



CONNECTIONS

THE REGIONAL PLAN FOR
A SUSTAINABLE FUTURE

DELINK

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Building a Better Tomorrow



Delaware Valley
Regional Planning
Commission

the LINK is the long-range plan
newsletter of the Delaware Valley
Regional Planning Commission

KEEPING *the* **BIG PICTURE** *in* MIND

The Delaware Valley
Regional Planning
Commission (DVRPC)

works to unite the region's elected officials, business community and the public with a common vision of building a better future for the nine-county region, which includes Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey.

As the metropolitan planning organization (MPO), DVRPC addresses current issues and shapes the future through our long-range plan. We are currently developing a new plan that examines implications for the Delaware Valley through the year 2035. This effort,

Connections-The Regional Plan for a Sustainable Future, focuses on strengthening the linkages between land use, the environment, the economy and the transportation system.

The **Connections** Regional Plan will link people in the cities, suburbs and rural communities throughout the Delaware Valley; will connect planning at the state, regional and local levels; will tie together transportation, land use, the economy and the environment in a comprehensive way; and will span the past, present and future to create a competitive, efficient, equitable and sustainable region.

Each issue of **the LINK** will focus on the many challenges and tasks that face us in the development of the long-range plan. Installments will be published periodically over the next year. The focus of this issue is on the prevailing trends that will set the stage as we begin preparing goals and strategies for the **Connections** Plan.

2035



MEET *the* FUTURE

One of the first tasks we face in developing a new long-range plan is the assessment of the current state of the region. We begin by identifying the key challenges and opportunities that face the region over the twenty-plus year time span of the plan. DVRPC has recently completed two projects that analyze how the region is performing in certain key issue areas. *Rating the Region* benchmarks the Delaware Valley against other large metropolitan areas across the country. *Tracking Progress Toward 2030* shows how well the region is doing in achieving the goals set forth in *Destination 2030*, the current long-range plan. Together, these two documents help us take stock of where we stand as a region and assist in charting a vision of what we, collectively, want the region to look like in 2035. Once this vision is articulated, policies and strategies can be put into place to achieve it.

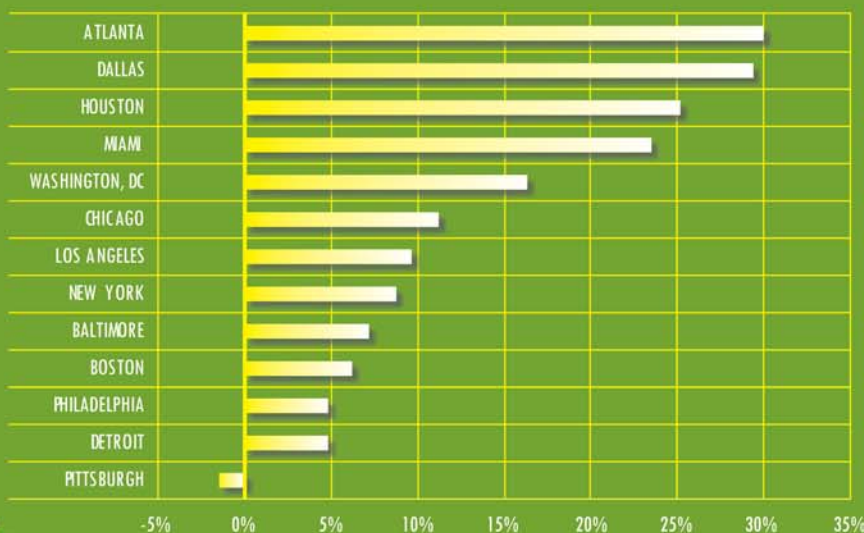
Developing future forecasts of population and employment in the Delaware Valley is a key factor in planning for the future. DVRPC, in collaboration with member governments, has developed and adopted population and employment forecasts for each of the 353 municipalities in the region for the year 2035. The nine-county Delaware Valley region is expected to gain over 630,000 residents by 2035, an increase of about 11% since 2005. In a similar manner, employment in the region is expected to increase by more than 369,000, or 13%.

The region's growth, while positive, has lagged behind other regions, and the nation as a whole, in recent years. Between 1990 and 2000 the population growth rate of the Philadelphia metropolitan area was second lowest among the 11 largest metropolitan areas in the country. Employment growth also lagged behind the national average and was 8th among the top 11 metropolitan areas between 1995 and 2005.

