



PHILADELPHIA HYBRID PHOTOGRAPHY | ERIC NAGY (PHILLYHYBRID.COM)

*past, present, future...*

*2015 monthly calendar  
FY 2014 annual report*



## *proud of the past, poised for the future*



**Barry Seymour**

DVRPC EXECUTIVE DIRECTOR

*As we reflect on the past year, we also want to take a moment to consider where we have come from, and where we are headed.*

This year DVRPC celebrates 50 years of planning for the Greater Philadelphia region. We've accomplished a great deal since 1965. Highways that are now vital arteries of the region have been built, transit lines expanded, and development in regional Centers reignited. Of the projects accomplished in FY 2014, some were not even imaginable decades ago. Being mindful of that fact can give us a renewed sense of purpose in our mission, even as we labor to combat climate change, expand economic opportunities, or adequately fund a safe and efficient transportation network. FY 2014 saw much-needed funding come to southeastern Pennsylvania through Act 89, which was signed into law in November 2013. This new transportation funding brings the total allocated to the 330 multimodal projects listed in the DVRPC Transportation Improvement Program (TIP)

for Pennsylvania to nearly \$5 billion over the next four years. As this funding pool is projected to grow over time, the *Connections* 2040 Long-Range Plan for Greater Philadelphia was also amended to reflect an additional \$10.5 billion for transit and highway projects through the year 2040. In addition, the DVRPC Board adopted the FY 2014–2017 TIP for New Jersey, which includes approximately \$903 million for highway projects, plus \$843 million set aside for NJ TRANSIT and DRPA/PATCO transit projects.

Join us in celebrating these victories for Greater Philadelphia's transportation network, as well as the important projects that DVRPC accomplished, in the pages ahead. Stay connected throughout our golden anniversary by following us on social media and engaging with us as we construct our vision for the future. Ultimately, our plans are reflections of the changing technology, society, and transportation network that make up Greater Philadelphia's reality. We can't wait to see where the next 50 years will take us.



**James Simpson**

FY 2014 BOARD CHAIR AND  
FORMER NJDOT COMMISSIONER

# past, present, future



The last 50 years provide a solid foundation for the work that DVRPC does today. Ever since the federal government required the formation of metropolitan planning organizations through the Federal-Aid Highway Act of 1962, planners have collaborated to set forth a remarkable vision for Greater Philadelphia.

DVRPC was established in 1965 to replace a bistate, nine-county regional transportation planning agency called The Penn Jersey Transportation Study, and was formalized by an interstate compact between Pennsylvania and New Jersey in 1967. The first long-range plan, *The Delaware Valley Plan*, was adopted in 1969, and provided “regional guidelines for the investment of \$5 billion for highways, public transportation, water supply, sewage disposal, housing, conservation, and recreation facilities throughout the valley over the next 15 years.” As the number of DVRPC staff and Work Program projects grew, the DVRPC Board encouraged a focus on short-term localized projects, together with traditional long-range policy studies. To help fulfill this goal, the amount of funds passed to member governments and operating agencies was increased. They were thus able to undertake stronger county and local planning in support of the broader regional plan.

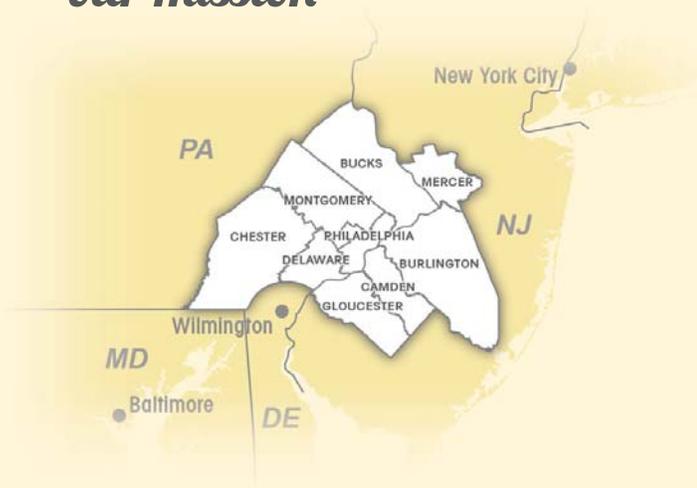
It is through this coordination with all levels of government, private and public entities, and citizens that DVRPC is able to guide the movement of people and goods, as well as support a growing economy. The pages ahead tell the story of DVRPC’s efforts to honor the past, look for action in the present, and envision the future.



*shaping*  
THE *way we live, work,*  
AND *play*



## *our mission*



**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.**

## *who we are and what we do*

Our goal is to address current and ongoing issues, while fostering cooperation among member governments, private sector organizations, and the general public. To do so, we work closely with a variety of groups, including the Pennsylvania and New Jersey departments of transportation, community affairs and environmental protection agencies, the federal government, and regional transit agencies and transportation providers. We also partner with a wide variety of nonprofit organizations in the areas of community and economic development, environmental protection, and land use.

All of our activities are directed 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. Financial support for our activities comes primarily from federal transportation funding through the Pennsylvania and New Jersey departments of transportation. Additional financial resources are provided from other state or federal agencies, counties, cities, operating agencies, foundations, and the private sector.

DVRPC does not discriminate based on race, color, age, sex, disability, or national origin in any of its programs, pursuant to Title VI of the Civil Rights Act of 1964.



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# CONNECTIONS *2040*

PLAN FOR GREATER PHILADELPHIA

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*fostering sustainability, equity, and innovation*

From dense city neighborhoods to older suburbs, from new subdivisions to rural farming areas, DVRPC seeks to understand the unique characteristics of each of these communities, and to find the common threads that tie us together as a region.

As the federally designated metropolitan planning organization (MPO), DVRPC puts forth a bold but achievable plan that guides us in creating a vibrant and thriving region. The *Connections 2040* Long-Range Plan serves as a blueprint for future growth, including the prioritization and funding of capital transportation investments.

**The Plan is guided by four core principles:**



MANAGE GROWTH  
& PROTECT  
THE ENVIRONMENT



CREATE LIVABLE  
COMMUNITIES



BUILD THE ECONOMY



ESTABLISH A  
MODERN MULTIMODAL  
TRANSPORTATION SYSTEM



Between now and 2040, we anticipate over 600,000 additional people and 300,000 additional jobs in our region. Where those people live, what kind of work they do, and how they travel between work and home will define our future.



To help stakeholders and residents better understand and visualize what different future scenarios mean for our region, DVRPC launched an interactive web app called *Connections 2040: Choices & Voices*. The website allows users to develop their own vision for the region by identifying their preferred building pattern and deciding how to invest in our transportation system. The U.S. DOT named Choices & Voices as a 2014 Data Innovation Challenge winner in June 2014. To take the challenge, visit [www.dvrpc.org/ChoicesAndVoices](http://www.dvrpc.org/ChoicesAndVoices). For more information about *Connections2040*, visit [www.dvrpc.org/Connections2040](http://www.dvrpc.org/Connections2040).

All DVRPC programs and initiatives support at least one of the four core principles of the Plan. This annual report summarizes the work completed by DVRPC over the last year.

# january | 2015

JANUARY MOON PHASES | 4:  | 13:  | 20:  | 26: 

TO CONFIRM MEETING DATES, OR FOR MORE INFORMATION ABOUT OTHER GROUPS NOT FINALIZED AS OF THIS PRINTING, VISIT [WWW.DVRPC.ORG](http://WWW.DVRPC.ORG) OR CALL 215.592.1800

**thurs. | 01**

NEW YEAR'S DAY  
(DVRPC OFFICES CLOSED)

**fri. | 02**

**sat. | 03**

**sun. | 04**

**mon. | 05**

**tues. | 06**

REGIONAL TECHNICAL  
COMMITTEE (10 AM)

**wed. | 07**

**thurs. | 08**

PUBLIC PARTICIPATION  
TASK FORCE (6 PM)

**fri. | 09**

**sat. | 10**

**sun. | 11**

**mon. | 12**

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**wed. | 14**

**thurs. | 15**

**fri. | 16**

GOODS MOVEMENT  
TASK FORCE (10 AM)

**sat. | 17**

**sun. | 18**

*mon.* | 19

DR. MARTIN LUTHER KING,  
JR. DAY (DVRPC OFFICES  
CLOSED)

*tues.* | 20

URBAN WATERFRONT  
ACTION GROUP (10 AM)

*wed.* | 21

*thurs.* | 22

DVRPC BOARD MEETING  
(10 AM)

