

35 YEARS of SERVICE



D V R P C

FY. 2000 **ANNUAL** *report*

and Year 2001 Calendar



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THE COMMISSION

Established in 1965, the **Delaware Valley Regional Planning Commission (DVRPC)** provides comprehensive, coordinated planning for the orderly growth and development of the bi-state region.

As an interstate, intercounty and intercity agency, DVRPC advises on regional policy and capital funding issues concerning transportation, economic development, the environment and land use. To satisfy the broadest constituency, we foster cooperation among member governments and agencies, private sector organizations, and the public. We also work closely with a host of agencies, including state departments of transportation, community affairs and environmental protection, the federal government, and regional transportation providers. No matter who we're serving, DVRPC is dedicated to delivering critical data and consulting services that will enhance the planning efforts for our nine-county metropolitan region.

DVRPC is governed by an 18-member Board which establishes regional policy, defines committee duties and adopts the annual work program. A 10-member Executive Committee oversees general operations and fiscal matters. Our planning and service functions are split among the Office of the Executive Director, Office of Public Affairs and three divisions: Transportation Planning, Regional Planning and Administration.

Financial support for the organization's diverse activities comes from federal, state, county, city, operating agencies, and private sector funds.



THE REGION

- **Sixth largest metropolitan area in the nation**
- **Approximately 4,000 square miles**
- **Home to over 5 million residents and 2.8 million jobs**
- **Comprised of nine counties:**
 - Pennsylvania**
Bucks
Chester
Delaware
Montgomery
and Philadelphia counties
 - New Jersey**
Burlington
Camden
Gloucester and Mercer counties
- **Offers a diversity of educational and business opportunities**
- **Five dozen four-year colleges and universities**
- **More than 25 medical schools and teaching hospitals comprising the famous Medical Mile**
- **Headquarters to 15 Fortune 500 companies**
- **World's largest market for foreign currency options**
- **Safest of the ten large metropolitan areas in the US**
- **Vibrant tourism, cultural, and entertainment industries:**
Independence Mall,
Avenue of the Arts
Camden Waterfront
First Union Center

INFINITE POSSIBILITIES

For DVRPC, the future is always today. As the region's designated Metropolitan Planning Organization (MPO), the work DVRPC does today helps determine the future quality of life for millions of Delaware Valley residents. This year DVRPC, concerned citizens and community leaders moved closer to planning an ideal region: a region with an ample supply of open space, clean water and air, and with revitalized communities that have access to alternative modes of transportation as well as modern public transit and highway facilities.

Almost six years ago, DVRPC adopted the Year 2020 Long-Range Plan, which outlined goals, policies, actions and implementation strategies. Keeping in step with the Transportation Equity Act for the 21st Century's (TEA-21's) requirement of a 20-year planning horizon, DVRPC has begun work on **Horizons, the Year 2025 Plan for the Delaware Valley**. An extension of the 2020 Plan, *Horizons* remains true to the goal of "creating a more efficient, competitive and sustainable region."

Updating our Plan dictates that we analyze current conditions and progress in particular areas: physical form, traffic congestion, environment, air quality, economic development, freight movement, mobility and housing. In **Regional Indicators, Measuring Our Progress to 2025**, DVRPC studied 26 outcome-based indicators that are regional in geographic scope, measurable over the long-range and trackable from public data sources. The results varied in measuring progress to 2025. Eleven areas showed an improving trend; six showed a declining trend; and nine showed mixed results.

Among the results, unemployment rates and income and employment growth indicate positive economic trends; environmental improvements in water quality and recycling are tempered by the impacts of increased waste generation; and traffic congestion, exacerbated by urban sprawl, shows little improvement related to auto usage and vehicle growth; however, public transit usage results are mixed. Individually, the indicators represent a small perspective, but together, they provide the big picture for planning purposes.

Achieving the vision of the Year 2025 Plan will not be easy. Reaching the goals of the plan will require a pro-active approach to planning and the accomplishment of definite actions over the next 25 years. The visioning process for 2025 began with the release of two new planning reports, and public participation at community workshops. **Horizons Report #1: The Shape of Things to Come** introduced the long-range planning process, the guidelines of the Year 2020 Plan, and current trends affecting the region and their consequences. *Report #1* was used in four community workshops held in King of Prussia, PA; Glassboro, NJ; Philadelphia, PA; and Burlington, NJ. At the workshops, individuals stressed the need for revitalizing towns and cities; preserving farmland and open space; improving existing transportation facilities and building new ones; and developing bicycle and pedestrian facilities. The consensus also designated the building of new roads as the lowest priority.

In **Horizons Report #2: Issues and Choices**, DVRPC highlighted issues affecting regional planning for the Delaware Valley. These issues span a variety of subjects—from the globalization of the marketplace and environmental justice in transportation planning to promoting inter-municipal and inter-regional cooperation and addressing challenges in government service delivery. The report also described two directions for the region's future, complete with the positive and negative impacts of each scenario.