The vast majority of regional population and employment growth between 2005 and 2035 is projected to occur at the periphery of the region. If trends continue, the region's core cities and older, first generation suburbs will either lose population or experience minimal gains. Employment forecasts show a similar pattern. The ten municipalities with the greatest percent change in employment will all see a 100% increase or greater between 2005 and 2035.

Metropolitan Area Population Change, 1990 - 2000

NOTE: BALTIMORE AND PITTSBURGH SHOWN FOR LOCAL COMPARISON



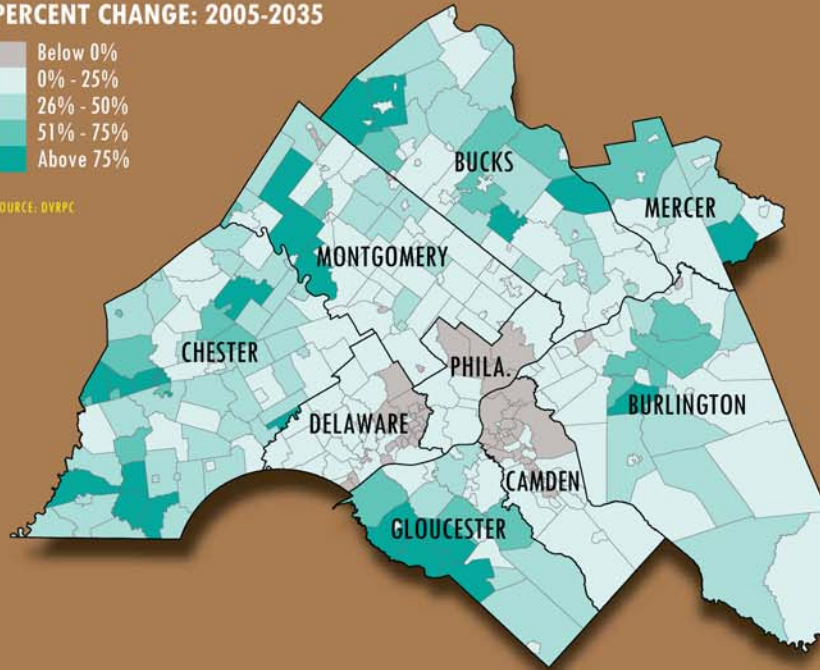
SOURCE: U.S. CENSUS BUREAU

2035 MUNICIPAL EMPLOYMENT FORECAST

PERCENT CHANGE: 2005-2035

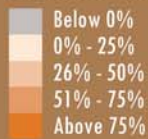


SOURCE: DVRPC

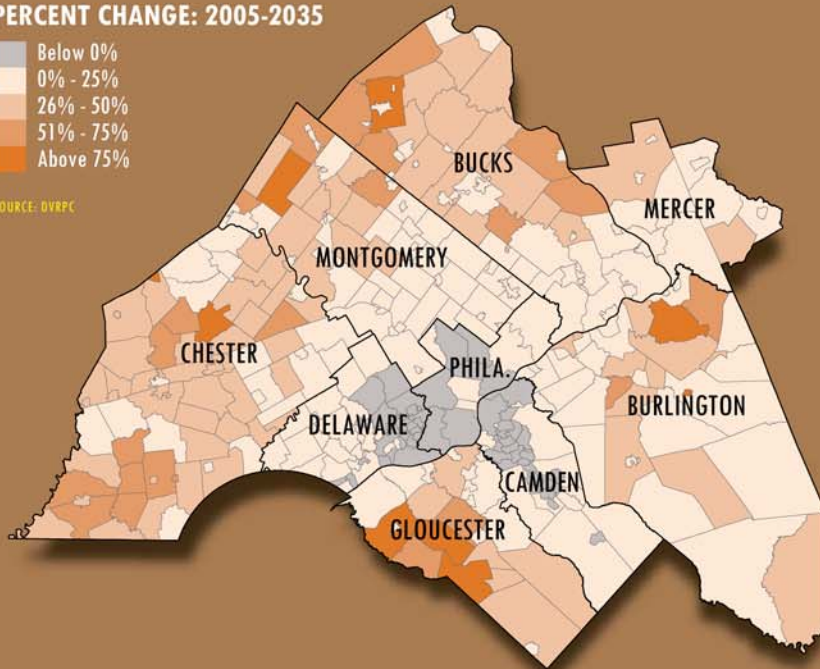


2035 MUNICIPAL POPULATION FORECAST

PERCENT CHANGE: 2005-2035



SOURCE: DVRPC



MOVING Growth in the RIGHT DIRECTION

The trend that we know as increased sprawl is reflected in the amount of developed land per person. In 1990 there were 6,724 square feet of total development per person. By 2005 this figure had expanded to 7,604 square feet, an increase of more than 13%. This effect is especially pronounced in residential development per person, which has increased by 15% during the same period. While the region's core cities, first generation suburbs and growing suburbs have maintained a relatively constant per capita development level, rural areas have seen a substantial increase.