*fri.* | 23

*sat.* | 24

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*wed.* | 28

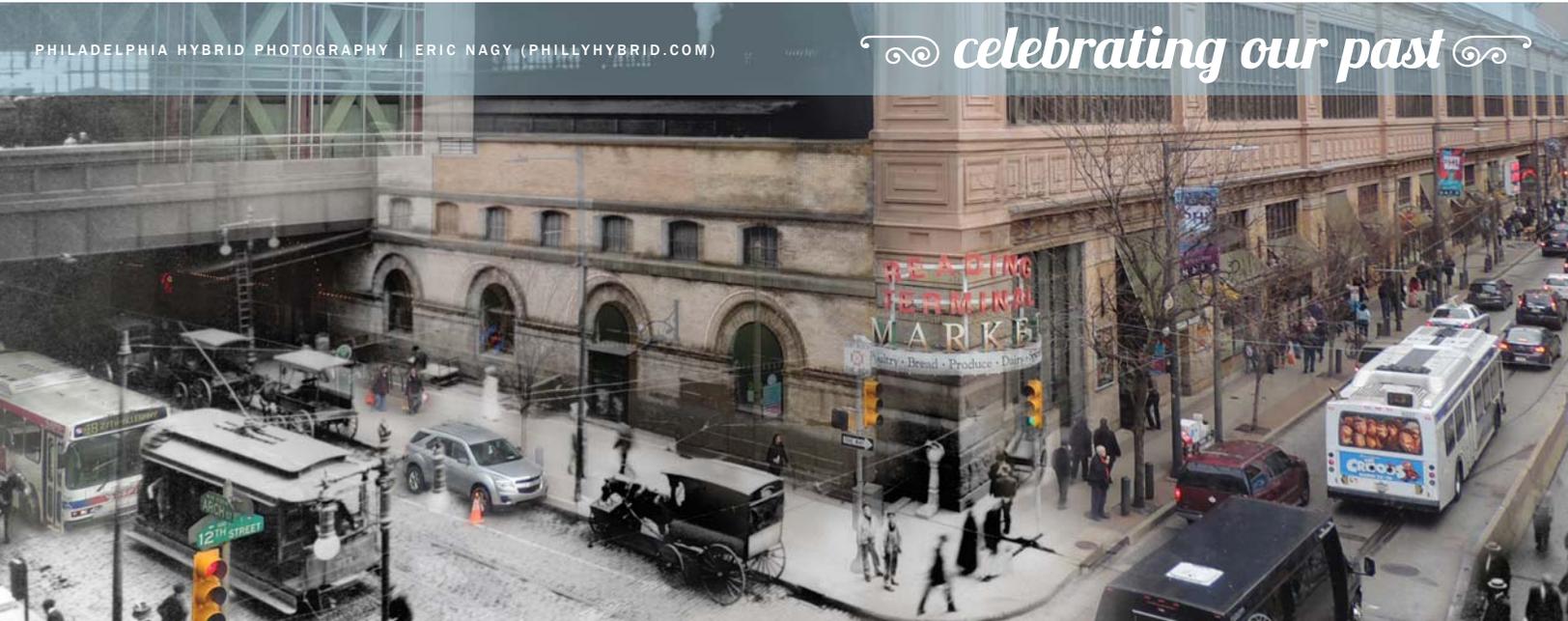
*thurs.* | 29

*fri.* | 30

*sat.* | 31

PHILADELPHIA HYBRID PHOTOGRAPHY | ERIC NAGY (PHILLYHYBRID.COM)

*celebrating our past*





# modernizing mobility

**a**s future population and employment increases, we must continue to maintain and preserve our transportation network, make existing facilities more efficient, and consider new roads and transit routes to meet growing demand.

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This year, the DVRPC Board amended the region's Long-Range Plan to include \$10.5 billion in additional highway and transit projects for southeastern Pennsylvania through the year 2040. Following the signing of Act 89, Pennsylvania's new transportation legislation, DVRPC was able to add new projects to the *Connections 2040* Long-Range Plan and FY 2015–2018 Transportation Improvement Program for Pennsylvania.

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With many new residents and new jobs forecast over the life of the Plan, *Connections 2040* helps guide planning, investment, and growth in the nine-county region. Key additional projects include the reconstruction of sections of I-95 in South Philadelphia and US 422 in Montgomery County; the repair of structurally deficient bridges across the region; the expansion of the SEPTA Elwyn line to Wawa; the purchase of new SEPTA rail vehicles and trolleys; and the construction of additional miles of The Circuit regional trail network. To learn more, visit [www.dvrpc.org/Connections2040](http://www.dvrpc.org/Connections2040).



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# ★ TIP TRANSPORTATION IMPROVEMENT PROGRAM

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DVRPC works to achieve its long-term goals through the Transportation Improvement Program (TIP), which prioritizes short-term capital improvements. Regionally significant projects are drawn from the Long-Range Plan, and all projects in the TIP must implement the goals of the plan. Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period. The approved FY 2015–2018 PA TIP contains over 330 multimodal projects, worth nearly \$5 billion. There is just over \$2 billion for projects primarily addressing the highway and bridge network, \$658 million for projects included in the Interstate Management Program for I-95 and I-76, and almost \$2.3 billion for transit projects for SEPTA and Pottstown Area Rapid Transit (PART). To view the TIP projects, visit [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).

DVRPC works to achieve its long-term goals through the Transportation Improvement Program (TIP), which prioritizes short-term capital improvements. Regionally significant projects are drawn from the Long-Range Plan, and all projects



*montgomery county*  
KING OF PRUSSIA RAIL

Thanks to additional transportation funding from Act 89, SEPTA is now planning the expansion of the Norristown High Speed Line to King of Prussia. DVRPC is conducting ridership forecasts and an alternatives analysis, as well as a Haverford Township Station Access Study, in preparation for this rail expansion.

# february | 2015

FEBRUARY MOON PHASES | 3:  | 11:  | 18:  | 25: 

TO CONFIRM MEETING  
DATES, OR FOR MORE  
INFORMATION ABOUT OTHER  
GROUPS NOT FINALIZED  
AS OF THIS PRINTING,  
VISIT [WWW.DVRPC.ORG](http://WWW.DVRPC.ORG)  
OR CALL 215.592.1800

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REGIONAL TECHNICAL  
COMMITTEE (10 AM)

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VALENTINE'S DAY

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**mon. | 16**

PRESIDENTS' DAY  
(DVRPC OFFICES CLOSED)

**tues. | 17**

**wed. | 18**

ASH WEDNESDAY  
PUBLIC PARTICIPATION  
TASK FORCE (6 PM)

**thurs. | 19**

**fri. | 20**

**sat. | 21**

**sun. | 22**

**mon. | 23**

**tues. | 24**

**wed. | 25**

**thurs. | 26**

DVRPC BOARD MEETING  
(10 AM)

**fri. | 27**

**sat. | 28**

*celebrating our past*





# improving corridors

**a** vital component to transportation planning is the ability to forecast future travel, using a well-tested travel modeling process. We need a firm understanding of the region's current travel characteristics in order to produce reasonable forecasts for future highway and transit travel.



DVRPC's travel trends analysis showed that vehicle traffic is down and public transit ridership is up, most likely due to the recent recession. Last year, modeling work was done for I-95; the Glassboro-Camden Line; the King of Prussia Rail project; SEPTA fare sensitivity; turnpike access to business parks in Montgomery County; the Center City Evacuation Model; Scudder Falls Bridge; US 322 Section 100; US 202 Section 600; and more. To learn more, visit [www.dvrpc.org/Transportation/Modeling](http://www.dvrpc.org/Transportation/Modeling).

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Each year, DVRPC looks at specific corridors in the region to identify challenges and make recommendations to guide transportation and land use decisions. Prioritized based on the Congestion Management Process and the Long-Range Plan, corridor studies enhance transportation and land use linkage opportunities.

The US 30 Eastern Radnor Township Traffic and Circulation Study examined pedestrian and vehicular traffic issues near Villanova University. Other efforts included an update of the Camden County Highway Plan and traffic forecasting and operational testing for the I-76/476 interchange. For more information on corridor planning, visit [www.dvrpc.org/Corridors](http://www.dvrpc.org/Corridors).



## *burlington county*

BORDENTOWN TOWNSHIP  
PROPOSED  
CONNECTOR ROAD

DVRPC was tasked with developing solutions to traffic issues in Bordentown Township, due to the lack of appropriate connections for southbound trucks between I-295 and the New Jersey Turnpike. The study showed that a connector road could significantly improve traffic safety through better distribution of truck traffic, enhance local and regional economic development opportunities through improved access, and improve roadway conditions.



