

# PUBLIC COMMENT PERIOD:

December 5, 2024 - January 7, 2025

submit your comments:

by email: [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org)

or by mail:

Work Program Comments

c/o DVRPC Office of Communications and Engagement

190 N Independence Mall West, 8th Fl

Philadelphia, PA 19106-1520



## DRAFT

# Fiscal Year 2026 Unified Planning Work Program

December 2024

### Commonwealth of Pennsylvania

Bucks County, Chester County, Delaware County,  
Montgomery County, City of Philadelphia, City of Chester

### State of New Jersey

Burlington County, Camden County, Gloucester County,  
Mercer County, City of Camden, City of Trenton





### **The Delaware Valley Regional Planning**

**Commission (DVRPC)** is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.

DVRPC is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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## **The Delaware Valley Regional Planning Commission (DVRPC) Announces For Public Review the Draft FY2026 Unified Planning Work Program**

DVRPC will open a 30+ day public comment period on December 5, 2024, for the Draft Fiscal Year (FY) 2026 Unified Planning Work Program. This document outlines all of the federally-funded transportation and regional planning projects and other planning projects administered by DVRPC slated for the nine-county region from July 1, 2025, to June 30, 2026. The Work Program is developed annually by the DVRPC Board with its planning partners to reflect the region's current planning needs. DVRPC will accept comments from December 5, 2024, until January 7, 2025, at 5:00 PM local time.

Electronic copies of DVRPC's Draft Work Program are available on DVRPC's website: [www.dvrpc.org/WorkProgram](http://www.dvrpc.org/WorkProgram). Hardcopies of DVRPC's Draft Work Program are available at DVRPC's offices in Philadelphia, PA, in a number of regional libraries, and upon request by emailing [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org). The document can be translated into an alternative format or language, if requested.

Comments must be submitted in writing. Comments can be emailed to [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or mailed to:

Work Program Comments  
c/o DVRPC Office of Communications & Engagement  
ACP Building, 8th Floor 190 N. Independence Mall West  
Philadelphia, PA 19106-1520

Comments for these documents must be received no later than 5:00 p.m. on January 7, 2025. Comments received via mail must be postmarked by January 7, 2025. Responses will not be provided unless comments are submitted in writing during the public comment period. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. For more information about DVRPC's Title VI Program or to obtain a Title VI Complaint Form, visit [www.dvrpc.org/GetInvolved/TitleVI](http://www.dvrpc.org/GetInvolved/TitleVI), or contact DVRPC's ADA and Title VI Compliance Officer Shoshana Akins by calling 215- 592-1800 or via email at [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

Important Notice: DVRPC is committed to providing open and competitive procurement opportunities and that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR part 26, have an equal opportunity to receive and participate in federally funded contracts. For information about opportunities to do business with DVRPC, please visit [www.dvrpc.org/Business](http://www.dvrpc.org/Business).



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# Chapter 1: Introduction







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# Delaware Valley Regional Planning Commission FY2026 Unified Planning Work Program

## Introduction

The FY2026 Unified Planning Work Program (UPWP) for the Delaware Valley Regional Planning Commission (DVRPC) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2025, through June 30, 2026. A UPWP is developed annually by DVRPC with its planning partners to reflect the region's short-range planning needs.

Federal laws and regulations require the formation of a metropolitan planning organization (MPO) for each urbanized area with a population of more than 50,000. The MPO designated for each urbanized area is obliged to carry out a continuing, cooperative and comprehensive, performance-based, multi-modal transportation planning process. For MPOs such as DVRPC with a population greater than 200,000, a designation of Transportation Management Area (TMA) is assigned. This designation brings with it additional planning requirements. DVRPC is the federally-designated TMA MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery counties and the City of Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.



The federal laws and regulations that require the formation of MPOs also provide for the formula allocation of federal funds to support the required planning activities of the MPOs. These federal regulations require an MPO to document the metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. in a unified planning work program. Each MPO, in cooperation with the state(s) and public transportation operator(s), is required to develop a UPWP that includes a discussion of the planning priorities facing the MPO.

In addition to its formula funds, DVRPC is fortunate to receive other federal, state, local, foundation, and private funds to conduct a robust and comprehensive slate of regional planning activities. It is this full complement of financial resources that provides the support for the priority planning activities proposed by our member governments and stakeholders and spelled out in this FY2026 Unified Planning Work Program.

## **Planning Priorities Facing the Region**

The metropolitan planning regulations promulgated through the Infrastructure Investment and Jobs Act (IIJA) stipulate that each MPO shall develop a UPWP that includes a discussion of the planning priorities facing the metropolitan area. The planning priorities facing the DVRPC region can be identified by looking at the annual requests for new planning projects that are submitted by the DVRPC Board and other stakeholders during the UPWP development process. For the FY2026 Work Program, many planning study requests covered similar topics, such as improving the effectiveness of and access to public transit, facilitating bicycle and pedestrian infrastructure improvements, making transportation/land use connections, conducting freight planning, and collecting data including travel monitoring and intercept surveys to enable data-driven analyses. Many of these requests touched upon similar themes, including housing, climate action, community health and resilience, air quality, and equity. These planning priorities track closely with the IIJA Planning Factors and the State Departments of Transportation (DOTs) emphasis areas.

Within the framework of available financial and human resources, this work program effectively addresses the key regional transportation and land use issues facing the Delaware Valley. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of the Delaware Valley. Throughout the fiscal year, new projects and funding may be added to this UPWP through an amendment process that requires an approval by the DVRPC Board.

## **UPWP Development Process**

DVRPC staff initiate the development process for the next fiscal year's UPWP in the July-September time period as initial individual coordination meetings are scheduled with member governments, state DOTs, and transit operators. These coordination meetings are a helpful way for the partners to begin thinking about their potential project ideas and how those ideas relate to current projects or other emerging planning issues. Partners are encouraged to consider regional ideas in addition to those for planning studies that address local issues, either of which should be consistent with the goals and principles of DVRPC's currently-adopted Long Range Plan. Throughout September and mid-October, staff work with planning partners to refine and submit proposals for projects considering emerging local and regional priorities as well as continuation of ongoing priority projects. At a Board Work Program Committee meeting in October, partners present their project ideas and priority projects are short-listed for initial selection. During November, staff work with the partners to refine the scopes of selected projects as they consider potential sources and amounts of funding. In early December, staff present the Draft UPWP document at the DVRPC Board Meeting, when the Board is requested to approve the release of the document for public comment. The public comment period remains open for 30 days, during which time DVRPC staff prepare a response to all comments submitted by partners, advocacy organizations, or the general public. Staff present the comments, responses, and a revised document to the Board for adoption

at the January Board meeting. Following Board adoption, staff incorporate responses to comments, editorial corrections, and final funding tables into a final administrative document that is submitted to DVRPC's funding agencies in February or March. Work on the adopted FY2026 UPWP begins on July 1, 2025, and unless otherwise stated for a given task, is expected to be completed by June 30, 2026.