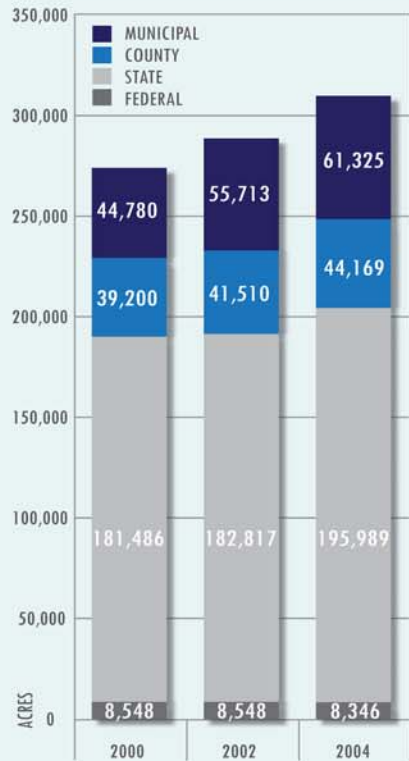
Developed Acres Per Person by Planning Area (Square Feet/Person)

	1990	2000	2005	% Change 2000-2005	% Change 1990-2005
Residential Land Per Person	4500	5029	5180	3.0%	15.1%
Other Developed Land Per Person	2224	2387	2423	1.5%	9.0%
Total Developed Land Per Person	6724	7416	7604	2.5%	13.1%

SOURCE: DVRPC LAND USE FILES, 1990, 2000, AND 2005; AND US CENSUS 1990, 2000, AND 2005 ESTIMATES

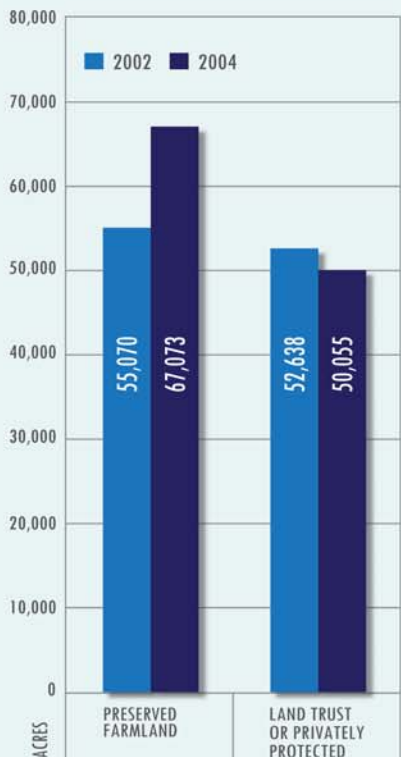
PRESERVING OUR RESOURCES

Protected Public Open Space



A sprawling pattern of development puts pressure on open space in our region. While the rate of open space consumption has slowed slightly in recent years, the overall trend has prompted efforts to preserve land. Between 2002 and 2004 the amount of private protected open space increased by about 10,000 acres, to a total of 117,128 acres. This was largely due to increases in preserved farmland. While acres of land trust-protected land appeared to decline, this is likely due to a transfer in the ownership of property to public entities, as well as mapping corrections. Between 2000 and 2004 the amount of protected public open space in the region increased by over 35,000 acres to 309,829 acres. Another measure of the regional commitment to open space preservation is reflected in conservation funding per capita. Among the largest 11 metropolitan areas in the country, the Philadelphia region's \$312 per person ranks first.