MARCH MOON PHASES | 5:  | 13:  | 20:  | 27: 

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*sun.* | **08**

DAYLIGHT SAVING TIME BEGINS

*mon.* | **09**

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*tues.* | **10**

REGIONAL TECHNICAL COMMITTEE (10 AM)

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INFORMATION RESOURCE EXCHANGE GROUP (10 AM)

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*sat.* | **14**

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*sun.* | **15**

**mon. | 16**

TRANSPORTATION  
OPERATIONS TASK FORCE  
(10 AM)

**tues. | 17**

ST. PATRICK'S DAY  
URBAN WATERFRONT  
ACTION GROUP (10 AM)

**wed. | 18**

**thurs. | 19**

REGIONAL AVIATION  
COMMITTEE (10 AM)

**fri. | 20**

FIRST DAY OF SPRING

**sat. | 21**

**sun. | 22**

**mon. | 23**

**tues. | 24**

**wed. | 25**

**thurs. | 26**

DVRPC BOARD MEETING  
(10 AM)

**fri. | 27**

**sat. | 28**

**sun. | 29**

PALM SUNDAY

**mon. | 30**

**tues. | 31**

*celebrating our past*



# protecting travelers

**d**VRPC strives to make our region's roads safer for all users. Transportation safety is incorporated into many of DVRPC's initiatives, ranging from operations to incident management to safety planning.

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Staff participated in the development of the Pennsylvania Safety Symposium in Harrisburg in June 2014, where over 175 transportation safety experts, legislators, researchers, and planners shared their accomplishments and discussed pressing transportation safety policy matters. The lunch keynote address was delivered by Barry J. Schoch, Secretary of Transportation, Commonwealth of Pennsylvania, and the day culminated with a keynote by Pennsylvania Governor Tom Corbett.

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The update of the regional Transportation Safety Action Plan included preparing the background *Analysis of Crashes 2008-2012* report and working with the Regional Safety Task Force, resulting in agreement on the key safety emphasis areas. The annual Crash Data Bulletin showed that in 2012, fatalities increased by 3.6%; there was a slight decrease in total crashes and people injured. New activities included a Crash Data Bulletin for each county to share this data, and the New Jersey Local/Federal Safety and Design Assistance Program, a competitive program that funds design and construction of safety projects. For more details on DVRPC's safety initiatives, visit [www.dvrpc.org/Transportation/Safety](http://www.dvrpc.org/Transportation/Safety).

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A growing role for DVRPC is to assist our transportation providers in better managing and operating their systems. DVRPC hosted a Regional Traffic Signal Symposium, at which 100 attendees learned about plans for handling traffic signal operations in their jurisdictions, the impact of DVRPC's Regional Traffic Signal Retiming Pilot Project, and innovative ways of implementing retiming efforts.



DVRPC manages forums for emergency responders to meet and coordinate efforts so they will be better prepared when an incident occurs. The Traffic Incident Management Program facilitates Incident Management Task Forces (IMTFs) and provides software applications (RIMIS and IDRUM) to improve incident response. In FY14, DVRPC assisted in the development of the New Jersey Highway Incident Traffic Safety Guidelines for Emergency Responders, endorsed by the New Jersey Office of the Attorney General in July. More information on transportation operations can be found at [www.dvrpc.org/Transportation/Operations](http://www.dvrpc.org/Transportation/Operations).

## *city of philadelphia*

1-95

PLANNING ASSISTANCE

DVRPC provided I-95 planning assistance during the reconstruction of the interstate, including travel demand modeling, a nonmotorized station access study, and congestion mitigation tasks, which resulted in a flex of \$40 million to SEPTA to purchase new rail cars for the Trenton Line.

# april | 2015

### APRIL MOON PHASES

4:  | 11:  | 18:  | 25: 

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**wed. | 01**

APRIL FOOLS' DAY

**thurs. | 02**

PUBLIC PARTICIPATION TASK FORCE (6 PM)

**fri. | 03**

PASSOVER (BEGINS AT SUNDOWN)  
GOOD FRIDAY

**sat. | 04**

**sun. | 05**  
EASTER

**mon. | 06**

**tues. | 07**

REGIONAL TECHNICAL COMMITTEE (10 AM)

**wed. | 08**

**thurs. | 09**

**fri. | 10**

**sat. | 11**

**sun. | 12**

**mon. | 13**

**tues. | 14**

**wed. | 15**

GOODS MOVEMENT TASK FORCE (10 AM)

**thurs. | 16**

**fri. | 17**

**sat. | 18**

**sun. | 19**

*mon.* | 20

*tues.* | 21

*wed.* | 22

EARTH DAY

*thurs.* | 23

DVRPC BOARD MEETING  
(10 AM)

*fri.* | 24

ARBOR DAY

*sat.* | 25

*sun.* | 26

*mon.* | 27

*tues.* | 28

*wed.* | 29

*thurs.* | 30

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# moving across modes

Our region's complex transportation network does not simply consist of roads and highways, as vital as they are to regional mobility, but also includes transit lines, multiuse trails, and other bicycle and pedestrian facilities.

To support the growth of additional modes, DVRPC awarded \$7.5 million to local projects in southeastern Pennsylvania through the Transportation Alternatives Program (TAP) last year. The 11 projects awarded will implement multiuse trails, connections to SEPTA stations, safe routes to school and pedestrian pathways, and bike lanes and bikeway projects, as well as give a significant boost to the planned Philadelphia Bike Share program.

To help buses and trolleys get around the region more quickly, DVRPC conducted the Transit Signal Priority (TSP) Favorability Score study to rate transit corridors in Philadelphia and Mercer County on their likelihood for TSP cost effectiveness. To support the development of multiuse trails, DVRPC published *Funding Trails* to assist local entities in southeastern Pennsylvania and New Jersey with acquiring and leveraging federal, state, local, and private funding for trail planning and construction.

Options to enhance transit facilities were explored at Neshaminy Mall in Bensalem Township, Bucks County, in order to provide the flexibility needed to access such potential concepts as enhanced Roosevelt Boulevard service. Bicycle connections to transit were evaluated region-wide in the online RideScore project, a new screening tool to prioritize transit stations for bike improvements. The bike-transit linkage was also considered in the PATCO Concourse Level Bicycle Improvement Evaluation. That project included a review of best practices in facilitating bike-to-transit travel,

guidance on bicycle parking maintenance, and examples of complementary measures to enhance the user experience for PATCO riders and cyclists.

In addition to Neshaminy, DVRPC conducted the Primos Station Area Access and Development Opportunities Study, which explored the adjacent land use potential to encourage transit supportive development, identify the demand and potential for increased parking, support intermodal access, and ultimately, increase ridership at the Primos Station on SEPTA's Media/Elwyn Line in Delaware County.



DVRPC announced \$4 million in grants for 13 trail design and construction projects at a November 2013 event in Camden, New Jersey; these funds included a \$400,000 grant to construct a bicycle and pedestrian ramp on the Camden side of the Ben Franklin Bridge. This is the third grant phase in DVRPC's Regional Trails Program, made possible by the William Penn Foundation. The program aims to complete a connected network of multiuse trails, known as The Circuit. Phase I covered design and construction of trails, while Phase II covered planning and feasibility studies along several priority sections of the Circuit. For details, including a map of selected projects, visit [www.dvrpc.org/RegionalTrailsProgram](http://www.dvrpc.org/RegionalTrailsProgram).

# may | 2015

MAY MOON PHASES | 3:  | 11:  | 18:  | 25: 

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*sun.* | 10  
MOTHER'S DAY

*mon.* | 11

*tues.* | 12

REGIONAL TECHNICAL COMMITTEE (10 AM)

*wed.* | 13

PUBLIC PARTICIPATION TASK FORCE (6 PM)

*thurs.* | 14

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**tues. | 19**

URBAN WATERFRONT  
ACTION GROUP (10 AM)

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MEMORIAL DAY (DVRPC  
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**thurs. | 28**

DVRPC BOARD MEETING  
(10 AM)

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*celebrating our past*



PHOTO SOURCE: WIKIMEDIA



# accessing transportation

**t**ransit that is accessible and affordable for everyone is essential for those who rely on the region's public transportation system. A healthier and safer transit system not only connects communities, it also connects people to opportunity.

Many lower-income and transportation-disadvantaged people have a difficult time accessing the region's suburban employment centers, which tend to be scattered in auto-dependent areas. In order to help bridge this gap, DVRPC maintains a Coordinated Human Services Transportation Plan (CHSTP), which seeks to help improve transportation options and provide better service to transportation-disadvantaged riders. The Federal Transit Administration (FTA) and our state and regional partners have invested dedicated funds to help implement the CHSTP.