DVRPC included public comment surveys in the reports to obtain opinions on the issues and reactions to the planning scenarios. The survey results helped shape **Horizons Report #3: The Proposed Regional Land Use Plan**, due for release in FY01. Also due in FY01, is the Proposed Transportation Plan, which will include a listing of new facilities and services, significant improvements and future study areas. An executive summary, detailing much of what has been presented in the first four reports, will be available by the end of FY 01.



ONLINE

MAKING THE CONNECTION

Communication is the bottom line in every aspect of DVRPC's work and as such, we are striving to make our services accessible. One means of reaching out to the public is through our website at www.dvrpc.org. While many citizens do not yet have this on-line link, it is the trend of the future and cannot be ignored. Technology is moving at high speed and DVRPC is keeping pace by providing our users with easy navigation and search options to efficiently sort through the growing wealth of information and data available on our site.

Users can now search the website from the Commission's homepage as well as take advantage of the expanded Publications Guide, various career opportunities and up-to-the-minute conference calendar.

New features include three current Data Bulletins with downloadable files on 1998 Population Estimates, 1980-1989 Building permits and 1990-1999 Building Permits; Pennsylvania and New Jersey traffic count data, searchable by county, municipality or road name; and online mapping which allows visitors to create custom maps using a viewable layers system. We are also preparing a design methodology to present census information in a time series format for 1980, 1990 and 2000 data.

The Public Affairs page continues to provide valuable information for both the press and citizens. Posting media releases, events, and citizen participation opportunities to our website is more than a means for disseminating information; this valuable tool allows DVRPC to expand its outreach and education to new groups. Website visitors can keep up with organization information and project news by reading the *Citizens Guide*, *DVRPC News* and annual reports online.

Our Transportation Planning section now features aviation, bicycle, freight and intelligent transportation systems pages. We have also added online and downloadable versions of the FY 2001 Transportation Improvement Program. In addition, the Mobility Alternatives Program and Share-a-Ride web page has been updated with new information and an online sign-up option.

As your regional resource, we encourage you to visit our site to see for yourself how we're working to put the information you want at your fingertips. Our continual web updates will help you stay on top of issues affecting the region as well as your little corner of the world.

MANAGING PRECIOUS RESOURCES

Environmental stewardship is one of DVRPC's many roles and is crucial to the overall success of our region. Water, considered to be one of life's most precious resources, must be carefully monitored to preserve the delicate balance of the environment. DVRPC serves as the designated Water Quality Management Planning Agency for Burlington, Camden and Gloucester counties in New Jersey. To coordinate this activity, DVRPC works with the **Tri-County Water Quality Management Board**, composed of a freeholder, a mayoral representative and citizen from each of the three counties and the mayor and a citizen from the City of Camden.

During FY00, several new initiatives increased the tempo of planning activities for the Tri-County Board. One of these activities included maintenance of the Tri-County Water Quality Management Plan through the review and recommendation of plan amendments. In January 1999, New Jersey Governor Christine Whitman issued Executive Order 109 which required a review of all amendments to determine if one or more of several impact studies should be required. This action prompted a review of several amendments in the processing pipeline.

In order to completely revise the Water Quality and Watershed Planning rules, a proposal was released which generated significant public commentary. DVRPC participated in the rules development process and continues to comment on the proposal.

The Tri-County area includes parts of six watershed management areas, all of which are embarking on four-year **watershed planning programs**. DVRPC accepted the opportunity to take the lead in preparing the plan for the Lower Delaware Tributaries (Watershed Management Area 18). This area extends from the Pompeston Creek in Burlington County

to Oldmans Creek on the border of Gloucester and Salem counties. The announcement of the project award was made by Governor Whitman in a ceremony at Cooper River Park last May.

The Commission will receive a total of \$600,000 for the watershed management work over a four-year period. This effort will result in a plan to improve water quality in the area by reducing both point and non-point source pollution sources. Point sources include permitted dischargers while non-point sources include agricultural and residential fertilizers and pesticides, oils and residues from stormwater runoff from impervious surfaces such as streets and parking lots, and problems from failing septic systems. DVRPC also plans to establish a public education and outreach program to encourage the public action to improve water quality.

LEARNING FOR TODAY, CONSERVING FOR TOMORROW

Efforts to conserve and enhance the area's natural resources require the commitment and collaboration of municipal, county, regional, state and federal agencies, as well as private landowners and non-profit organizations. Access to current information and knowledge of the effective use of planning tools can make a big difference in a group's ability to achieve its goals. In an effort to support the work of area organizations, DVRPC has embarked on a two-year effort to expand the knowledge and use of **Geographic Information Systems (GIS)**, a tool that is gaining importance in conservation and natural resource planning. The project is funded by the William Penn Foundation

GIS is a powerful implement that allows users not only to organize and display information on maps for presentations, but to visualize and analyze information in new ways that reveal relationships, patterns and trends. GIS links computers, people and data to display graphically what used to be seen in table form. Geography can be analyzed individually or in relationship to other data sources. By using GIS, area organizations will be better equipped to identify those areas in need of protection or remedial action and prioritize their efforts. This particular project seeks to incorporate the use of GIS in quality decision-making on a level that ensures efficient application of the limited funds allotted for the conservation and enhancement of the region's natural resources.