Protected Privately-Held Open Space



Total Conservation Funding (Per Capita, 2007)

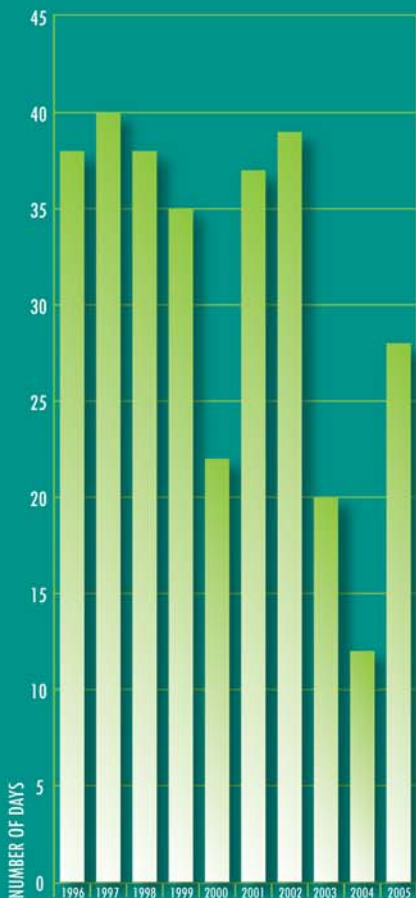
NOTE: BALTIMORE SHOWN FOR LOCAL COMPARISON



ASSESSING our ENVIRONMENT

Air quality is a key measure of the region's health and one that is directly related to transportation emissions. The Delaware Valley does not currently meet National Ambient Air Quality Standards for two pollutants: ground-level ozone and fine particulate matter. Data shows a gradual improvement in air quality over the past decade but the region still has significant strides to make in order to meet the national standard.

Days Exceeding the NAAQS



MAKING it EASIER to LIVE WELL

The Delaware Valley enjoys a varied economic base and employment has grown along with annual pay. Between 1995 and 2005 Philadelphia ranked 3rd among the 11 largest metropolitan areas in terms of per capita income growth. Workers in the DVRPC region are also more educated than the national average. In 2005, 32% of the population in the region, among those 25 years or older, had college degrees, ranking 5th among the largest 11 metropolitan areas. The Delaware Valley typically does not experience as high a growth rate as many areas of the country do during economic booms but we also do not encounter economic downturns that are as severe during times of recession.

Educational Attainment by Metropolitan Area, 2006

NOTE: BALTIMORE AND PITTSBURG SHOWN FOR LOCAL COMPARISON

METROPOLITAN STATISTICAL AREA	NO HIGH SCHOOL DIPLOMA	HIGH SCHOOL GRADUATES	SOME COLLEGE, ASSOCIATES DEGREE OR LESS	BACHELOR'S AND / OR POST-GRADUATE DEGREE
WASHINGTON, DC	11%	20%	23%	46%
BOSTON	11%	26%	23%	41%
NEW YORK	16%	28%	21%	35%
ATLANTA	13%	26%	26%	34%
BALTIMORE	14%	27%	26%	33%
PHILADELPHIA	13%	32%	23%	32%
CHICAGO	15%	26%	27%	32%
DALLAS	18%	24%	28%	30%
LOS ANGELES	24%	21%	26%	29%
HOUSTON	21%	25%	26%	28%
MIAMI	18%	28%	27%	28%
PITTSBURGH	10%	38%	25%	27%
DETROIT	13%	29%	31%	26%

SOURCE: 2005 AMERICAN COMMUNITY SURVEY, TABLE B15002. RANKED BY PERCENT WITH A BACHELOR'S AND/OR POST-GRADUATE DEGREE. PHILADELPHIA INCLUDES BOTH THE PHILADELPHIA AND TRENTON-EWING MSAs.

Per Capita Personal Income, 1995 - 2005

NOTE: BALTIMORE AND PITTSBURG SHOWN FOR LOCAL COMPARISON

METROPOLITAN AREA	1995	2005	CHANGE 1995-2005
WASHINGTON, DC	\$31,332	\$48,697	55%
BOSTON	\$29,621	\$47,168	59%
TRENTON-EWING	\$29,920	\$45,923	54%
NEW YORK	\$30,499	\$45,628	48%
BALTIMORE	\$25,314	\$41,320	63%
PHILADELPHIA	\$26,177	\$40,727	56%
HOUSTON	\$24,474	\$39,199	60%
CHICAGO	\$27,170	\$38,951	43%
DETROIT	\$26,201	\$37,515	43%
MIAMI	\$25,383	\$37,507	48%
DALLAS	\$24,894	\$37,209	50%
LOS ANGELES	\$24,420	\$36,746	51%
PITTSBURGH	\$23,628	\$36,530	55%
ATLANTA	\$25,161	\$34,285	36%

SOURCE: U.S. BUREAU OF ECONOMIC ANALYSIS, REGIONAL ECONOMIC ACCOUNTS, DATA TABLE CA30, 2007. INCOME IN CURRENT DOLLARS (NOT ADJUSTED FOR INFLATION).