This year DVRPC coordinated with regional partners to ensure a smooth transition from the federal SAFETEA-LU funding framework for CHSTP (FY14 saw the final round of JARC and New Freedom projects funded) to the new MAP-21 framework. DVRPC participated in project selection for the first round of NJ DOT's Job Access and Reverse Commute (NJ JARC) program, which funds transportation services and supportive activities that facilitate access to jobs for welfare recipients, lower-income persons, and reverse commuters.

DVRPC also administers and promotes the RideECO Commuter Benefit Program. RideECO provides a tax break for both employers and their employees who commute to work using transit. Commuters purchasing RideECO through pre-tax payroll deductions can realize more than \$500 in annual savings. RideECO can be redeemed with all of the region's transit providers. The RideECO Select program eases employer administration of the benefit. Vouchers, SEPTA passes,



tickets, or the RideECO Stored Value Card are delivered directly to commuters' homes or office addresses. RideECO cards and PATCO FREEDOM Cards can be reloaded electronically each month. To learn more about RideECO and RideECO Select, please visit [www.RideECO.org](http://www.RideECO.org).



*mercer county*

655 BUS

This past June, NJ Transit's Route 655 bus, also known as the "Healthline," began tracing a new path between Princeton and Plainsboro, connecting many of the important cultural amenities and businesses in the community. This bus route was the product of a history of coordination between NJ Transit and the Central Jersey Transportation Forum, a joint project between DVRPC and NJTPA. The Forum, now in its 15th year, addresses concerns of municipalities in Mercer, Middlesex, and Somerset counties, and focuses on the US 1 and US 206 corridors. Visit [655route.com](http://655route.com) for a map of the new route, schedule, fares, and more. For information on the Central Jersey Forum, see [www.dvrpc.org/LongRangePlan/CentralJerseyForum](http://www.dvrpc.org/LongRangePlan/CentralJerseyForum).

## june | 2015

**mon. | 01****tues. | 02****wed. | 03****thurs. | 04****fri. | 05****sat. | 06****sun. | 07****mon. | 08****tues. | 09**REGIONAL TECHNICAL  
COMMITTEE (10 AM)**wed. | 10**INFORMATION RESOURCE  
EXCHANGE GROUP (10 AM)**thurs. | 11****fri. | 12****sat. | 13****sun. | 14**

FLAG DAY

**mon. | 15**FLAG DAY OBSERVED  
(DVRPC OFFICES CLOSED)**tues. | 16****wed. | 17****thurs. | 18**REGIONAL AVIATION  
COMMITTEE (10 AM)**fri. | 19****sat. | 20****sun. | 21**FATHER'S DAY  
FIRST DAY OF SUMMER

**mon. | 2**

TRANSPORTATION  
OPERATIONS TASK FORCE  
(10 AM)

**tues. | 23**

**wed. | 24**

**thurs. | 25**

DVRPC BOARD MEETING  
(10 AM)

**fri. | 26**

**sat. | 27**

**sun. | 28**

**mon. | 29**

**tues. | 30**

JUNE MOON PHASES

2:  | 9:  | 16:  | 24: 

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DATES, OR FOR MORE  
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OR CALL 215.592.1800





# conveying people & goods

 Safety, efficiency, and accountability are paramount in transporting goods and people on the region's highways and rails, as well as through our ports and airports.

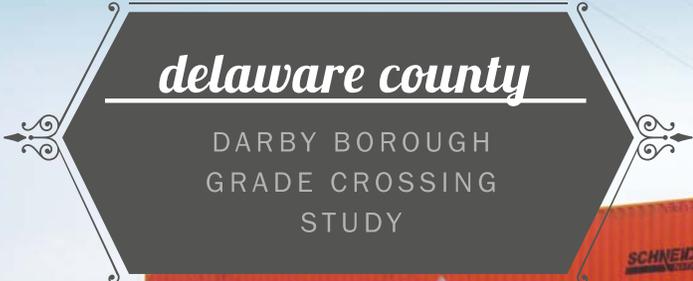
Painting a picture of the region's entire freight system is the PhillyFreightFinder, a dynamic, web-based mapping application that pinpoints freight facilities and activity in the region. This tool also highlights how the various freight system components complement one another. PhillyFreightFinder contains 20 individual layers and over 350 features of infrastructure and facilities that are organized into seven categories. The application is fully customizable, giving the user the ability to easily control both the extent of the mapping window and the combination of layers to be displayed. Try it at [www.dvrpc.org/Webmaps/PhillyFreightFinder](http://www.dvrpc.org/Webmaps/PhillyFreightFinder).



In FY14, DVRPC hosted the State of Rhode Island's Statewide Planning Program to share best practices, challenges, and lessons learned in freight planning. The exchange was part of the Federal Highway Administration's (FHWA) Freight-Peer-to-Peer Exchange Program (P2P), which brings together freight transportation experts with public sector professionals and provides technical assistance to enhance planning knowledge and skills.

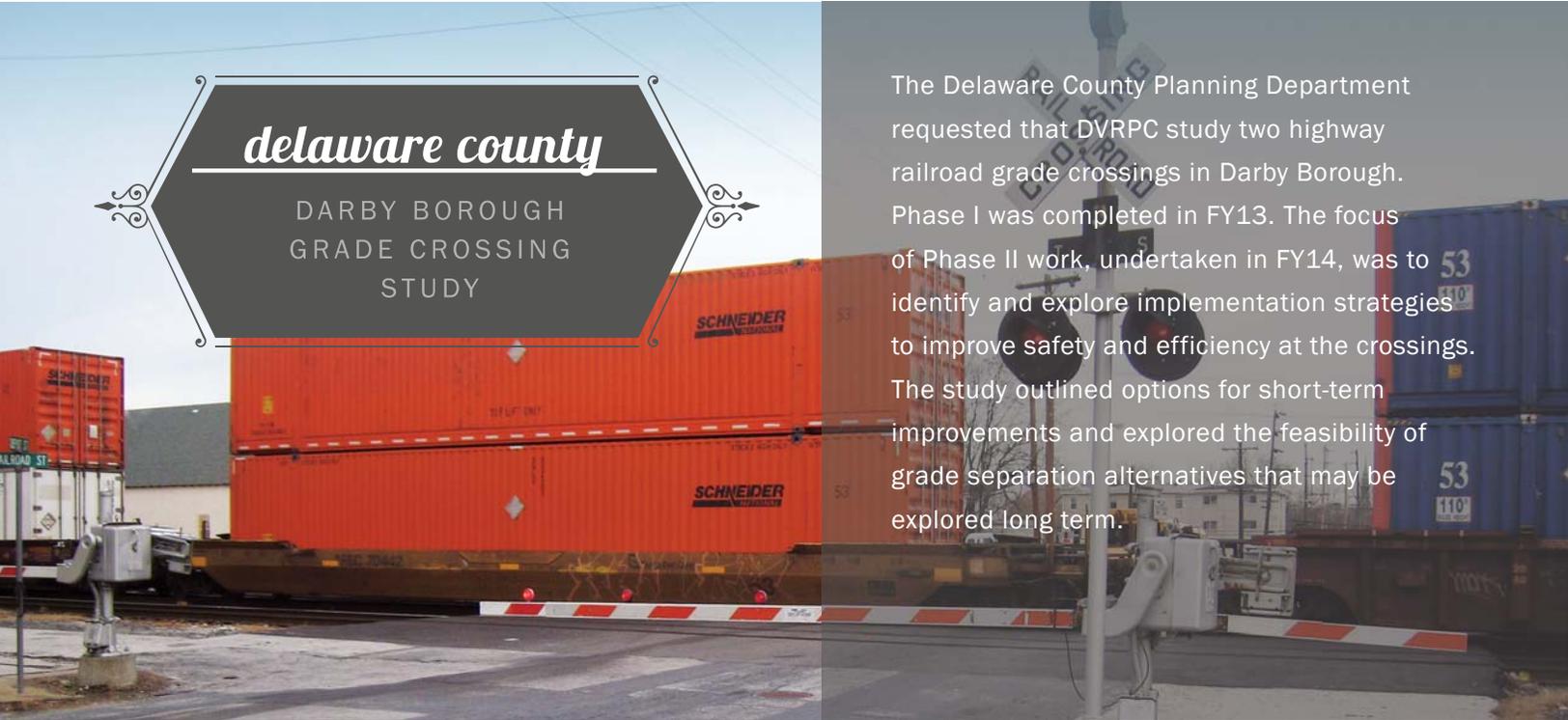
The treatment of freight is an important complement to DVRPC's handling of passenger movement. DVRPC's aviation staff prepared the *2040 Regional Airport System Plan (RASP)*. Research and analysis took place throughout the year, and four stakeholder meetings were held to solicit input and feedback from representatives of federal, state, and local government, airport managers, pilot associations, and engineering firms. The RASP is currently being reviewed by the FAA prior to final publication.