## **UPWP Document Organization**

The FY2026 Unified Planning Work Program is divided into six chapters with two appendices:

- Chapter One serves as an introduction to DVRPC's operations and relationships to other transportation and planning organizations in the Delaware Valley region.
- Chapter Two provides details of the Program Areas and Projects that DVRPC will be undertaking during FY2026.
- Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively. These programs provide funding from DVRPC for our member governments to support their participation in the regional planning process.
- Chapter Five includes other projects funded through the UPWP to be carried out by member governments.
- Chapter Six provides a summary of New Jersey Transportation Improvement Program (NJ TIP) funded projects that span over multiple fiscal years due to the scope of work, consultant selection process, and extent of involvement required from various NJ member governments and municipalities.
- Appendix A contains Schedule A, which provides a detailed breakdown of funding sources from New Jersey.
- Appendix B contains a list of acronyms commonly used in DVRPC's planning processes.

## **Planning Emphasis Areas**

The products developed through this UPWP include technical analyses, policy recommendations, and planning services for member state and local governments. The Program Areas and Projects outlined in this document are informed by priority Planning Emphasis Areas (PEAs) identified by our federal and state partners. Emphasis areas have evolved over time, and much of the ongoing work in this document reflects that history; prior emphasis areas on topics such as equity, data collection, cross-region collaboration, and many other topics remain relevant today. FHWA and FTA announced New Planning Emphasis Areas in January 2022. These are summarized below, along with examples of responsive work in this UPWP.

### *Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future*

Transportation plans and infrastructure investments should help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. The transportation planning process should be used to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shifting to lower emission modes of transportation; and identifying transportation system and community vulnerabilities to climate change impacts and evaluating potential solutions.

*Examples of projects and programs in this UPWP which reflect this emphasis area:*

- Energy and Climate Change Initiatives (26-33-030)
- Regional Electric Vehicle Planning Program (26-34-190)
- Regional Transit Planning Program (26-52-010)

### *Equity and Justice<sup>40</sup> in Transportation Planning*

Federal, state, and regional partners and providers of public transportation should advance racial equity and support for underserved and disadvantaged communities. Ensuring public involvement in the planning process will help plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. The following strategies are encouraged: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

*Examples of projects and programs in this UPWP which reflect this emphasis area:*

- Title VI and Environmental Justice (26-23-040)
- Supporting Communities Program (26-52-160)

### *Complete Streets*

Federal, state, and regional partners and providers of public transportation should review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. Partners should plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

*Examples of projects and programs in this UPWP which reflect this emphasis area:*

- Bicycle and Pedestrian Planning Program (26-52-020)
- Increasing Safe and Accessible Transportation Options (26-52-130)
- PennDOT Connects Complete Streets Resurfacing Program (26-52-150)

### *Public Involvement*

Early, effective, and continuous public involvement brings diverse viewpoints into the decision making process. Partners should increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

*Examples of projects and programs in this UPWP which reflect this emphasis area:*

- Public Participation, Involvement, and Outreach (26-23-030)
- Mobility Analysis and Design Program (26-52-030)

### *Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination*

Partners should coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because

many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the state and MPO areas covered by these route analyses.

*Example of projects and programs in this UPWP which reflect this emphasis area:*

- Regional Congestion Management Program (26-34-040)

#### *Federal Land Management Agency (FLMA) Coordination*

Partners should coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting state and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

*Examples of projects and programs in this UPWP which reflect this emphasis area:*

- Environmental Planning (26-33-040)
- PA Coastal Zone Management Implementation Program (26-33-120)

#### *Planning and Environment Linkages (PEL)*

Partners should implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of



information. This results in transportation programs and projects that serve the community's transportation needs more effectively, while avoiding and minimizing the impacts on human and natural resources.

*Examples of projects and programs in this UPWP which reflect this emphasis area:*

- Transportation Improvement Program (TIP) (26-34-080)
- Environmental Planning (26-33-040)

#### *Data in Transportation Planning*

Partners should incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of topics, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the state, MPO, regional, and local levels for all parties.

*Example of projects and programs in this UPWP which reflect this emphasis area:*

- Data Coordination and Analysis (26-23-070)

## **Federal Legislation Requirements**

As the federally designated metropolitan planning organization for the region, DVRPC must respond to the planning requirements of two federal laws: the current transportation authorizing legislation—the Infrastructure Investment and Jobs Act (IIJA)—as promulgated under Title 23 CFR Parts 420 and 450, and the Clean Air Act Amendments of 1990 (CAAA). The \$1.2 trillion IIJA bill was signed into law in November 2021. It reauthorizes the nation's surface transportation, drinking water, and wastewater legislation and dedicates billions to programs in transportation, energy transmission, resilience, broadband, and other areas. Many of the Program Areas and Projects set forth in this UPWP work directly to continue the implementation of past reauthorizations, including MAP 21 and the FAST Act, as well as the new IIJA.

Under current authorizing legislation, the MPO is a partner in the planning for the use of all federal transportation funds allocated within its region. The IIJA also requires the MPO to produce and oversee a Transportation Improvement Program, the region's short-range capital investment plan, which must be consistent with and serve to implement the region's Long-Range Plan. The TIP prioritizes the Delaware Valley's transportation-related projects within the constraints of federal funding that our Pennsylvania and New Jersey counties can reasonably expect to receive within four years.

The Metropolitan Planning Regulations included in the IIJA and previously outlined in the FAST Act identify ten planning factors that must be considered in the metropolitan planning process. The ten

planning factors listed below are integrated within the tasks of the Program Areas and Projects detailed in Chapter Two of this Unified Planning Work Program.

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for motorized and non motorized users.
- Increase the **security** of the transportation system for motorized and non motorized users.
- Increase **accessibility and mobility** of people and freight.
- Protect and enhance the **environment**, promote **energy conservation**, improve the **quality of life**, and promote **consistency** between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- Promote efficient **system management and operation**.
- Emphasize the **preservation** of the existing transportation system.
- Improve the **resiliency and reliability** of the transportation system and reduce or **mitigate stormwater impacts** of surface transportation.
- Enhance **travel and tourism**.

