. They may be seen as an objective assessment of future conditions, based not only on past trends, but also on current market demand, expected trends, and an analysis of the available land and infrastructure to accommodate growth. 🌱

## DVRPC 2025 POPULATION FORECASTS

County	(Census) 1990	2025	%Change
Bucks	541,174	748,068	38%
Chester	376,396	546,777	45%
Delaware	547,651	540,455	-1%
Montgomery	678,111	835,088	23%
Philadelphia*	1,645,000	1,500,000	-9%
<b>5 PA</b>	<b>3,788,332</b>	<b>4,170,388</b>	<b>10%</b>
Burlington	395,066	513,474	30%
Camden	502,824	513,536	2%
Gloucester	230,082	322,487	40%
Mercer	325,824	390,797	20%
<b>4 NJ</b>	<b>1,453,796</b>	<b>1,740,294</b>	<b>20%</b>
<b>REGION</b>	<b>5,242,128</b>	<b>5,910,682</b>	<b>13%</b>

\*Includes the City of Philadelphia's undercount adjustment.

## DVRPC 2025 EMPLOYMENT FORECASTS

County	(Census) 1990	2025	%Change
Bucks	245,345	338,306	38%
Chester	197,752	288,986	46%
Delaware	230,459	269,859	17%
Montgomery	457,500	567,705	24%
Philadelphia	836,874	840,235	0%
<b>5 PA</b>	<b>1,967,930</b>	<b>2,305,091</b>	<b>17%</b>
Burlington	191,345	250,549	31%
Camden	227,933	264,159	16%
Gloucester	86,079	122,626	42%
Mercer	220,592	269,883	22%
<b>4 NJ</b>	<b>725,949</b>	<b>907,217</b>	<b>25%</b>
<b>REGION</b>	<b>2,693,879</b>	<b>3,212,308</b>	<b>19%</b>



# ON THE RIGHT TRACK

## Extensive Rail Freight Plan Unveiled

In keeping with the Delaware Valley's rich history as a leader in the railroad community, DVRPC is positioning the region to meet the transportation challenges of the 21st century with the release of — *The Delaware Valley Rail Freight Plan*. The comprehensive plan, prepared by DVRPC in conjunction with its Delaware Valley Goods Movement Task Force and the local railroads, serves as a resource that describes and promotes the region's rail freight transportation system.

Presented in atlas format, the set of twenty-two carefully selected maps and accompanying text provide fundamental information about rail freight operations, facilities, and services and relates them to the Delaware Valley's population and employment centers and transportation corridors. With clearly presented information, the plan showcases the rail freight system as a vital complement to highway,

port, and airport facilities.

The core of the *Delaware Valley Rail Freight Plan* is the FasTrax Improvement Program. The FasTrax program consists of 90 projects, studies, and assigned roles which is intended to maximize the local rail network, remove any barriers to freight flows, and spur the integration of all transportation modes. In synthesizing the capital improvement programs of various operating companies and agencies, FasTrax provides a foundation for incorporating rail freight considerations into DVRPC's short and long range transportation planning. The plan is the latest indication of DVRPC's steadfast commitment to embrace freight concerns in planning and implementing transportation systems and solutions for the Philadelphia region.

Copies of the *Rail Freight Plan* are available through DVRPC's Information Services Center at 215-238-2828. ●



**RAIL TIES** — Furthering its commitment to the rail freight industry, DVRPC recently participated in the field views of candidate projects for the 1999 Pennsylvania Rail Freight Assistance Program (RFAP). The annual program, which is administered by the Pennsylvania Department of Transportation (PennDOT), makes more than \$8 million available statewide on a competitive basis for railroad maintenance and new construction projects. Funds are targeted to shippers and short line railroads to support businesses in the Commonwealth and to preserve rail as a viable transportation mode. In this photo, PennDOT engineers inspect track conditions and evaluate the merits of the proposed project. For more information about the RFAP, any interested parties are urged to contact DVRPC's Ted Dahlburg, Manager of the Urban Goods Program.