DVRPC's popular aircraft counting program at nontowered airports has been ongoing since 1986. During the past year, the Commission published the latest operations report for eight airports in the DVRPC aviation planning area, as well as a separate report covering four airports in central Pennsylvania. Throughout the year staff also worked to acquire counting data for three area airports, as well as three airports outside the region; these reports will be published in FY15.



## *delaware county*

DARBY BOROUGH  
GRADE CROSSING  
STUDY



The Delaware County Planning Department requested that DVRPC study two highway railroad grade crossings in Darby Borough. Phase I was completed in FY13. The focus of Phase II work, undertaken in FY14, was to identify and explore implementation strategies to improve safety and efficiency at the crossings. The study outlined options for short-term improvements and explored the feasibility of grade separation alternatives that may be explored long term.

# july | 2015

### JULY MOON PHASES

1:  | 8:  | 15:  | 24:  | 31: 

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**wed. | 01**

DVRPC BEGINS FY 2016

**thurs. | 02**

**fri. | 03**

INDEPENDENCE DAY OBSERVED (DVRPC OFFICES CLOSED)

**sat. | 04**

INDEPENDENCE DAY

**sun. | 05**

**mon. | 06**

**tues. | 07**

REGIONAL TECHNICAL COMMITTEE (10 AM)

**wed. | 08**

**thurs. | 09**

**fri. | 10**

**sat. | 11**

**sun. | 12**

**mon. | 13**

**tues. | 14**

**wed. | 15**

GOODS MOVEMENT TASK FORCE (10 AM)

**thurs. | 16**

**fri. | 17**

**sat. | 18**

**sun. | 19**

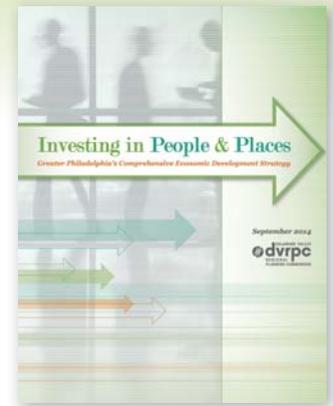




# building the regional economy

**d**VRPC encourages the revitalization of existing urban centers and older communities through economic and community development, rather than the development of open space and farmland into suburban sprawl.

Following a series of events and a public comment period, DVRPC updated *Investing in People and Places*, Greater Philadelphia's Comprehensive Economic Development Strategy (CEDS). The CEDS provides background information on regional demographic and economic characteristics; identifies regional strengths, challenges, and opportunities; and identifies regional economic development goals and objectives. See the plan at [www.dvrpc.org/Economic](http://www.dvrpc.org/Economic).



DVRPC continued to add projects and enhance features on its Smart Growth Project Database, an interactive web map tracking over 150 real estate development projects that fall into three categories: transit-oriented development, traditional neighborhood development, and conservation subdivisions. Municipalities in both Pennsylvania and New Jersey were surveyed for the Municipal Adoption of Smart Growth map series, which maps municipal adoption of 13 different smart growth tools, such as green building and shared parking ordinances, and is available online. Use the database at [www.dvrpc.org/Webmaps/SGPD](http://www.dvrpc.org/Webmaps/SGPD).

At a local level, DVRPC assisted ongoing revitalization efforts in Caln Township, a fast-growing community in Chester County, which is taking a proactive approach to managing its commercial corridor, Lincoln Highway, and its business

district, Thorndale. With the input of a stakeholder workshop held in March, DVRPC worked closely with township officials to identify priority investment areas and place-making opportunities, as well as develop more effective marketing materials. For more information on smart growth planning, visit [www.dvrpc.org/SmartGrowth](http://www.dvrpc.org/SmartGrowth).



Also in FY14, DVRPC examined the common characteristics of thriving Main Streets across the nine-county region and issued the new report, *Revitalizing Suburban Downtown Retail Districts: Strategies and Best Practices*. The report identifies seven high-priority features of a successful downtown, and information about each of the 71 towns studied is plotted on an interactive online map, available at [www.dvrpc.org/Webmaps/Retail](http://www.dvrpc.org/Webmaps/Retail).



DVRPC partnered with the Southern New Jersey Development Council and Select Greater Philadelphia to host an event at the Camden County Boathouse titled “Investing in People and Places” to discuss regional economic priorities. Representatives from Vetri Restaurants, Virtua Health, and Camden County College shared the reasons why they chose to locate, stay, and grow their businesses in the region. Similar events were held in Philadelphia and Montgomery County, and these stories helped inform the CEDS, which was approved by the DVRPC Board and submitted to the U.S. Economic Development Administration in September 2014.

PHOTO CREDIT: ROBERT GALASSO

# august | 2015

AUGUST MOON PHASES | 6:  | 14:  | 22:  | 29: 

TO CONFIRM MEETING  
DATES, OR FOR MORE  
INFORMATION ABOUT OTHER  
GROUPS NOT FINALIZED  
AS OF THIS PRINTING,  
VISIT [WWW.DVRPC.ORG](http://WWW.DVRPC.ORG)  
OR CALL 215.592.1800

*sat.* | **01**

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*celebrating our past*

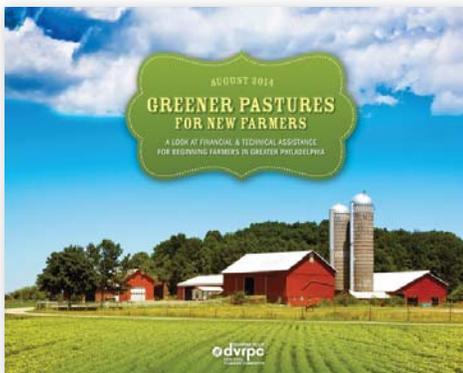




# supporting local communities

**b**uilding and maintaining healthy communities requires an interdisciplinary approach to land use and transportation planning—recognizing that where a person lives can affect that person’s health.

To this end, DVRPC and the Health Promotion Council (HPC) hosted a symposium in April 2014 titled “People, Planning, and Public Health,” which connected health and planning professionals in order to foster coordination across the disciplines.



Local food systems are integral to local health.

DVRPC partnered with key stakeholders in Camden this year to understand the current challenges and develop recommendations to help the city attract food

businesses and create greater economic opportunities for Camden residents.

This work will result in the release of *Cultivating Camden: The City’s Food Economy Strategy*. DVRPC published *Greener Pastures for New Farmers*, a report that summarizes the challenges facing beginning farmers in accessing knowledge, land, and financing, and makes recommendations for how Greater Philadelphia can support the growth of small, beginning, and next-generation farmers.



To serve local governments in FY14, DVRPC hosted American Planning Association educational webinars and PennDOT Local Technical Assistance Program (LTAP) classes through the Municipal Outreach Program. LTAP distributes technologies and information about roadway maintenance and safety methods to municipalities, who maintain many miles of roadway in Pennsylvania. DVRPC also awarded member counties \$300,000 for the development and maintenance of their geographic information systems (GIS), including hardware, software, training, and data acquisition.

In addition, DVRPC's Strategies for Older Suburbs program hosted community roundtables on topics such as developing cooperative businesses, communicating with constituents, and creating more effective wayfinding signs.



## *chester county*

CLASSIC TOWNS  
OF GREATER  
PHILADELPHIA

DVRPC welcomed Oxford Borough in Chester County and Cheltenham Township in Montgomery County, Pennsylvania to its Classic Towns program during FY14. The program is designed to promote the historic communities of both Pennsylvania and New Jersey. Chester County, home to the Classic Towns of Kennett Square, West Chester, and Phoenixville, in addition to the newly added Oxford, were the subject of a scenic trolley tour this year, during which participants viewed unique architecture, restaurants, and cultural amenities of the county's Classic Towns program. To learn more about the Classic Towns program, as well as specific neighborhoods and their amenities, visit [www.classictowns.org](http://www.classictowns.org).