The Metropolitan Planning Regulations also require MPO's with a population over 200,000 to undergo a certification review conducted jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) at least every four years to determine if their metropolitan transportation planning process meets the federal planning requirements. Federal certification of the planning process is a prerequisite to the approval of federal funding for transportation projects in their area. DVRPC's most recent certification review was completed in 2023, with the site-visit portion of the review in October 2022, and receipt of the Final Certification Review Report in February 2023. With the preparation and distribution of the Final Report, the FHWA and FTA certified DVRPC's metropolitan transportation planning process.

The requirements of the Clean Air Act Amendments (CAAA) establish a program and set a timetable for improving the nation's air quality. The Philadelphia area has been classified as a non-attainment area for ground-level ozone and portions of the region are in maintenance for the fine particulate matter standards. The region must attain or continue to maintain the mandated air quality standards for these pollutants. Although the responsibility for attaining the standards falls directly on the states, DVRPC plays a key role in developing many of the programs relating to air quality attainment or maintenance. The projects in the region's TIP and the Long-Range Plan must conform to the states' air quality implementation plans. These projects must not lead to any further

violation of the federal clean air standards or impede the region's progress toward meeting those standards.

### **Coordination with Member Governments and Other Planning Partners**

The priority planning activities listed in DVRPC's annual Unified Planning Work Program are also defined in part by the planning needs of the city and county member governments. The member governments' financial contributions to a Comprehensive Planning fund enables DVRPC to provide a local match to other federal, state, or private funds to undertake projects of regional significance that require a local contribution. Comprehensive Planning funds also support initiatives such as open space and environmental planning projects, economic development planning, and local or regional land use planning.

Many programs, while broad in scope, affect transportation conditions in the region. For example, DVRPC's Transportation and Community Development Initiative (TCDI) Program is an effort whereby DVRPC provides planning grants, based on the competitive review of proposals, to counties, municipalities, and others, to support projects that link revitalization, economic development and transportation needs.

DVRPC also responds to the needs of other partners, including state and federal agencies, operating authorities, nonprofit foundations, and community-based organizations. Consequently, DVRPC annually undertakes a number of special projects funded under a variety of programs to address pressing regional issues. DVRPC continues to implement programs such as coordination with the region's environmental protection and open space organizations; reporting on the region's locally funded open space programs; and promoting linkages between active transportation and healthy communities. DVRPC continues its involvement in the Pennsylvania Department of Transportation (PennDOT) Connects Program and continues energy, climate change, and resiliency initiatives in both states that include coordination, analyses, management, tool development, facilitation of joint procurement purchases for energy conservation, and technical assistance to local governments.

Complementary and supportive initiatives also continue. These include the development of the region's Comprehensive Economic Development Strategy, planning for transit system improvements, advancing transportation operations and safety projects, using DVRPC's Travel Demand Model to forecast travel movements on the region's transportation network, and responding to many other needs of DVRPC's member governments and agencies.

## **Supportive Regional Highway Planning Program (SRHPP), Transit Support Program (TSP), and Geographic Information System (GIS) Pass-Through Funding**

In order to support its member governments' participation in the regional planning process, DVRPC passes federal funds to those partners to develop and maintain their planning programs and data. These funds also help to support partners' participation in the region's key planning efforts such as development of the Transportation Improvement Program (TIP), Long-Range Plan, Congestion Management Program, Transportation Performance Management activities, and other regional planning efforts. During FY2026, the SRHPP programs in Pennsylvania and New Jersey will be funded by their respective TIPs. The funding source for the PA SRHPP will be the urban allocation of the Surface Transportation Program (STP/STU), while the NJ SRHPP will be funded from the Surface Transportation Block Grant Program (STBGP). Both the PA TSP and the NJ TSP will be funded from DVRPC's allocation of formula based federal Metropolitan Planning (PL) funds. In addition to their core planning functions, the SRHPP and the TSP programs offer a limited amount of funding for special planning studies to address current areas of need for member governments. DVRPC also passes federal funds to member governments that enable them to expand their GIS capabilities as necessary to maintain a level of technical sophistication that guarantees interoperability and compatibility among the partners across the region. Both the PA and NJ GIS Programs are funded from their respective TIPs.

SRHPP eligible activities include tasks related to regional planning coordination and meetings for programs such as the TIP, Long-Range Plan, Congestion Management Program, Transportation Operations Master Plan, and Regional Transportation Safety Analysis and Plan. Detailed scopes of work for each sub-recipient in the SRHPP are found in Chapter Three of this Unified Planning Work Program. Scopes of work may vary but must adhere to the comprehensive planning, programming, monitoring, and coordination of roadway and bicycle/pedestrian networks within a jurisdiction.

TSP eligible activities include tasks related to promoting transit planning and coordination for programs such as TIP, Long-Range Plan, and Congestion Management Program. The detailed scopes for each sub-recipient that receives TSP funds are found in Chapter Four of this Unified Planning Work Program. Scopes vary but must adhere to the comprehensive planning, programming, monitoring, and coordination of transit services within a jurisdiction.

GIS eligible activities include tasks related to the use of GIS in transportation planning including upgrading capabilities and developing and sharing transportation data. A detailed scope is developed for each organization, but it must adhere to the project description found in Chapter Five of this Unified Planning Work Program. Scopes may vary to some degree, but tasks must relate to the comprehensive planning, programming, and monitoring to promote information sharing and maintenance of regional transportation GIS data.

## UPWP Budget and Funding

DVRPC's FY2026 total budget is \$31,591,476, which includes \$25,351,226 for internal operating expenses and \$6,240,250 for passthrough programs to member governments as outlined in Table 2- Project Funding by Source. The total FY2026 operating budget of \$25,351,226 represents an approximate increase of four (4) percent compared to the FY2025 operating budget of \$24,369,532 which is driven by new project initiatives, demands in our work program, and inflationary costs. The FY2026 operating budget includes \$19,339,727 to account for all personnel expenses and fringe benefits such as the PA SERS pension contribution, health insurance, FICA taxes, and commuter benefit, etc. The FY2026 operating budget also includes \$6,011,499 in other operating costs such as communication, rents, leases, utilities, consultant expenses, printing, repairs, contractual services, software, materials, and supplies. The Total FY2026 pass-through funding provided to Pennsylvania and New Jersey member governments and planning partners is \$6,240,250 which is comprised of seven various passthrough programs noted on Table 2- Project Funding by Source. The FY2026 passthrough funding includes programs such as Supportive Regional Highway Planning (\$1,452,000), Transit Support Program (\$1,658,250), Regional GIS Implementation (\$300,000), New Jersey Local Concept Development (\$350,000), New Jersey Signal Retiming (\$380,000), New Jersey Transportation and Community Development Initiative (TCDI) (\$600,000), and the 2025 On-Board and Household Travel Surveys Continuation (\$1,500,000). The FY2026 passthrough program total is significantly less than the FY2025 passthrough total of \$14,210,750 due to absence of programs that are funded on a bi-annual and multi-year basis, such as the PA Transportation and Community Development Initiative (TCDI) program (\$1,200,000), PA Transportation Demand Management (TDM) Base Program (\$2,310,000), and Travel Options Program (\$948,000). DVRPC continues to manage these multi-year programs and other initiatives funded by the New Jersey Highway Infrastructure Program - Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA) funds.