### Local rail freight authorities sound off about *The Delaware Valley Rail Freight Plan*:

The plan is very helpful in setting forth which railroad operates over what lines, and highlights how the entire network needs to be handled in a coordinated fashion with respect to public, private planning and investment in rail infrastructure. CSX commends DVRPC on a clear and comprehensive plan.

**Mike Brimmer, Regional VP for State & Local Affairs, CSX**

This *Rail Freight Plan* should help serve as a planning tool for DVRPC and should be an invaluable source of rail freight information for the Goods Movement Task Force which is charged with the responsibility for goods movement for DVRPC. It will also serve as a useful document for corridor planning studies because it gives a "bird's eye" view of the region's rail network which helps all the planners focus on areas that need possible enhancement.

**John E. Brown, Director, Bureau of Rail Freight, Ports & Waterways, PennDOT**

The Delaware Valley has now become one of the most competitive transportation centers on the East Coast. We see the *Rail Plan* as an excellent marketing tool that helps educate people about how the rail network is tied together with new transportation alternatives like intermodal and transload centers and access to port terminals. The plan really brings to light the different economic opportunities available through transportation systems in this region.

**Jeff Sutch, President, SMS/Penn Jersey Railroads**



# OZONE ACTION SEASON KICKS OFF

The Delaware Valley's Ozone Action Partnership is part of a growing nationwide trend toward voluntary pollution prevention that unites industry and private citizens toward a common goal—*cleaner air.*

To alert the public about the health and environmental effects of ground-level ozone, the Ozone Action Partnership recently launched the fourth season of the multi-state Ozone Action Program. The Partnership represents a coalition of business, government and environmental groups, in Delaware, New Jersey and Pennsylvania, that work collaboratively

to inform the public of ways to improve and maintain the region's air quality.

The 1999 Ozone Action season officially kicked off with a reception and luncheon at the Independence Seaport Museum. To emphasize the importance of public transportation in reducing motor vehicle emissions that contribute to ground-level ozone and to show support for alternatives to driving, state officials traveled to the event via the RiverLink Ferry and SEPTA.

This year's event brought together over 100 state and local officials, business partners and members of the media. Awards were presented to Ozone Action partners



for outstanding contributions to the Partnership and to a member of the media for consistent and dedicated coverage of the Ozone Action forecast. Recognized at the event were: PECO Energy, SEPTA, the Bernardine Center and NBC10. The event also marked the unveiling of the new 27-passenger Compressed Natural Gas (CNG) powered buses for the Phlash Downtown Visitor Shuttle.

"The Ozone Action Partnership is an excellent example of what can be accomplished when the private and public sectors voluntarily work together. Through public awareness, forecasting and alerts on high ozone days, ozone partnerships help us all breathe easier," said EPA Regional Administrator, W. Michael McCabe.

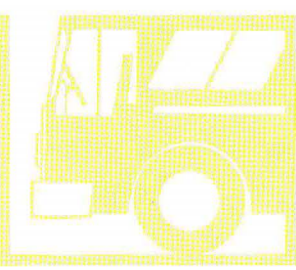
Administered by DVRPC, the summer-long Ozone Action Program alerts the public of ground-level ozone and forecasts Ozone Action Days when levels are unhealthy. When an Ozone Action day is forecast, employers, the media and DVRPC spread the news, asking people to take cost-efficient, voluntary actions to reduce emissions by using transit or car pooling to work, refueling cars in the evening when the sun is down, and postponing lawn mowing with gas powered mowers.