PHOTO CREDIT: OXFORD BOROUGH



# september | 2015

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LABOR DAY  
(DVRPC OFFICES CLOSED)

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REGIONAL TECHNICAL  
COMMITTEE (10 AM)

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INFORMATION RESOURCE  
EXCHANGE GROUP (10 AM)

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ROSH HASHANAH  
(BEGINS AT SUNDOWN)

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*mon.* | 14

TRANSPORTATION  
OPERATIONS TASK FORCE  
(10 AM)

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URBAN WATERFRONT  
ACTION GROUP (10 AM)

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REGIONAL AVIATION  
COMMITTEE (10 AM)  
PUBLIC PARTICIPATION  
TASK FORCE (6 PM)

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**mon. | 21**

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CAR-FREE DAY

**wed. | 23**

FIRST DAY OF AUTUMN  
YOM KIPPUR

**thurs. | 24**

DVRPC BOARD MEETING  
(10 AM)

**fri. | 25**

**sat. | 26**

**sun. | 27**

**mon. | 28**

**tues. | 29**

**wed. | 30**

SEPTEMBER MOON PHASES

5:  13:  21:  27: 

TO CONFIRM MEETING  
DATES, OR FOR MORE  
INFORMATION ABOUT OTHER  
GROUPS NOT FINALIZED  
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OR CALL 215.592.1800

PHOTO CREDIT: BOROUGH OF COLLINGSWOOD

*celebrating our past*



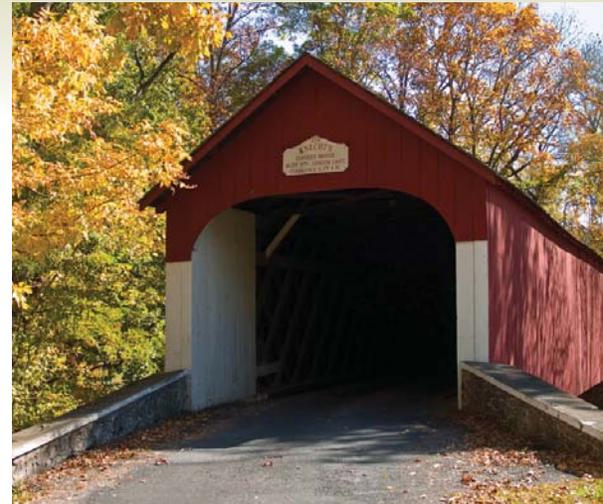


# *protecting natural assets*

One of the tasks integral to DVRPC's land use planning is protecting the environment and its resources.

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This past year, DVRPC developed an appendix for Ewing Township's Environmental Resource Inventory (ERI), detailing the state of its climate and air quality. ERIs are part of DVRPC's environmental planning services program, which assists New Jersey communities in identifying the current state of their resources and works with municipal leaders and the public on steps to ensure a sustainable future. On the Pennsylvania side of the river, DVRPC distributed \$350,000 through the Pennsylvania Coastal Zone Management grant program to enhance public access to tidal waters, improve water quality, and restore natural habitat.



.....

Also in support of a healthy region, DVRPC educates the public on air quality through the Air Quality Partnership (AQP). This year, the AQP conducted a survey on the public's air quality awareness; hosted a roundtable on addressing air quality issues disproportionately affecting Latino communities; and awarded Burlington County, New Jersey, and The Vanguard Group in Valley Forge, Pennsylvania, for efforts in air quality and alternative transportation.

Since children are particularly vulnerable to air pollution, the AQP collaborated with educators, health, and air quality professionals on a workbook to assist local organizations and teachers in educating children about air quality and its impacts on their health. The workbook and teacher's guide, which meet Pennsylvania educational standards and are printable and compatible with SMART boards, are available online at [www.airqualitypartnership.org](http://www.airqualitypartnership.org).

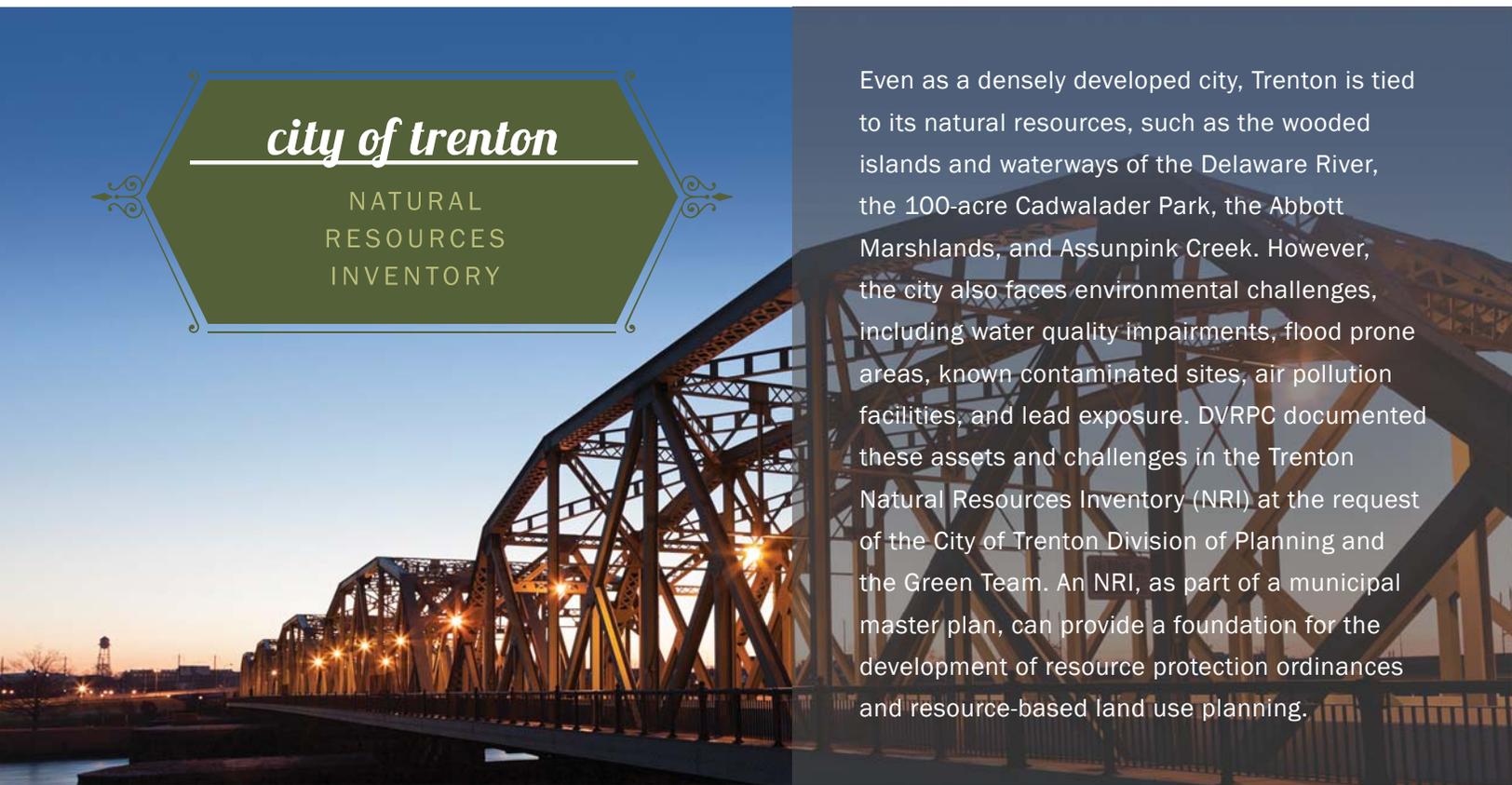
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Other notable environmental planning initiatives included organizing and cohosting Pennsylvania and New Jersey Open Space Coordinating Committee meetings and Pennsylvania East Coast Greenway Committee meetings, and updating the Cumberland County Farmland Preservation Plan as a consultant to the county.



## *city of trenton*

### NATURAL RESOURCES INVENTORY



Even as a densely developed city, Trenton is tied to its natural resources, such as the wooded islands and waterways of the Delaware River, the 100-acre Cadwalader Park, the Abbott Marshlands, and Assunpink Creek. However, the city also faces environmental challenges, including water quality impairments, flood prone areas, known contaminated sites, air pollution facilities, and lead exposure. DVRPC documented these assets and challenges in the Trenton Natural Resources Inventory (NRI) at the request of the City of Trenton Division of Planning and the Green Team. An NRI, as part of a municipal master plan, can provide a foundation for the development of resource protection ordinances and resource-based land use planning.