ALL ROADS LEAD ^{to} TOMORROW

Regional economic growth, land use patterns and even environmental factors are intrinsically linked to the transportation system. As is the case in the rest of the country, driving alone is the dominant means of commuting in the Delaware Valley, and accounted for 73% of commutes in 2000. This share of driving as well as the total number of vehicle miles traveled (VMT) (including per capita), has been increasing. Compared with 1990, the number of those driving alone increased by 4% in 2000; each person, in turn, drove an additional 830 miles per year by 2005. The total VMT in the region grew from just under 35 billion miles in 1990 to over 40 billion miles in 2005. These figures indicate that the region has become increasingly auto-dependent.

Mode of Transportation to Work, 1990-2000

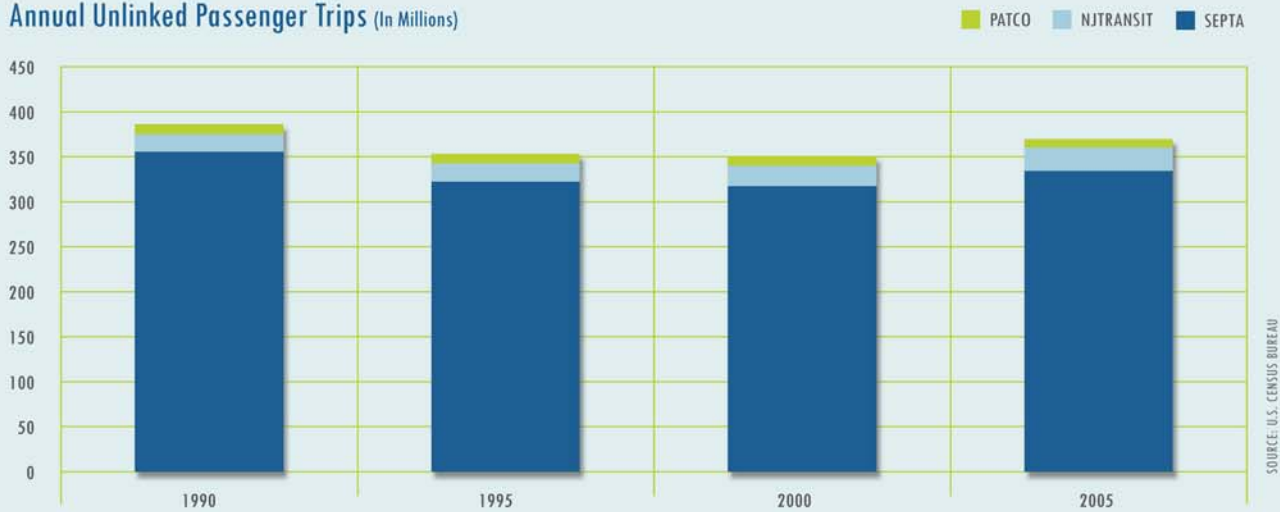
METROPOLITAN AREA	DROVE ALONE (CAR, TRUCK, OR VAN)		CARPOOLED		PUBLIC TRANSPORTATION		MOTORCYCLE, BICYCLE, TAXI, WALKED, OR OTHER MEANS		WORKED AT HOME	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
NEW YORK	54%	56%	10%	9%	27%	25%	7%	6%	2%	3%
WASHINGTON, DC	63%	70%	15%	13%	14%	9%	5%	4%	3%	3%
CHICAGO	67%	70%	12%	11%	14%	11%	5%	4%	2%	3%
BALTIMORE	71%	72%	14%	13%	8%	7%	5%	6%	2%	2%
LOS ANGELES	72%	72%	15%	15%	5%	5%	5%	4%	3%	4%
PHILADELPHIA	69%	73%	12%	10%	10%	9%	6%	5%	2%	3%
BOSTON	70%	74%	10%	9%	11%	9%	6%	5%	3%	3%
MIAMI	76%	77%	14%	13%	4%	4%	4%	3%	2%	3%
ATLANTA	78%	77%	13%	14%	5%	3%	2%	2%	2%	3%
HOUSTON	76%	77%	14%	14%	4%	3%	4%	3%	2%	2%
PITTSBURGH	71%	77%	13%	10%	8%	6%	6%	4%	2%	2%
DALLAS	79%	79%	14%	14%	2%	2%	3%	3%	2%	3%
DETROIT	83%	84%	10%	9%	2%	2%	3%	2%	2%	2%

SOURCE: U.S. CENSUS BUREAU. INCLUDES WORKERS AGE 16 AND OLDER. RANKED BY PERCENT OF WORKERS WHO DROVE ALONE TO WORK IN 2000.