For more information about Ozone Action please visit the DVRPC website at [www.dvrpc.org](http://www.dvrpc.org). A daily forecast is available by dialing 1-800-872-7261. ☀



**FORGING A CLEAN AIR—TRANSPORTATION INITIATIVE** — DVRPC announced in June that the Ozone Action Partnership received a grant of \$25,000 from the Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), and the Federal Transportation Administration (FTA) to enhance its efforts to alert the public to the danger of ground-level ozone. The grant will merge the Ozone Action Program with the "It All Adds Up To Cleaner Air" Program to create an advertising campaign that encourages citizens to adopt simple pollution-reduction measures, such as limiting daytime driving; by combining trips, using transit or car pooling to work; and maintaining cars and their emission controls. Shown in the photo above, from left, are Rodney Slater (FHWA); Denise Goren (City of Philadelphia); John Leary (SEPTA); Congressman Robert Borski (US House of Representatives); Tony Ippolito (Sunoco and Ozone Action Board Chair); and John Cascia (DVRPC).





## VITAL PROJECTS *(continued from page 1)*

DVRPC plans to use this funding to develop communities at the same time as transit expands. Incentives would include such innovative ideas as promoting pedestrian-friendly town centers near rail stations, providing all-inclusive services within walkable and bikeable areas, and informing the public about these opportunities.

In May, DVRPC also received a \$242,000 grant from the William Penn Foundation for work over two years to enhance the use of Geographic Information Systems (GIS) for conservation and natural resource planning. GIS is a data management system that links computers, people and data in order to display graphically what used to be seen in table form. By using GIS, geography can be analyzed individually or in rela-

tionship to other data sources. In turn, GIS conservation organizations will be better equipped with GIS to identify those areas in need of protection or remedial action and prioritize their efforts.

The project will be targeted to the non-profit conservation organizations supported by the William Penn Foundation. A significant number of the Foundation's grants to these organizations involve planning, technical assistance, feasibility studies, impact analyses, watershed management, or citizen environmental education which could be facilitated or improved through GIS.

Under this project, DVRPC will utilize its expertise to compile available GIS data layers within the William Penn Foundation's Expanded Grantmaking Region; combine those common layers in a regional GIS database that would be

replicated and distributed to users on CD-ROM; assess those data layers that are currently incompatible due to differences in scale, projection or coverage and conduct a pilot project to reconcile these layers with the regional base; provide training to GIS users through hand's-on-training courses organized at DVRPC; assist users on-site via a GIS expert "circuit rider" that would work with area organizations; and, expand the existing DVRPC on-line GIS application, which allows users without on-site GIS to access and use the DVRPC GIS database with a standard computer and Internet browser.

The results of the project will be made available to a much wider public through the DVRPC website or through dissemination of the resulting GIS data to other area conservation organizations. ●



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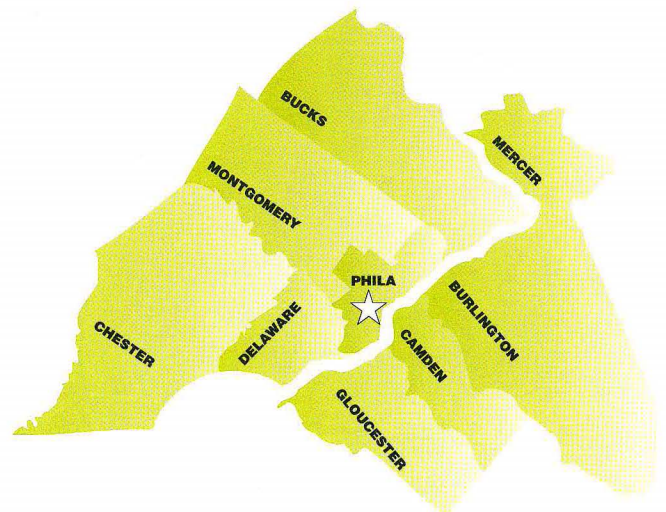
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Since its establishment in 1965, DVRPC has been instrumental in ensuring the orderly growth of the bi-state region. As the federally-funded metropolitan planning organization, DVRPC also provides data and consulting services to public and private sector organizations, and fosters cooperation among all levels of government. Shown above is the nine-county Delaware Valley region.