# october | 2015

OCTOBER MOON PHASES | 4:  | 12:  | 20:  | 27: 

TO CONFIRM MEETING  
DATES, OR FOR MORE  
INFORMATION ABOUT OTHER  
GROUPS NOT FINALIZED  
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OR CALL 215.592.1800

*thurs.* | 01

*fri.* | 02

*sat.* | 03

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*mon.* | 05

*tues.* | 06

REGIONAL TECHNICAL  
COMMITTEE (10 AM)

*wed.* | 07

*thurs.* | 08

*fri.* | 09

*sat.* | 10

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*mon.* | 12

COLUMBUS DAY  
(DVRPC OFFICES CLOSED)

*tues.* | 13

*wed.* | 14

GOODS MOVEMENT  
TASK FORCE (10 AM)

*thurs.* | 15

*fri.* | 16

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*thurs.* | 22

DVRPC BOARD MEETING  
(10 AM)

*fri.* | 23

*sat.* | 24

*sun.* | 25

*mon.* | 26

*tues.* | 27

*wed.* | 28

PUBLIC PARTICIPATION  
TASK FORCE (6 PM)

*thurs.* | 29

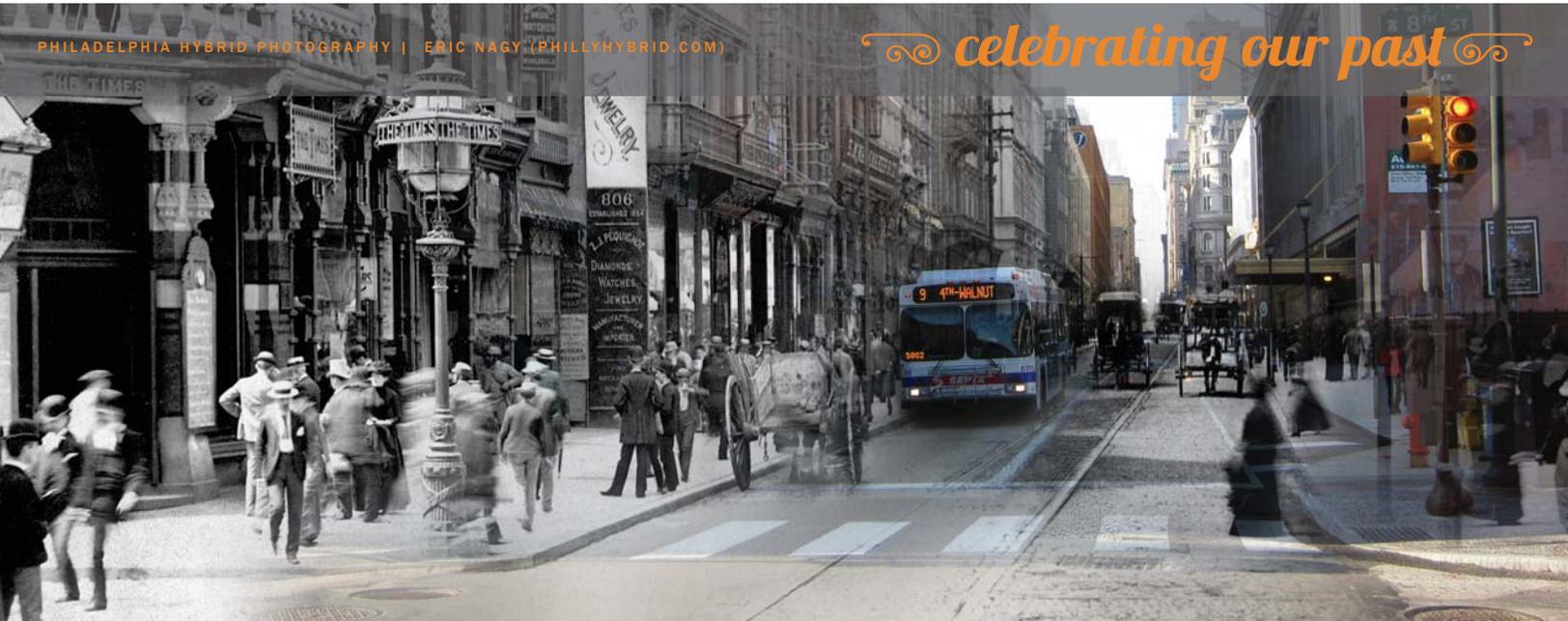
*fri.* | 30

*sat.* | 31

HALLOWEEN

PHILADELPHIA HYBRID PHOTOGRAPHY | ERIC NAGY (PHILLYHYBRID.COM)

*celebrating our past*





# conserving energy & resources

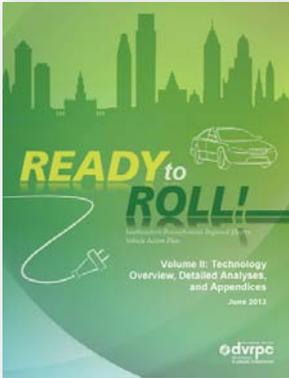
**i**n an ongoing effort to increase the resiliency of Greater Philadelphia, DVRPC works with municipalities to help them become more energy efficient in their operations, prepare for the impacts of climate change, and adopt sustainable practices.

DVRPC prepared the *City of Chester Climate Adaptation Plan* last year, which was adopted by city council in June 2014, and cohosted municipal climate adaptation workshops in Ridley Township and the Eastwick neighborhood of Philadelphia.

In addition, DVRPC updated the *Regional Energy Use and Greenhouse Gas Inventory*. This showed a 13 percent decrease in greenhouse gas (GHG) emissions between 2005 and 2010. A corresponding interactive web map provides detailed energy use and GHG emissions at the municipal level. See [www.dvrpc.org/EnergyClimate/Inventory](http://www.dvrpc.org/EnergyClimate/Inventory).

Work began with local governments and residents to reduce the “soft costs” of solar photovoltaic installations through Solar Ready II, a project of the U.S. Department of Energy SunShot Initiative’s Rooftop Solar Challenge. DVRPC worked with municipal managers to improve energy efficiency and hosted a hands-on workshop highlighting opportunities to save energy and money through indoor lighting projects in municipal buildings. DVRPC helped develop Sustainable Pennsylvania Community Certification, a new initiative of the Pennsylvania Municipal League.





DVRPC released *Ready to Roll! Southeastern Pennsylvania's Regional Electric Vehicle Action Plan*, laying out challenges and opportunities for introducing electric vehicles and their charging facilities to the region. DVRPC also leads the Pennsylvania Partnership to Promote Natural Gas Vehicles, which provides education and assistance to overcome barriers to using this cleaner fuel in school buses and refuse vehicles.

In September 2013, DVRPC was awarded the Greater Valley Forge Transportation Management Association's (GVFTMA's) Platinum Sustainable Award for its "green practices," including the provision of on-site bike racks and comingled recycling, offering a transit benefit to all employees, and being transit accessible and walkable.

## *bucks county*

CIRCUIT RIDER  
PROGRAM

DVRPC provides direct technical assistance to municipalities on energy efficiency through its Circuit Rider for Energy Efficiency in Local Government Operations (Circuit Rider) program. DVRPC worked with nine municipalities during FY14, including Bristol Township in Bucks County, Pennsylvania. The Circuit Rider team estimated that Bristol could save close to \$10,000 in the annual energy bill for its administration building by implementing simple measures, such as using existing rooftop units for heating and installing more efficient lighting.

# november | 2015

NOVEMBER MOON PHASES | 3:  | 11:  | 19:  | 25: 

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**sun. | 01**

DAYLIGHT SAVINGS TIME ENDS

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**mon. | 02**

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ELECTION DAY

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WORLD TOWN PLANNING DAY

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REGIONAL TECHNICAL COMMITTEE (10 AM)

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VETERAN'S DAY (DVRPC OFFICES CLOSED)

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# *synthesizing data & information*

**a** large part of DVRPC’s work consists of collecting and synthesizing data, making recommendations, and sharing these with stakeholders.

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During FY14, DVRPC completed its Household Travel Survey, designed to collect important data about how people travel in the region. Field work finished in September 2013 and the extensive findings report was published in winter 2015. Staff also collected information about local roads and bridges in Bucks and Montgomery counties for PennDOT, which is an important step to repairing structurally deficient bridges in Pennsylvania.

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The Commission installed its first permanent bicycle and pedestrian counters at selected trail locations last year to gather additional data that may inform future bicycle investments. Planners also worked with Code for Philly to develop CyclePhilly, a smartphone app that tracks and maps bicycle rides. Also supporting bicyclists was RideScore, an interactive online application that ranks transit stations on their bicycle accessibility.

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New online resources include a road safety data viewer, an interactive map of suburban retail districts, and an asset management application for municipalities in Berks, Montgomery, and Chester counties in Pennsylvania. DVRPC also updated webmaps for bicycle and pedestrian counts, traffic counts, the environmental justice viewer, the TIP viewer, and more. These can be found at [www.dvrpc.org/Mapping/Webmaps.htm](http://www.dvrpc.org/Mapping/Webmaps.htm).

Also in FY14, two new Data Snapshots were published examining municipalities with high numbers of foreign-born residents in Pennsylvania and New Jersey, as well as a number of Analytical Data reports. In addition to its own products, DVRPC administered a Pennsylvania state program in the region for free online broadband and technology training.