In carrying out this project, DVRPC will:

- **Utilize its expertise to compile available GIS data layers within the William Penn Foundation's Expanded Grantmaking Region;**
- **Combine common layers into a regional GIS database that can 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 for GIS hands-on-training courses;**
- **Assist users on-site via a GIS expert "circuit rider" that works with area organizations; and**
- **Expand the existing DVRPC on-line GIS application, which allows users without on-site GIS to access and use the GIS files and software with a standard computer and Internet browser.**

This year, DVRPC created a database of non-profit conservation organizations in the William Penn Foundation grant area; surveyed more than four hundred conservation organizations on their usage of GIS, the kinds of software used, the data used and the data they would like to obtain for study; conducted three introductory training sessions at area planning meetings on the use of GIS; provided on-site training and technical assistance to six organizations; held two-day training courses for 35 organizations at DVRPC; and installed the software program on the DVRPC website server, which will provide for interactive mapping on the Internet.

While the initial focus of the project is on those organizations that have already received grants through the William Penn Foundation, a wider group can access the results of the project through the DVRPC website or through dissemination of the resulting GIS data to other area conservation organizations.



TRANSPORTATION SUCCESS STORIES

Transportation investment is changing to better serve the region's many and varying communities. A new focus on **Transportation Enhancement (TE)** funding, as mandated by Congress in TEA-21, has sparked interest in non-traditional transportation-related projects. These projects enhance the transportation experience by mitigating the impacts of facilities on communities and the environment and by improving community character.

Enhancing the Transportation Experience

During FY00, the DVRPC Board approved 23 projects in Pennsylvania for a total of \$10 million from PennDOT's and SEPTA's Transportation Enhancement funds. More than 75 applications proposed a variety of work from streetscape beautification in commercial districts and construction of multi-use trails to restoration of old train stations and canals. SEPTA supplemented the region's \$8.3 million TE sub-allocation (a 10 percent set-aside of Surface Transportation Program funds) with its \$2 million TEA-21 mandated Transit Enhancements obligation, effectively merging the two programs.

In the past, TE projects were ultimately selected by the state through an advisory committee comprised of representatives from environmental, historic preservation, rails-to-trails and bicycling interest groups, as well as other stakeholders. In response to the growing concerns of regional planning organizations across the Commonwealth, PennDOT changed the process by sub-allocating regional funds using a formula partly based on population. As of the recent round of funding, regional planning organizations select projects directly. The end result is a funding program reflecting established regional priorities.

DVRPC involved the counties and the City of Philadelphia in the most recent evaluation of applications. The Pennsylvania Subcommittee of the Commission's Regional Transportation Committee, along with the Regional Citizens Committee and staff, selected a variety of projects that would have the greatest impact within the available funding levels.

Clean Air and Freedom of Movement

\$24.6 million dollars will breathe life into 28 transportation-related projects designed to improve air quality and reduce congestion in Southeastern Pennsylvania. The projects were selected as a part of the **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** – a strategic federal initiative that is funded through DVRPC's Transportation Improvement Program (TIP).

CMAQ is a reimbursement program designed to cover up to 80% of project costs, with the project's sponsor responsible for covering the remaining costs. The program is especially valuable because it enables DVRPC and the region to target funding for innovative programs that will fight congestion and clean the air. Many of these projects, though beneficial, might not have been funded but for this special program.

The 28 DVRPC-approved CMAQ projects include a variety of air quality initiatives such as the installation of bicycle racks and emission reduction devices on SEPTA buses, as well as a rebate program aimed at clean-fueled fleets. Other projects, designed to ease traffic congestion, range from coordinating traffic signals along busy corridors to production of a bicycle map encompassing the suburban PA counties.

At the start of the process, DVRPC solicited applications from public agencies, private firms and non-profit entities. The Commission's Regional Transportation Committee formed a special CMAQ Subcommittee to evaluate 66 project applications submitted by both public and private sector groups. The subcommittee included planners from the counties, states and transit operators, and citizen representatives of environmental, biking, transit and business interests. Proposals were ranked according to a project's ability to help reduce emissions from highway sources and meet National Clean Air Act standards and a variety of other criteria. A final list of proposals was recommended to the DVRPC Board for approval. This was the second successful round of CMAQ competition.

LIFETIME INVESTMENTS

Whether you're biking, walking, driving or riding public transportation, chances are that getting around town will be a bit easier for you

in the coming years. Thanks to the new **Transportation Improvement Program (TIP)** approved for Fiscal Year 2001, Delaware Valley residents will see a number of projects positively impact their travel.

The production of the TIP, which is required by federal law, is the culmination of the transportation planning process and represents a consensus among state, regional, and local officials as to what improvements to pursue. The TIPs for New Jersey and Pennsylvania are comprised of projects that will use federal funds, along with non-federally funded projects that are regionally significant. The lists are multi-modal; in addition to the more traditional highway and public transit projects, they include bicycle, pedestrian, and freight related projects. The TIPs not only list specific projects, but also document anticipated schedules and costs for each project phase. Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period. The TIP is financially constrained to the amount of funds that are expected to be available.