In addition to the annual formula planning funds allocated by the Pennsylvania Department of Transportation and New Jersey Department of Transportation, DVRPC seeks additional funds from other sources to support planning activities and programs. The funds come from varied sources including federal agencies, state agencies, member governments, foundations, and private sector organizations. Below is a sample of federal and non-federal sources:

- Federal Highway Administration (FHWA) Metropolitan Planning Funds- Formula funds that are allocated to DVRPC as a regional MPO. These are shown in project funding tables as "Highway PL Program" funds. Allocation of funds are determined by distribution formulas in the authorizing legislation and regulations.
- Federal Transit Administration (FTA) Metropolitan Planning Funds- Formula funds that are allocated to DVRPC as a regional MPO. These are shown in project funding tables as "Transit PL Program" funds. Allocation of funds are determined by distribution formulas in the authorizing legislation and regulations.

- Federal Increasing Safe and Accessible Transportation Options (ISATO).
- Federal Aviation Administration (FAA) Funding- Federal Aviation Administration grant.

The following funding sources are listed under “OTHER PROGRAMS” in Table 1 and Table 2; these funds mainly consist of non-Metropolitan Planning (PL) funds:

- PA/NJ Transportation Improvement Program (TIP) Funds- Regional TIP funds for transportation improvement initiatives approved by counties and member governments.
- PennDOT Connects (State Planning and Research) Funding- Competitive grants from PennDOT for transportation system and community collaboration planning.
- PennDOT State Funds- State Motor License (SML) fund distributed by PennDOT.
- PA Department of Environmental Protection (PA DEP) Funding- PA DEP grants for various eligible projects such as Coastal Zone Management planning and programming.
- Economic Development Administration (U.S. EDA)- Grant from EDA to DVRPC as a designated Economic Development District (EDD).
- U.S. Department of Environmental Protection Agency (U.S. EPA).
- U.S Department of Energy (DOE).
- DVRPC Local Initiatives- Local revenues from PA or NJ for various initiatives and projects.
- William Penn Foundation Grants- Private foundation grants for trail, climate, and environmental planning related projects.

Member Government Contributions, those from county and city contributions, are used to support the following funding categories:

- General Fund – The General Fund is paid by the city and county member governments, and is used to cover a variety of expenses not eligible for the use of federal funding, including certain legal services, match, equipment or consultant costs. The General Fund contribution is determined based on the relative share of the regional population, last updated using 2020 Census data.
- Comprehensive Planning – The city and county member governments also contribute Comprehensive Planning funds, which are used either alone or in combination with available federal funds, to support Work Program projects beyond the MPO transportation planning mandate. The Comprehensive Planning contribution is also determined based on the relative share of regional population according to the 2020 Census data.
- Highway and Transit Match – In Pennsylvania only, the city and county member governments provide part of the required local match to the federal Highway and Transit funds DVRPC receives as the region’s MPO. In addition, PennDOT contributes State funds

toward that local match. In New Jersey, NJDOT covers that local match in full via their available toll credit funds.

### **Transportation Improvement Program (TIP) Funding for UPWP Activities**

Transportation planning is essential to developing transportation improvements that can later be funded for engineering and construction. As such, planning is an eligible activity under several federal transportation capital funding programs, and is necessary to fund certain activities each year in DVRPC’s UPWP. However, as a region with many more transportation needs than funds to deliver them, DVRPC prefers to limit the use of capital funds in our UPWP, for both New Jersey and Pennsylvania. There are certain types of planning work for which funds from the TIP are often necessary to support projects funded through DVRPC’s UPWP:

- Pass-through grant programs to member governments and planning partners
- Planning activities requiring significant consultant support
- Some travel monitoring activities including equipment purchases and leases
- Data acquisition and model development, including required major survey efforts like household travel surveys and aerial imagery
- Major modeling applications and improvements
- Special technical or engineering tasks such as design project management

### **Summary Funding Tables**

Each Program Area and Project contains a Project Cost and Funding table indicating its source of funds. As applicable, these tables show their previous years of funding levels, going back up to three years.

*Table 1: Funding Summary* shows DVRPC's overall revenue by source to be applied to personnel and operating costs associated with UPWP activities and funding to be granted via pass-through projects and programs associated with member governments, transit agencies, and others.

*Table 2: Project Funding by Source* shows the budget and funding sources for each individual Program Area and Project.

Delaware Valley Regional Planning Commission  
 Fiscal Year 2026 | Unified Planning Work Program