## *gloucester county*

### TRAFFIC COUNTING PROGRAM

The Commission collects traffic volume counts at over 5,000 locations each year by placing pneumatic tubes across various roadways. DVRPC also obtains traffic data collected by other entities and includes this in its database as a public service. Traffic data is used by transportation engineers and planners, developers, and market analysts, and may be of interest to the general public. DVRPC completed 281 traffic counts at 142 locations in 22 municipalities in Gloucester County, New Jersey, during FY14. An interactive traffic counting map is available at [www.dvrpc.org/Webmaps/TrafficCounts](http://www.dvrpc.org/Webmaps/TrafficCounts).

# december | 2015

*tues.* | 01

*wed.* | 02

*thurs.* | 03

PUBLIC PARTICIPATION  
TASK FORCE (6 PM)

*fri.* | 04

*sat.* | 05

*sun.* | 06

HANUKKAH  
(BEGINS AT SUNDOWN)

*mon.* | 07

TRANSPORTATION  
OPERATIONS TASK FORCE  
(10 AM)

*tues.* | 08

*wed.* | 09

INFORMATION RESOURCE  
EXCHANGE GROUP (10 AM)

*thurs.* | 10

DVRPC BOARD MEETING  
(10 AM)

*fri.* | 11

*sat.* | 12

*sun.* | 13

*mon.* | 14

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REGIONAL AVIATION  
COMMITTEE (10 AM)

*fri.* | 18

*sat.* | 19

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*tues.* | 22

FIRST DAY OF WINTER

*wed.* | 23

*thurs.* | 24

*fri.* | 25

CHRISTMAS DAY  
(DVRPC OFFICES CLOSED)

*sat.* | 26

KWANZAA BEGINS

*sun.* | 27

*mon.* | 28

*tues.* | 29

*wed.* | 30

*thurs.* | 31

NEW YEAR'S EVE

DECEMBER MOON PHASES

3:  | 11:  | 18:  | 25: 

TO CONFIRM MEETING  
DATES, OR FOR MORE  
INFORMATION ABOUT OTHER  
GROUPS NOT FINALIZED  
AS OF THIS PRINTING,  
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*celebrating our past*





# *participating in the plan*



**W**e at DVRPC are committed to a transparent, inclusive planning process that builds consensus and involves populations that may suffer potential disadvantage.

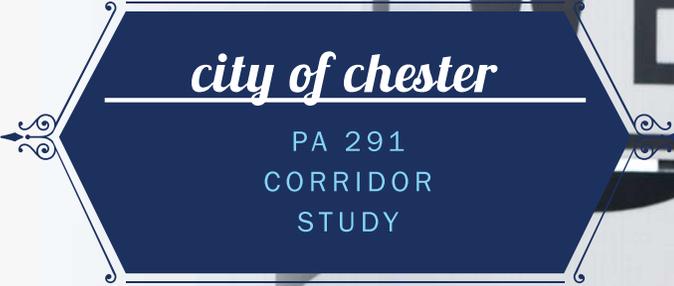
While DVRPC has always sought to ensure nondiscrimination through Title VI of the 1964 Civil Rights Act, the Commission renewed its emphasis on these areas in FY14 by refreshing the environmental justice (EJ) library section and placing additional EJ resources online. We also updated the Title VI Compliance Plan and the Planner's Methodology, which guide and inform the work of DVRPC staff. These publications are available on our website.

Throughout the year, DVRPC staff planned, facilitated, or participated in various public outreach events, including a listening session for a proposed road in Bordentown, New Jersey, and a roundtable discussion on improving air quality in Latino communities. Staff also hosted informational tables at various partner conferences and fairs.

Future scenario planning kicked off with workshops at meetings of the Public Participation Task Force (PPTF) and EJ Work Group. The PPTF participated in a visioning exercise for the long-range plan, toured the SEPTA Operations Center, and received updates on various DVRPC programs.



At its May 2014 meeting, the PPTF hosted the first of its “Facing the Future” speaker series, with a presentation on poverty and inequality in the region. This event attracted the public, as well as participants of DVRPC’s EJ Work Group, an ad hoc committee that convenes to consider the benefits and burdens of various projects on the region.



## *city of chester*

PA 291  
CORRIDOR  
STUDY

DVRPC undertook an access management study along PA 291 last year at the request of the City of Chester, Eddystone Borough, and Ridley Township in Pennsylvania. Staff examined the flow of traffic and the impact of adjacent land uses to improve mobility and safety. Over 70 people, including citizens and municipal officials, attended an informational session in January 2014, at which staff shared the study’s purpose and goals, and received feedback from the community on related concerns, such as neighborhood access to the waterfront, traffic congestion and high speeds, pedestrian safety, accommodations for industrial truck traffic, and the location of the East Coast Greenway. Many of the topics raised were specifically addressed in the study findings.

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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](http://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](mailto:public_affairs@dvrpc.org).

## *committee structure*

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 are on our website at [www.dvrpc.org](http://www.dvrpc.org). Anyone who wishes may attend any of the following committee meetings:

**REGIONAL TECHNICAL COMMITTEE:** advises the Board on issues concerning the long-range and short-range transportation plan, the Transportation Improvement Program, and other programs and policies.

**REGIONAL AVIATION COMMITTEE:** conducts aviation system planning activities by providing technical and policy guidance to the Federal Aviation Administration, the states, and the DVRPC planning program.

**GOODS MOVEMENT TASK FORCE:** 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.

**REGIONAL COMMUNITY AND ECONOMIC DEVELOPMENT FORUM:** provides a forum for discussion of current issues in land use, housing, economic development, and transportation in the Delaware Valley region.

**INFORMATION RESOURCE EXCHANGE GROUP:** provides a forum for the exchange of ideas and experiences among regional data managers. Topics of discussion include IT architecture, GIS/orthophotography, web technologies, and census data.

**TRANSPORTATION OPERATIONS TASK FORCE:** provides a forum for the seven Incident Management Task Forces to share ideas. Topics of discussion may include RIMIS and regional ITS architecture.

**REGIONAL SAFETY TASK FORCE:** offers guidance to DVRPC projects, including the Regional Safety Action Plan, and provides a forum for multidisciplinary professionals to share information.

**PUBLIC PARTICIPATION TASK FORCE:** provides the public with access to, and participation in, the regional planning and decision-making process. This committee acts as an advisory group to DVRPC's Board on tools and techniques to improve public outreach.

## **dvrpc** | *fy 2014 revenue by source*

	HIGHWAY PLANNING	PUBLIC TRANSIT	AIRPORT PLANNING	GENERAL FUND	OTHER PROGRAMS	TOTALS
USDOT - PENNDOT	\$4,802,674	\$1,835,936	\$0	\$0	\$3,784,067	\$10,422,677
USDOT - NJDOT	\$2,601,056	\$773,177	\$0	\$0	\$4,110,975	\$7,485,208
USDOT - FAA	\$0	\$0	\$201,379	\$0	\$0	\$201,379
LOCAL	\$1,176,252	\$546,647	\$22,375	\$194,482	\$1,214,393	\$3,154,149
MISCELLANEOUS	\$0	\$0	\$0	\$0	\$3,053,259	\$3,053,259
<b>TOTALS</b>	<b>\$8,579,982</b>	<b>\$3,155,760</b>	<b>\$223,755</b>	<b>\$194,482</b>	<b>\$12,162,694</b>	<b>\$24,316,673</b>

## **dvrpc** | *fy 2014 expenditures*

	HIGHWAY PLANNING	PUBLIC TRANSIT	AIRPORT PLANNING	GENERAL FUND	OTHER PROGRAMS	TOTALS
SALARIES, WAGES, BENEFITS	\$4,387,188	\$877,438	\$131,485	\$3,289	\$3,509,749	\$8,909,149
CONTRACTUAL SERVICES	\$1,544,802	\$236,584	\$33,275	\$189,717	\$295,057	\$2,299,435
EQUIPMENT PURCHASES	\$51,565	\$39,817	\$0	\$0	\$113,327	\$204,709
SUBCONTRACTS	\$628,000	\$1,608,236	\$0	\$0	\$6,669,818	\$8,906,054
INDIRECT COSTS	1,968,427	\$393,685	\$58,995	\$1,476	\$1,574,742	\$3,997,325
PROGRAM OVERRUNS/ CARRYOVER	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTALS</b>	<b>\$8,579,982</b>	<b>\$3,155,760</b>	<b>\$223,755</b>	<b>\$194,482</b>	<b>\$12,162,694</b>	<b>\$24,316,673</b>



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