The New Jersey portion of the TIP contains about 160 projects, totaling \$995 million to be implemented over the next three years (FY 2001- 2003). It includes \$582 million in projects primarily addressing the highway system funded through the Federal Highway Administration and the State of New Jersey, and \$413 million of transit projects proposed by NJ TRANSIT and DRPA/PATCO and funded through the Federal Transit Administration, the State of New Jersey, and DRPA/PATCO. This TIP includes a wide variety of projects that will improve the entire transportation system in the New Jersey portion of the region, such as the I-295/NJ 42/I-76 Interchange Improvements, Southern New Jersey Light Rail Transit project, NJ Route 41 Operational Improvements, replacement of eight bridges and the Delaware River Pedestrian and Bicycle Path.



The Pennsylvania segment of the TIP includes over 500 projects totaling about \$3.8 billion to be implemented over the next four years (FY 2001-2004). It contains \$1.8 billion in projects primarily focusing on the highway system, and \$2.0 billion of transit projects for SEPTA, Pottstown Urban Transit and the Keystone Service. This TIP contains projects that include the Reconstruction of PA-309, PA-413 Corridor Improvements, PA-291 Industrial Highway Widening, I-95 Airport Ramp Revisions, Intelligent Transportation Systems on I-476, reconstruction of the South Street Bridges, the Schuylkill Valley Metro, the Chester Valley Trail and the On-Road Bicycle Mobility Program.

Continuing DVRPC's efforts to enlist the help of citizens in the planning process, the Commission reached out to residents from across the region to review the TIP. DVRPC held seven public meetings on the draft TIP as part of the 30-day comment period required before DVRPC's Board approves the TIP. Citizens also learned about the program by reviewing the document in libraries throughout the region and by logging on to the DVRPC website at www.dvrpc.org.



PRIME REAL ESTATE

Many of the Delaware Valley's "first generation suburbs" are currently experiencing problems that until recently were considered to be exclusively urban problems. DVRPC is committed to helping these older communities tackle their individual challenges so that their residents can experience an enhanced quality of life.

A prime example of a first generation suburb grappling with a host of issues is the William Penn School District in eastern Delaware County, Pennsylvania. The District, located between Upper Darby Township and the City of Philadelphia, is comprised of six small boroughs: Aldan, Colwyn, Darby, East Lansdowne, Lansdowne, and Yeadon. In the report,

First Generation Suburbs: Putting Principle into Practice, DVRPC examined the William Penn School District to compile and analyze historic, demographic and economic information and to formulate potential revitalization strategies for the school district and its member municipalities.

Once some of the area's most prosperous communities with sound residential neighborhoods, the District's six municipalities are currently facing a variety of fiscal, social and economic challenges. These challenges include the continuing loss of population and jobs; increasing school enrollment; a relatively low percentage of residents with college degrees; and a low median household income. Additionally, the communities have an older housing stock and aging infrastructure system; a predominance of residential land uses; a high percentage of renter-occupied units; and a lack of vacant, developable land.

Many of the problems facing the region's central cities and first generation suburbs, including municipalities in the William Penn School District, are the result of a continuing regional pattern of decentralization and disinvestment. DVRPC advocates broader, cooperative regional approaches as a means of reversing the continuing loss of both people and jobs while municipal officials simultaneously pursue local initiatives to help mitigate specific problems facing their communities. The report recommends the implementation of regional and county-wide planning and growth management strategies, including targeting future infrastructure investments to existing developed areas to discourage continued development in the region's "outer ring" communities.

Given the fiscal disparity that exists between the region's oldest communities and its more affluent outer ring municipalities, the report also recommends investigating long-term alternatives to the property tax as the primary means of financing local services, especially education. Such action would discourage individual municipalities from permitting tax-generating development regardless of its potential impact on neighboring communities or its corridor and region-wide benefits and costs. Finally, the report recommends that first generation communities participate in multi-municipal coalitions and implement intermunicipal strategies to increase the effectiveness of service delivery, reduce costs, and increase their political clout.



UNCOMMON PLACES

DVRPC is playing an important role in ushering in a new era of more transit friendly communities. This era will see residents taking advantage of centrally located public transit and walking to neighborhood businesses while interacting with neighbors in the revitalized center of their community. The design of these communities is based on the concept of a village where residents take pride in their surroundings, have nearby access to a variety of services and enjoy increased mobility.

Transit-oriented development (TOD) is one of the best ways to conceptualize manageable communities that are attractive to both residents and commercial businesses. Specifically, TOD refers to community planning that is focused around a transit station. The concept also incorporates the use of common spaces in ways that promote a greater sense of community in an area. Optimally, transit-oriented development features various housing types, retail, and services in a concentrated area of mixed use buildings within a comfortable walking distance to a transit station.