**Table 1: Funding Summary**

FUNDING SOURCE	GENERAL FUND	HIGHWAY PL PROGRAM	TRANSIT PL PROGRAM	COMP PLANNING	OTHER PROGRAMS	TOTAL
	\$0	\$0	\$2,140,000	\$0	\$0	\$2,140,000
PA FHWA		5,385,000				5,385,000
PA Safe & Accessible					136,000	136,000
PA State Motor License		673,000				673,000
PA LTAP					30,000	30,000
PA District 6					300,000	300,000
PennDOT Connects					775,000	775,000
PennDOT SPR Supplemental					275,000	275,000
PA FHWA TIP- Federal					3,663,900	3,663,900
PA FHWA TIP- State					481,600	481,600
DVRPC Local Match					188,000	188,000
						0
NJ FTA			1,084,881			1,084,881
NJ FHWA		3,316,195				3,316,195
NJ Safe & Accessible					82,991	82,991
NJ FHWA TIP- Federal					1,058,500	1,058,500
NJ CRRSAA Funds					624,375	624,375
						0
FAA					225,000	225,000
WILLIAM PENN					200,000	200,000
PA DEP					25,000	25,000
MISC					3,135,019	3,135,019
<b>PA LOCALS</b>	<b>\$153,127</b>	<b>\$446,500</b>	<b>\$305,500</b>	<b>\$419,324</b>	<b>\$0</b>	<b>\$1,324,451</b>
Bucks County	23,471	44,350	36,348	64,272	0	168,441
Chester County	19,400	84,263	48,465	53,126	0	205,254
Delaware County	19,756	70,959	36,348	54,101	0	181,164
Montgomery County	31,095	66,524	48,465	85,150	0	231,234
City of Philadelphia	58,221	177,395	133,278	159,434	0	528,328
City of Chester	1,184	3,009	2,596	3,241	0	10,030
<b>NJ LOCALS</b>	<b>\$60,805</b>	<b>\$-</b>	<b>\$-</b>	<b>\$166,509</b>	<b>\$-</b>	<b>\$227,314</b>
Burlington County	16,766			45,913		62,679
Camden County	16,397			44,903		61,300
Gloucester County	10,975			30,051		41,026
Mercer County	10,762			29,472		40,234
City of Camden	2,606			7,137		9,743
City of Trenton	3,299			9,033		12,332
<b>Total DVRPC Operations</b>	<b>\$213,932</b>	<b>\$9,820,695</b>	<b>\$3,530,381</b>	<b>\$585,833</b>	<b>\$11,200,385</b>	<b>\$25,351,226</b>
<b>PASSTHROUGH GRANTS- Member Governments, Transit Agencies, and Others</b>						
PA FTA	\$0	\$0	\$920,000	\$0	\$0	920,000
PA FHWA TIP- Federal					2,073,000	2,073,000
PA Local match			230,000			230,000
NJ FTA			406,600			406,600
NJ FHWA TIP- Federal					2,509,000	2,509,000
NJ Local Match			101,650			101,650
NJ CRRSAA Funds						
<b>Total Pass-through Grants</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,658,250</b>	<b>\$0</b>	<b>\$4,582,000</b>	<b>\$6,240,250</b>
<b>GRAND TOTAL</b>	<b>\$213,932</b>	<b>\$9,820,695</b>	<b>\$5,188,631</b>	<b>\$585,833</b>	<b>\$15,782,385</b>	<b>\$31,591,476</b>



**Table 2: Project Funding by Source**

Page	Project Number	Programs/Projects	FY26 Budget	Highway PL Planning	Transit PL Planning	Comprehensive Planning	Other
<b>Chpt. Two-Sect. A DVRPC PROGRAM AREAS</b>							
49	26-22-010	Work Program Administration	\$395,000	\$280,241	\$104,759	\$10,000	\$0
51	26-22-020	Technical Assistance to Member Governments	438,415	316,194	118,199	4,022	0
53	26-23-010	Regional Forum	330,000	232,927	87,073	10,000	0
54	26-23-020	Title VI and Environmental Justice	241,230	170,132	63,598	7,500	0
56	26-23-030	Public Participation, Involvement and Outreach	468,690	332,060	124,130	12,500	0
59	26-23-040	Data Visualization and Communication	660,450	466,182	174,268	20,000	0
61	26-24-010	Web Development and Database Management	927,500	653,289	244,211	30,000	0
63	26-24-020	Data Coordination and Analysis	379,950	269,286	100,664	10,000	0
65	26-24-030	Geographic Information Systems	379,400	268,886	100,514	10,000	0
67	26-33-010	Smart Growth	525,810	368,178	137,632	20,000	0
69	26-33-020	Community & Economic Development	722,670	507,833	189,837	25,000	0
72	26-33-030	Energy and Climate Change Initiatives	381,508	272,240	101,768	7,500	0
75	26-33-040	Environmental Planning	375,000	365,000	-	10,000	0
78	26-34-010	Long-Range Planning	675,240	473,309	176,931	25,000	0
80	26-34-020	Freight Planning	434,265	305,182	114,083	15,000	0
83	26-34-030	Travel and Land Use Modeling	522,495	365,765	136,730	20,000	0
86	26-34-040	Regional Congestion Management Program	302,375	216,459	80,916	5,000	0
89	26-34-050	Air Quality Planning	275,500	196,896	73,604	5,000	0
93	26-34-060	Performance-Based Planning and Programming	351,900	248,868	93,032	10,000	0
96	26-34-070	Socioeconomic and Land Use Analytics (SLUA)	247,500	176,515	65,985	5,000	0
98	26-34-080	Transportation Improvement Program (TIP)	826,250	565,031	211,219	20,000	30,000
101	26-52-010	Regional Transit Planning Program	430,000	-	415,000	15,000	0
104	26-52-020	Bicycle and Pedestrian Planning Program	389,750	276,419	103,331	10,000	0
106	26-52-030	Mobility Analysis and Design Program	712,250	507,527	189,723	15,000	0
108	26-52-040	Transportation Safety	447,500	318,456	119,044	10,000	0
112	26-52-050	Transportation Operations	609,200	150,457	56,243	12,500	390,000
116	26-52-060	Competitive Program and Project Management	1,354,750	159,750	-	5,000	1,190,000
118	26-52-070	PA TDM Base Program Admin & TripSmart	325,000	-	-	-	325,000
120	26-53-010	Travel Monitoring	864,500	629,500	-	10,000	225,000
<b>Subtotal</b>			<b>\$14,994,098</b>	<b>\$9,092,582</b>	<b>\$3,382,494</b>	<b>\$359,022</b>	<b>\$2,160,000</b>
<b>Chpt. Two-Sect. B DVRPC PROJECTS</b>							
	22-33-200	WP-Staff Admin #284-21	\$50,000	\$-	\$-	\$-	\$50,000
	23-23-085	Technical Assistance and Coordination of NJ CRRSAA Funds (4 years)	90,000	-	-	-	90,000
	23-23-086	Procurement and Contracts Administration - NJ Programs (4 years)	281,250	-	-	-	281,250
	23-23-087	Trenton Area Complete & Safe Streets for All Implementation (4 years)	253,125	-	-	-	253,125
	24-33-210	Climate Pollution Grant (CPRG)	75,000	-	-	-	75,000
	24-33-230	NREL Clean Energy	250,000	-	-	-	250,000
	24-33-240	WP- Regional Hub for Federal Climate Funding	100,000	-	-	-	100,000
	24-33-250	WP- #211-23- Staff Admin	50,000	-	-	-	50,000
	24-33-260	Regional Benchmarking & BPS	50,000	-	-	-	50,000
	25-33-210	NJ Economic & Workforce (2 year)	75,000	-	-	-	75,000
	25-34-210	2025 HHTS - Staff (3 year)	50,000	-	-	-	50,000
	25-52-130	Increasing Safe and Accessible Transp.Options	125,000	-	-	-	125,000
	25-52-160	Supporting Communities Program	75,000	-	-	-	75,000
	26-10-010	General Fund	213,932	-	-	-	213,932
127	26-24-100	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
129	26-33-110	Local Technical Assistance Program (LTAP)	30,000	-	-	-	30,000
131	26-33-120	Pennsylvania Coastal Zone Management Implementation Program	50,000	-	-	-	50,000