However, in spite of the dominance of the automobile, the region does have relatively high levels of alternate commuting methods such as public transportation, walking and biking. In 2005, the Philadelphia Metro area ranked 7th among the largest 11 metropolitan areas in annual transit trips per capita. There were 370 million transit trips in the region in 2005, an increase of 17 million over 1995 levels which reverses decades of decline. More recent data shows even greater gains in transit ridership.

Annual Unlinked Passenger Trips (In Millions)

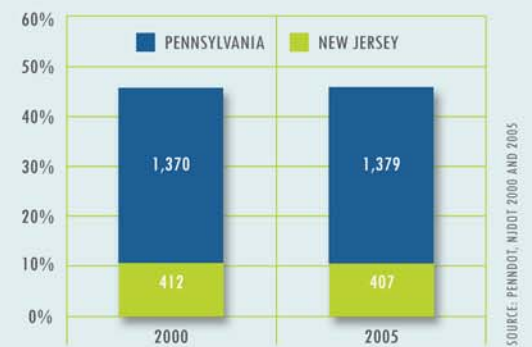


The region has an extensive road and transit network but our transportation network is aging, and maintenance of both highway and transit infrastructure has become an issue. In 2005, there were 1,826 total lane miles of pavement and 1,786 bridges rated as deficient. Although these levels have remained relatively unchanged since 2000, they are two and four times higher, respectively, than the targets set by the U.S. Department of Transportation. Maintenance of transportation infrastructure has become a priority but funding the improvements has become more difficult due to increases in raw materials and the sheer amount of needs in this region.

Total and Percent of Pavement Lane Miles Rated Deficient



Total Percent of Deficient Bridges



BUILDING @ BETTER TOMORROW

Many of the trends highlighted here form the challenges that will face our region in the years to come; others showcase opportunities. These trends present one possible future based on a current snapshot in time. The **Connections** Plan will develop policies and strategies that counteract these negative tendencies and prolong the positive ones.

DVRPC has already conducted an on-line survey of regional issues and will be hosting a number of focus groups in the coming weeks to gain feedback on various policy issues. In the fall, we have planned a series of interactive public workshops throughout the region to further engage residents in the development of the **Connections** Plan. The next issue of **the LINK** will detail the Regional What-If Scenario Analysis that evaluates the environmental, economic and transportation impacts of two disparate land use trends: sprawl and recentralization. Additional information about our work and the development of the **Connections** Plan is available on the DVRPC website (www.dvrpc.org).

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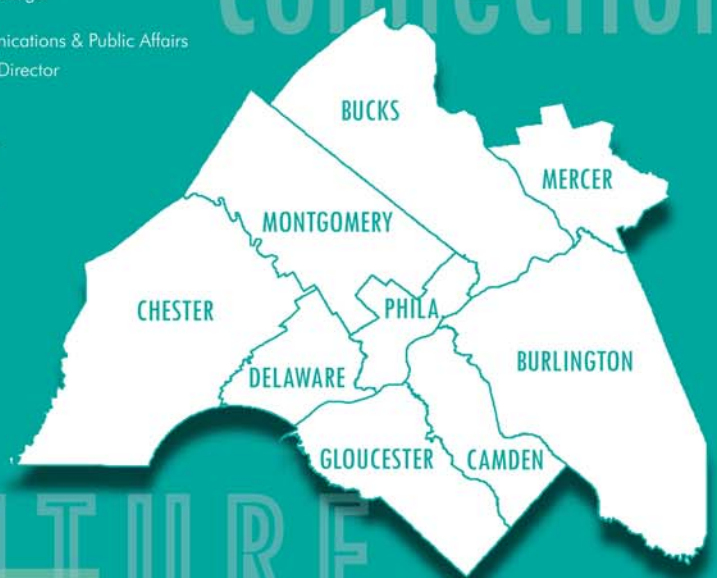
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