At DVRPC, FY00 marked the start of new planning for transit-oriented development. With the support of FHWA funding, DVRPC, in partnership with city and county governments and non-profit organizations, began:

- **Developing a “transit friendly” mortgage program, in which a prospective homeowner who has located in an area that is well-served by public transit, can own fewer or no cars and utilize those funds to qualify for a higher monthly mortgage payment;**

- **Expanding education and information campaigns that are targeted to local officials, the development community and the general public which document the benefits of transit-oriented communities; and**

- **Proactive planning for transit-oriented development at various station sites along the proposed Schuylkill Valley MetroRail and Southern New Jersey Light Rail Transit lines.**

Opportunities for TOD in the region abound. DVRPC, in partnership with Berks, Chester and Montgomery counties, the City of Philadelphia, SEPTA, BARTA, the Reinvestment Fund and the Pennsylvania Environmental Council (PEC), has begun a two-year study of transit-oriented development options at five possible station sites along the proposed Schuylkill Valley MetroRail corridor. SEPTA's MetroRail concept addresses the need for alternative means of travel along the busy Schuylkill River and Route 422 corridor. The proposed rail line stretches 62 miles from Wyomissing, just west of Reading in Berks County, to Philadelphia, with a spur from King of Prussia joining the main line at Port Kennedy. The line would offer two levels of service: long-haul service running between Wyomissing and Market East via Bala Cynwyd; and local service between King of Prussia and 30th Street Station via East Falls.

In New Jersey, DVRPC is examining six potential station areas selected by Burlington County along the Southern New Jersey Light Rail Transit line. Station areas in Burlington City, Delanco, Roebling, Riverside, Beverly/Edgewater Park, and Palmyra are being analyzed for strengths and opportunities for improvements. The Southern New Jersey Light Rail Transit Service will offer Southern New Jersey residents increased mobility and improved access to jobs, services, medical facilities, and entertainment within the region. The future rail line provides an alternative to travel along congested Route 130, stretching 34 miles from Camden to Trenton.

FRESH AIR AND A FREE RIDE

September marks the end of summer and the beginning of a busy season on our region's roads and rails.

Reducing the number of cars on the road means fewer traffic jams, fewer headaches, and fewer motor vehicles releasing harmful emissions into the environment. DVRPC works diligently throughout the year to promote cleaner air, efficient public transit and ridesharing through initiatives that include:

Ozone Action The Ozone Action (OA) Partnership is a coalition of business, government, and environmental groups from Delaware, New Jersey and Pennsylvania that work collaboratively to inform the public of ways to improve and maintain the region's air quality. Despite unseasonably cool temperatures and few Ozone Action days, DVRPC's Ozone Action Partnership enjoyed a busy summer in 2000.

Ozone Action launched its fifth season with a reception and luncheon at the Sheraton Rittenhouse Square Hotel. Emphasizing the importance of public transportation in reducing motor vehicle emissions that contribute to ground-level ozone, this year's event brought together nearly 100 state and local officials, business partners and members of the media. In addition, 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: DART First State, New Jersey Transit, Sunoco, and WWDB Radio. Ozone Action also enjoyed great success with its new Advocacy program, which involves OA Partners in sponsoring the Environmental Protection Agency's "It All Adds Up To Cleaner Air" messages. Three separate messages aired during the news on KYW-TV last summer.

A major event of this summer took place in August when the Ozone Action Partnership participated in Unity Day on the Parkway, a premier urban affair that draws families from diverse backgrounds to experience music, art, education and food of different cultures.

More than 500,000 people attend the event each year. DVRPC staff distributed more than 1000 Ozone Action giveaways and brochures and gathered information about potential OA partners.

TransitChek FY00 marked the ninth year of DVRPC's TransitChek program, and delivered a 51 percent increase in sales over FY99. TransitCheks are vouchers used toward the purchase of transit fare materials.

Over 350 companies and organizations in the region currently offer this benefit to their employees, and to date the program has generated nearly \$25 million in revenue for the region's transit operators. TransitChek recently made it even easier and more convenient for commuters by offering a \$35 TransitChek denomination which provides additional spending options for employees who want to receive the full \$65 monthly benefit, but do not want an entire \$65 voucher.

TransitChek enables employers of any size to subsidize employee commutes on public transit or van pools, or to offer the benefit through a pre-tax payroll deduction. Either way, it's tax free to the employee and the employer can save federal taxes, as well. TransitChek vouchers are accepted by SEPTA, PATCO, NJ Transit, DART First State and can be used at authorized transit outlets to purchase tickets, tokens and passes. Employees can receive up to \$65 per month or \$780 per year in TransitCheks.

Share-A-Ride Share-A-Ride is a computerized match program that allows commuters to find convenient alternatives to driving alone to work, such as transit, car pools, van pools or even bicycle options. During FY00, DVRPC acquired new, improved software that allows for easier registration and faster computer matching. Anyone who works in the southeastern Pennsylvania region can sign up for this PennDOT-funded service at no cost. DVRPC works with several local transportation agencies in implementing this program for the region.



BALANCING OUR NEEDS

The Delaware Valley, along with many other areas throughout the country, is facing the loss of valuable farmland and open space and the threat of over-development as trends continue to support suburban sprawl. It is time to deal with this issue head-on through constructive and progressive policies that will change the course of the future.