Table 2 Continued

Page	Project Number	Programs/Projects	FY26 Budget	Highway PL Planning	Transit PL Planning	Comprehensive Planning	Other
133	26-33-130	Livable Communities Forum	152,500	107,365	40,135	5,000	0
135	26-33-140	PA/NJ Local Planning Initiatives	100,000	-	-	50,000	50,000
137	26-33-150	Advancing Collaborative Stormwater Efforts (Year 3)	75,000	-	-	-	75,000
139	26-33-160	Morton Train Station and TOD Study	200,000	-	-	-	200,000
141	26-33-180	Regional Affordable and Accessible Housing	220,000	156,498	58,502	5,000	0
143	26-33-190	Economic Development District (EDD) Program	140,000	-	-	70,000	70,000
145	26-33-200	Regional Trails Program	269,000	131,750	49,250	-	88,000
147	26-34-120	I-95 Planning Assistance	100,000	-	-	-	100,000
149	26-34-130	Enhance and Maintain Travel Forecasting Tools	825,000	-	-	-	825,000
152	26-34-140	District 6 Modeling Assistance	620,000	-	-	-	620,000
154	26-34-160	I-95 Traffic Forecasts	155,000	-	-	-	155,000
156	26-34-190	Regional Electric Vehicle Planning Program	150,000	-	-	-	150,000
158	26-34-210	SEPTA Transit Oriented Communities Parking and Ridership Modeling Tool (Phase I)	200,000	-	-	-	200,000
160	26-52-100	Regional TOP Competitive Program Administration (PA and NJ)	200,000	-	-	-	200,000
162	26-52-110	North Broad Street Safety & Parking Study	175,000	-	-	-	175,000
163	26-52-130	Increasing Safe and Accessible Transportation Options	218,991	-	-	-	218,991
165	26-52-140	Pottstown Station Concept Plan - Phase II	75,000	72,500	-	2,500	0
167	26-52-150	PennDOT Connects Complete Streets Resurfacing Program	275,000	-	-	-	275,000
170	26-52-160	Supporting Communities Program	250,000	50,000	-	-	200,000
172	26-52-170	Transportation Systems Management and Operations (TSMO)	554,000	-	-	-	554,000
176	26-52-180	Technical Assistance- PA Transportation Alternatives Set-Aside Program	450,000	-	-	-	450,000
178	26-52-190	PA Air Quality Action Supplemental Services	125,000	-	-	-	125,000
180	26-52-200	NJ Air Quality Action Supplemental Services	50,000	-	-	10,000	40,000
182	26-53-020/025	HPMS and Functional Classification System (PA & NJ)	215,000	210,000	-	5,000	0
183	26-53-030	PennDOT District 6-0 Traffic Volume Data	300,000	0	-	-	300,000
185	26-53-040	Regional Aviation Counting	225,000	0	-	-	225,000
187	26-59-700	Member Government Special Studies	1,146,944	0	-	-	1,146,944
189	26-59-701	New Projects and Misc. Carryover	572,386	-	-	79,311	493,075
<b>Subtotal</b>			<b>\$10,357,128</b>	<b>\$728,113</b>	<b>\$147,887</b>	<b>\$226,811</b>	<b>\$9,254,317</b>
<b>SUBTOTAL DVRPC PROGRAM</b>			<b>\$25,351,226</b>	<b>\$9,820,695</b>	<b>\$3,530,381</b>	<b>\$585,833</b>	<b>\$11,414,317</b>
<b>PASS-THROUGH GRANTS- MEMBER GOVERNMENT / TRANSIT AGENCIES / OTHERS</b>							
Chapter Three A & B		<b>Supportive Regional Highway Planning Program</b>					
195-207	A: 26-60-010 to 26-60-051	PA Supportive Regional Highway Planning Program	\$828,000	\$- 0	\$- 0	0	\$828,000
213-229	B: 26-61-010 to 26-61-100	NJ Supportive Regional Highway Planning Program	624,000	0	0	0	624,000
<b>Subtotal</b>			<b>\$1,452,000</b>	<b>\$- 0</b>	<b>\$- 0</b>	<b>\$- 0</b>	<b>\$1,452,000</b>
Chapter Four A & B		<b>Transit Support Program</b>					
235-252	A: 26-63-001 to 26-63-009	PA Transit Program	\$1,150,000	\$- 0	\$1,150,000	\$- 0	- 0
257-272	B: 26-63-020 to 26-63-026	NJ Transit Program	508,250	0	508,250	0	0
<b>Subtotal</b>			<b>\$1,658,250</b>	<b>\$- 0</b>	<b>\$1,658,250</b>	<b>\$- 0</b>	<b>\$- 0</b>
Chpt. Five A		<b>Other Member Government Projects</b>					
277	26-34-200	2025 On-Board and Household Travel Surveys Continuation (3 years)	\$1,500,000	\$- 0	\$- 0	\$- 0	\$1,500,000
279	26-53-300	PA/NJ Regional GIS Implementation	300,000	0	0	0	300,000
280	26-62-100	New Jersey Local Concept Development (3 Years)	350,000	0	0	0	350,000
282	26-64-100	New Jersey Signal Retiming (2 Years)	380,000	0	0	0	380,000
284	26-66-100	NJ Transportation & Community Development Initiative (TCDI) (2 Years)	600,000	0	0	0	600,000
<b>Subtotal</b>			<b>\$3,130,000</b>	<b>\$- 0</b>	<b>\$- 0</b>	<b>\$- 0</b>	<b>\$3,130,000</b>
<b>SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES</b>			<b>\$6,240,250</b>	<b>\$- 0</b>	<b>\$1,658,250</b>	<b>\$- 0</b>	<b>\$4,582,000</b>
<b>GRAND TOTAL</b>			<b>\$31,591,476</b>	<b>\$9,820,695</b>	<b>\$5,188,631</b>	<b>\$585,833</b>	<b>\$15,996,317</b>

## **Agency Roles and Responsibilities**

DVRPC, as the federally-designated MPO, has a requirement to carry out a continuing, cooperative, and comprehensive, performance-based, multimodal transportation planning process. The member agencies that comprise the DVRPC Board and Regional Technical Committee (RTC) also play key roles in this process, as described below.

The coordination of this planning process with the many involved partners and stakeholders is critical to the successful completion and implementation of the region's plans and programs. The member organizations that make up the DVRPC Board were identified in the legislation that originally created DVRPC in 1965.