By **linking transportation and land use planning**, DVRPC's Year 2020 Comprehensive Plan attempts to reverse this scenario by supporting investment in the region's established centers and corridors. The pending Year 2025 Plan takes this concept one step further by advocating interaction with local officials and the public to define feasible solutions to corridor issues. In FY00, DVRPC was involved in analysis of two specific corridors in which the linkage between land use and transportation is vital – the Route 41 Corridor in Chester County and the US 322 Corridor between the Commodore Barry Bridge and NJ 55.

DVRPC and the Chester County Planning Commission are focusing attention on nine municipalities along PA Route 41 in Chester County from Lancaster County to the Delaware State Line. With a \$100,000 grant from the Pennsylvania Department of Transportation (PennDOT), consultant assistance will be used to undertake a nine-month study during FY01 that will become part of PennDOT's continuing Environmental Impact Statement (EIS). During FY00, DVRPC supported the study process by preparing composite GIS maps of existing corridor land use and zoning, developed the consultant Request For Proposals (RFP's) and initiated the consultant selection process.

Recent DVRPC studies analyzed east-west traffic patterns in the US 322 corridor between the Commodore Barry Bridge and NJ 55.

The highway network in this part of Gloucester County offers many options for north-south

travel which played a large part in the development patterns in that area. DVRPC identified a combination of state, county, or municipal roads, which with moderate improvements could function as an integrated network to increase east-west mobility. As a result of this previous analysis, funding has been programmed on DVRPC's Transportation Improvement Program (TIP) to conduct preliminary engineering for improvements along US 322. Using funding from that TIP Project, NJ DOT has hired a consultant to conduct a more detailed corridor analysis including a geometric evaluation, an environmental screening, a current/future traffic analysis, and a conceptual solutions screening while being guided by a public involvement process that provides significant input on the location and scope of the potential improvements.

The direction the Delaware Valley will take in the future depends on whether we can regain the balance between our urban centers and rural areas. We must find a way to meet the needs of our citizens today without compromising the ability of future generations to meet their own needs.



FINDING THE RIGHT STRATEGY

Central New Jersey borders on the Greater Philadelphia Region as well as more developed counties of northern New Jersey. To address the planning goals of this area, a great deal of coordination is required between stakeholders throughout the entire state. Thus, the **Central New Jersey Transportation Forum** was formed in January, 1999 to review various transportation concerns and to promote interregional cooperation.

The Forum is comprised of NJDOT, the Federal Highway Administration, Federal Transit Administration, NJ Transit, NJ Office of State Planning, DVRPC, North Jersey Transportation Planning Association (NJTPA), Middlesex County, Mercer County, Somerset County, MSM Regional Council, Keep Middlesex Moving, Greater Mercer Transportation Management Association, municipalities in and around the study area, local businesses and advocacy groups. The study area generally covers thirteen municipalities in Mercer, Middlesex and Somerset counties.

The goal of the Forum is to develop a consensus for the appropriate planning strategies that will address these critical transportation issues:

- **East-west access;**
- **Truck activity and goods movement;**
- **Transit and alternative modes;**
- **Land-use/transportation planning; and**
- **System-wide planning and coordination.**

In an effort to get municipalities directly involved in identifying planning strategies, DVRPC asked each municipality to present its vision of development trends and municipal initiatives planned for the next twenty years. Municipal participation was so overwhelming that municipalities outside of the immediate study area volunteered to participate. DVRPC interprets this as the beginning of Central Jersey's regional planning coordination at the local level.

To tackle existing and future east-west access problems in the region, NJDOT's consultant modeled and analyzed four different scenarios which are currently being presented to the Forum. This particular effort has received widespread media attention and general public interest.

The Forum will continue to assist with implementing programmed projects and identifying new projects through planned workshops.

DEMANDING MORE

As we usher in the second century of this country's aviation system, we see growing controversy over the dollars spent for airport expansion and growing neighborhood opposition to noise and traffic, while demand from more travelers at commercial airports is increasing. What are the answers to the need for more capacity for growing airports? How do we balance the rights of individuals and the needs of this booming public utility? The Delaware Valley is no different than many other regions in the country facing this challenge.

During FY00, a number of trends in facility demand and supply in the aviation system here intensified. At Philadelphia International Airport (PHL), increasing traffic has further squeezed limited capacity. As a result, airport management has initiated a master plan to determine if more flights can be accommodated in the future through runway, taxiway and airspace management improvements. A new commuter runway has been commissioned and construction has started on new international and commuter terminals. The same issues and considerations are faced by Trenton Mercer Airport in New Jersey and New Castle County Airport in Delaware.

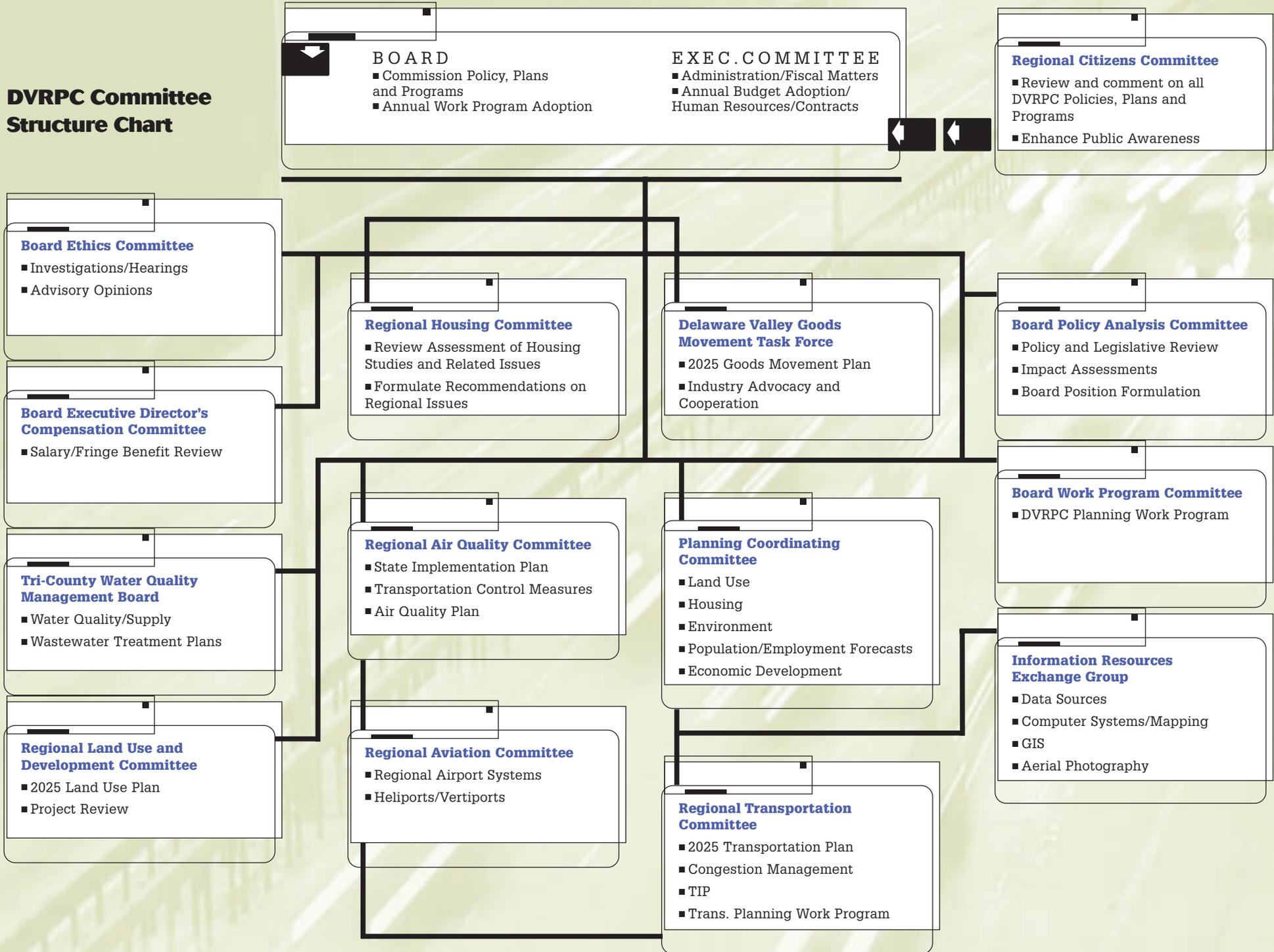
In contrast to this commercial trend, non-commercial suburban airports that serve recreational and business flyers using single engine, twin engine and small jet aircraft are experiencing slower growth regionally. It is therefore harder to ensure the future of these smaller facilities that play such a vital role in diverting traffic from commercial facilities. Some airport owners have acquired land around their fields as a means of creating safer airports by protecting airspace from intrusion (by buildings or by natural growth) or as a means of preventing incompatible land use in the future. Others are building hangars to store more of their based aircraft. Both actions were recommended in the Regional Airport System Plan (RASP) which was adopted by DVRPC in 1995.

Also recommended in the RASP were runway extensions to better serve corporate aircraft at six suburban airports. However, these extensions have not advanced to construction due to neighborhood opposition at

the planning, design or funding stages. The unfortunate result of this trend toward blocking longer runways at suburban facilities is that more aircraft will be forced to land at PHL and other commercial airports, thus increasing delays; corporations that would locate in suburban settings, stimulating local economies, may move to more efficient settings, perhaps even out of the region.

Much of this debate has been fueled by AIR 21, a transportation bill signed into law by President Clinton in the spring of 2000. The bill raises federal funding for runways, terminals and other airport improvements from \$1.9 million last year to more than \$3 billion during each of the next three years. In spite of these increased dollars, it is apparent that the Federal Aviation Administration (FAA), Congress and the states must play a stronger role in preserving local airports through policy development as a means of protecting the safety and capacity of the nation's airport system.