The DVRPC Board is comprised of eighteen voting members representing the following organizations: Pennsylvania Department of Transportation, New Jersey Department of Transportation, Pennsylvania Governor's Policy and Planning Office, New Jersey Department of Community Affairs, Pennsylvania Governor's Appointee, New Jersey Governor's Appointee, Bucks County, Chester County, Delaware County, Montgomery County, Burlington County, Camden County, Gloucester County, Mercer County, City of Chester, City of Philadelphia, City of Camden, and City of Trenton.

The Commission receives input and guidance from fifteen additional non-voting Board member organizations. They are Federal Highway Administration - PA Division, Federal Highway Administration - NJ Division, Federal Transit Administration - Region II, Federal Transit Administration - Region III, US Department of Housing and Urban Development, US Environmental Protection Agency - Region II, US Environmental Protection Agency - Region III, PA Department of Environmental Protection, NJ Department of Environmental Protection, NJ Office for Planning Advocacy, PA Department of Community and Economic Development, Southeastern Pennsylvania Transportation Authority, New Jersey Transit Corporation, Delaware River Port Authority, and Port Authority Transit Corporation.

The Board gives direction and oversight to the work of DVRPC and is responsible for approving and adopting the Transportation Improvement Program, long-range plan, Unified Planning Work Program, Public Participation Plan, performance measures and targets, and amendments to any of the above. The Board also approves, adopts, accepts, or acknowledges other plans or documents, as needed.

### *DVRPC Board - Voting Members*

**State Departments of Transportation (DOTs)** – DVRPC works cooperatively with the Pennsylvania and New Jersey Departments of Transportation (PennDOT and NJDOT) in carrying out all of its transportation planning and programming activities. PennDOT and NJDOT representatives serve on all transportation related committees and the DVRPC Board. Although outside our MPO boundary,

staff from the Delaware and Maryland Departments of Transportation serve on DVRPC committees responsible for planning activities around freight, transportation-related air quality issues, and climate action planning.

The state DOTs are responsible for a number of activities that affect the metropolitan planning process. They are charged with development of statewide long-range plans, which include coordination with the long-range transportation plan developed by DVRPC. Each state DOT also develops a Statewide Transportation Improvement Program (STIP), which must embody the appropriate sections of DVRPC's regional TIP. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in DVRPC's TIP. DVRPC will coordinate with the respective state DOTs on any actions related to FHWA STIP-review findings through the UPWP program areas of Performance-based Planning and Programming and Transportation Safety. For the FY2026 UPWP, this will respond specifically to the findings pertaining to the FY24 New Jersey STIP on Safety Planning, Programming, and Project Delivery, and Integration of Transportation Performance Management.

As initially designated in MAP-21, carried over into the FAST Act and updated per the Bipartisan Infrastructure Law, the state DOTs have the lead responsibility for developing a State Freight Plan, statewide asset management systems, and a Strategic Highway Safety Plan. Development of these plans and systems involves extensive consultation with DVRPC and other MPOs and helps DVRPC to identify transportation needs and recommendations for addressing them.

The state DOTs also serve as the primary intermediaries between DVRPC and federal transportation agencies, including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA).

***City and County Planners*** – The nine counties (Bucks, Chester, Delaware, Montgomery, Philadelphia, Burlington, Camden, Gloucester, and Mercer) and three cities (Chester, Camden, and Trenton) that comprise the DVRPC region and whose representatives sit on the DVRPC Board are key partners in the regional planning process. Using some of the federal planning funds made available to DVRPC, resources are passed through to the member governments to support their transportation planning work and the extensive coordination needed to prepare and maintain a regional planning process. Member governments also have seats on DVRPC's working committees, identify and prioritize projects for the TIP, contribute needed input into the development of the Long-Range Plan, and provide the local knowledge and perspective needed to integrate with the regional planning process.

***NJ Department of Community Affairs*** – DCA is a State agency created to provide administrative guidance, financial support and technical assistance to local governments, community development organizations, businesses and individuals to improve the quality of life in New Jersey. DCA offers a wide range of programs and services that respond to issues of public concern,

including community planning and development, housing production, fire and building safety, and local government management and finance.

DVRPC's Board voting membership also includes a representative from the PA Governor's Policy Office and a PA Governor's appointee as well as an NJ Governor's appointee. These voting members provide input into the regional planning process from a guidance and policy development perspective. In addition to the organizations that formally make up the voting members of the DVRPC Board, coordination with several other federal and state partners and operating agencies is essential for the development of plans and programs which identify and implement the priority transportation investments in the region. Those agencies are identified below.

#### *DVRPC Board - Non-Voting Members*

***Transit Operators*** – The largest provider of public transportation in the Delaware Valley region is the Southeastern Pennsylvania Transportation Authority (SEPTA). Substantial service is also provided by New Jersey Transit Corporation (NJT), Port Authority Transit Corporation (PATCO), and Pottstown Area Rapid Transit (PART). PATCO, a subsidiary of the Delaware River Port Authority (DRPA), is responsible for operations management of the transit agency, while DRPA is responsible for planning. Each service provider is responsible for both the capital and operating needs in their respective service areas. They are the principal source for identifying transit projects for inclusion in the transit portion of DVRPC's TIP. They also carry out many of the transit planning activities in the region, funded in part through DVRPC's Planning Work Program. While the transit operating agencies are participatory non-voting members of the DVRPC Board, they are voting members of DVRPC's Regional Technical Committee and other working committees.

***Federal Highway Administration*** – As a bi-state MPO, DVRPC is served by FHWA Division Offices in both Pennsylvania and New Jersey. The FHWA Division Offices are local field offices that provide leadership, guidance, and direction to state Departments of Transportation and MPOs in the planning, construction, and maintenance of transportation projects. Working collaboratively with state partners, FHWA Division Offices ensure that the nation's roads, bridges, and tunnels are safe and continue to support economic growth and environmental sustainability.

***Federal Transit Administration*** – The FTA field offices, organized by region, help transit operators, MPOs, and state DOTs plan, apply, execute, and complete transit projects in their region. Their primary role is to oversee federal funding, provide grant support and program management, and offer guidance on environmental, planning and other critical elements of transit projects. The DVRPC region straddles parts of Region II (New York and New Jersey) and Region III (Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia).

***US Department of Housing and Urban Development*** – HUD's mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to

strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; and build inclusive and sustainable communities free from discrimination. The DVRPC region falls into both Region II (New York and New Jersey) and Region III (Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia), and therefore receives support from two separate regional offices.

**State Departments of Environmental Protection (DEPs)** – The Pennsylvania and New Jersey Departments of Environmental Protection have overall responsibility for compliance with the Clean Air Act, including development and adoption of air quality plans known as State Implementation Plans (SIPs). Both agencies rely on DVRPC as the lead planning agency for highway-related control measures for air quality in the metropolitan area. As a result, DVRPC provides transportation data used in emissions inventories and identifies and analyzes potential air quality strategies. State air quality agencies from all four states in the Philadelphia Ozone Nonattainment Area serve on DVRPC's Regional Air Quality Committee.