DVRPC Committee Structure Chart



DVRPC FY 2000 EXPENDITURES

	<i>Highway Planning</i>	<i>Public Transit</i>	<i>Airport Planning</i>	<i>Non- Participating</i>	<i>Misc. Receipts</i>	<i>Other Programs</i>	TOTALS	
SALARIES, WAGES, BENEFITS	\$3,325,904	\$ 580,646	\$172,526	\$ 13,859	\$ 26,926	\$ 556,462	\$ 4,676,323	41.24%
CONTRACTUAL SERVICES	1,032,237	58,419	37,080	141,490	14,885	142,756	1,426,867	12.61%
EQUIPMENT PURCHASE	0	0	0	35,156	0	51,551	86,707	0.77%
SUBCONTRACTS	1,982,864	785,038	45,000	0	50,645	229,189	3,092,736	27.32%
INDIRECT COSTS	1,453,491	255,484	83,656	6,821	13,086	244,844	2,057,382	18.18%
PROGRAM OVERRUNS	-9,612	-2,051	-1,036	-2,844	0	-6,072	-21,615	
TOTALS	\$7,784,884	\$1,677,536	\$337,226	\$194,482	\$105,542	\$1,218,730	\$11,318,400	100.00%

DVRPC FY 2000 REVENUE BY SOURCE

	<i>Highway Planning</i>	<i>Public Transit</i>	<i>Airport Planning</i>	<i>Non- Participating</i>	<i>Misc. Receipts</i>	<i>Other Programs</i>	TOTALS	
USDOT / PENNDOT	\$5,326,187	\$1,036,354	\$ 6,000	\$ 0	\$ 0	\$ 16,000	\$ 6,384,541	56.41%
USDOT / NJDOT	1,954,713	404,066	38,163	0	0	10,000	2,406,942	21.27%
USDOT / FAA	0	0	269,157	0	0	0	269,157	2.38%
LOCAL	356,020	237,116	23,906	194,482	0	256,675	1,068,199	9.44%
MISCELLANEOUS	147,964	0	0	0	105,542	936,055	1,189,561	10.51%
TOTALS	\$7,784,884	\$1,677,536	\$337,226	\$194,482	\$105,542	\$1,218,730	\$11,318,400	100.00%

DVRPC's committees advise the Board on specific regional issues while ensuring that interested parties, including member governments and concerned citizens, have an opportunity to participate in the planning process. Meeting dates appear in the DVRPC newsletter and on our website at www.dvrpc.org. The following committee meetings are open to the general public:

Regional Transportation Committee (RTC)

— Advises the Board on issues concerning the long-range and short-range transportation plan, the Transportation Improvement Program, the Transportation Planning Work Program, and other transportation issues.

Carol Ann Thomas, Burlington County, Chairperson

Planning Coordinating Committee (PCC)

— Meets jointly with the RTC to review regional plans, programs, and policies as they relate to budget and work program implications. *Carol Ann Thomas, Burlington County, Chairperson*

Regional Air Quality Committee (RAQC)

— Serves as a regional forum for air quality issues, and as a guide for transportation and air quality activities.

William S. Beetle, New Jersey Department of Transportation, Acting Chairperson

Regional Aviation Committee (RAC)

— Conducts aviation system planning activities by providing technical and policy guidance to the Federal Aviation Administration, the states, and the DVRPC planning program. *Emmet O'Hare, New Jersey Department of Transportation, Chairperson*

Regional Citizens Committee (RCC)

— Provides citizens access to, and participation in, the regional planning and decision-making process. This committee acts as an advisory group to DVRPC's Board. *Sue McNamara, Bicycle Coalition of the Delaware Valley, Chairperson*

Regional Housing Committee

— Brings Board members together with state and local housing agencies, non-profit housing providers, and other citizen advocates to review and formulate a regional housing agenda. *Ronald, K. Bednar, Pennsylvania Department of Community and Economic Development, Chairperson*

Goods Movement Task Force (GMTF)

— Works to maximize goods movement capability by sharing information and technology with public and private freight interests. Also promotes the region's intermodal capabilities and implements a regional goods movement strategy.

Liz Voras, Pennsylvania Department of Transportation, Chairperson John J. Coscia, DVRPC, Co-Chairperson

Land Use & Development Committee (LUC)

— Provides a forum for the discussion of land use and related issues and the development of the Year 2025 Plan.

Joyce Paul, New Jersey Department of Community Affairs, Acting Chairperson

Information Resource Exchange Group (IREG)

— Provides a forum for the exchange of ideas and experiences among regional data managers.

William Meade, Gloucester County Planning Department, Chairperson

TransitChek Policy Committee

— Develops the annual budget of the TransitChek program and provides direction on marketing efforts.

John Leary Jr., SEPTA, Chairperson

Tri-County Water Quality Management Board

— Maintains the Tri-County Water Management Plan and coordinates water supply and wastewater treatment plans for Burlington, Camden, and Gloucester Counties. *Laurelle A. Cummings, Camden County Board of Chosen Freeholders, Chairperson*

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as of June 30, 2000

*Members marked with an asterisk
indicate members of the Executive
Committee.

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