**PA Department of Community and Economic Development (DCED)** – The mission of DCED is to foster opportunities for businesses to grow and for communities to succeed and thrive in a global economy. The Department seeks to improve the quality of life for Pennsylvania citizens while ensuring transparency and accountability in the expenditure of public funds.

**NJ Office of Planning Advocacy** – The office staffs the New Jersey State Planning Commission and the New Jersey Brownfields Redevelopment Task Force. Through the State Development and Redevelopment Plan, the office works to improve the efficiency and reduce the costs of land development and infrastructure in New Jersey by expanding areas of coordination and cooperation among State and local agencies.

**Delaware River Port Authority** – DRPA is a regional transportation agency that serves as the steward of four bridges that cross the Delaware River between Pennsylvania and New Jersey. Through its Port Authority Transit Corporation (PATCO), DRPA also operates a transit line between Camden County, New Jersey, and Center City Philadelphia. DRPA operates, maintains, improves, and protects key transportation infrastructure for the benefit of the region's residents and workers.

#### *Additional Transportation Planning Partners*

There are several other agencies and authorities that have jurisdiction over important components of the region's transportation system. It is important that DVRPC coordinates and shares information on our plans and programs with these organizations so that all stakeholders may make informed transportation investment decisions, including the key regional agencies and authorities identified below.

**PA Turnpike Commission** – The PA Turnpike consists of a 552-mile system of highways and bridges that are an integral component of the regional, state-wide, and national ground transportation network that must be maintained, protected and constantly improved. The Turnpike Commission strives to operate a safe, reliable, customer-valued toll road system that supports national mobility and commerce.

**New Jersey Turnpike Authority** – The Turnpike Authority is dedicated to the safe and efficient movement of people and goods over two of the busiest toll roads in the United States -- the New Jersey Turnpike (148 miles) and the Garden State Parkway (173 miles). The Authority's highways are a critical link in the transportation network of the Northeast I-95 Corridor. Every day, they provide the safest, quickest, and most convenient routes for hundreds of thousands of commuters, truckers, and recreational travelers.

**South Jersey Transportation Authority (SJTA)** – The SJTA was established by the New Jersey Legislature in June 1991 to assume operational responsibilities for the 44-mile long Atlantic City Expressway, Atlantic City International Airport terminal, and parking facilities in Atlantic City. SJTA also operates several shuttles in their region providing access to employment and shopping sites, rail stations, and educational institutions. The SJTA serves six counties – Atlantic, Camden, Cape May, Cumberland, Gloucester, and Salem.

**Delaware River Joint Toll Bridge Commission** – DRJTBC's 140-mile jurisdiction extends from the Philadelphia-Bucks County line to the New Jersey/New York state border. In addition to its 20 Delaware River crossings (7 tolled, 13 non-tolled), DRJTBC owns and operates an additional 34 approach structures (smaller overpass/underpass type bridges) throughout its region.

**Port of Philadelphia (PhilaPort)** – PhilaPort is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance, marketing, and promotion of port facilities along the Delaware River in Pennsylvania, as well as strategic planning throughout the port district. PhilaPort works with its terminal operators to improve its facilities and to market those facilities to prospective port users around the world. Port cargoes and the activities they generate are responsible for thousands of direct and indirect jobs in the Philadelphia area and throughout Pennsylvania.

**South Jersey Port Corporation (SJPC)** – The South Jersey Port Corporation was created in 1968 to operate marine shipping terminals in the South Jersey Port District, which consists of seven counties: Burlington, Camden, Gloucester, Salem, Cumberland, Mercer and Cape May. The SJPC is a quasi-state agency that reports through the Department of Treasury to the Governor of New Jersey. The SJPC owns and operates the Joseph A. Balzano and Broadway Marine Terminals in the Port of Camden, the Salem Marine Terminal at the Port of Salem, and the Paulsboro Marine Terminal at the Port of Paulsboro.

It is the ongoing coordination and history of cooperation among all these organizations that has led to an efficient transportation planning process in this region. This continues to result in priority investments aimed at preserving, maintaining, operating, and enhancing a seamless multimodal regional transportation network.

## **DVRPC's Working Committees**

One of the primary roles of DVRPC is to coordinate its planning programs and those of its member governments, with other organizations and residents of the region. To accomplish this objective, DVRPC facilitates several committees to address the regional issues of transportation, land use, air quality, freight, long-range planning, natural resources, community health, and other resident concerns. These committees enhance the regional forum provided by the Board and extend it so that interested and involved parties can discuss and provide direction for policy on regional planning in the Delaware Valley. Working committees are summarized below.

**The Regional Technical Committee (RTC)** serves as an advisory unit, reporting directly to the DVRPC Board. Specifically, the RTC is heavily engaged in Transportation Planning initiatives, the development and maintenance of the Transportation Improvement Program, the development of the Long-Range Plan, the development of the Unified Planning Work Program, and all other transportation planning as directed by the Board.

**The Public Participation Task Force (PPTF)** empowers residents to get involved in regional planning by providing ongoing access to the regional planning and decision-making process. The PPTF reviews timely issues, serves as a conduit for DVRPC information to organizations and communities across the region, and assists DVRPC in implementing public outreach strategies. Members are chosen through an application process with the membership aiming to represent all the member cities and counties of the DVRPC region. In addition to geographic diversity, the PPTF strives to represent the racial, ethnic, cultural, gender, age, education, and economic diversity of the region, with members from throughout Greater Philadelphia bringing their own individual experiences to the planning table.

**The Delaware Valley Goods Movement Task Force (DVGMTF)** was established to maximize the Delaware Valley's goods movement capability by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy. It advises the DVRPC Board on all goods movement issues, studies, and projects.

**The Information Resources Exchange Group (IREG)** provides a forum for the exchange of ideas, practices and experiences among regional data managers.

**The Regional Safety Task Force (RSTF)** is an interdisciplinary team of safety stakeholders that offers guidance and direction to DVRPC's transportation safety planning program. The focus of the task



force is diverse and addresses all users, operators, and modes of the transportation network. The Task Force provides valuable input in the development of the Regional Transportation Safety Analysis and Plan, and identifies and discusses strategies to help advance DVRPC's Regional Vision Zero (RVZ) goal for 2050.

**The Transportation Operations Task Force (TOTF)** is the focal point of regional ITS and operations coordination. The Task Force is a forum for agencies to share information on ITS deployments, develop a consensus on regional operations issues, and respond to federal and state initiatives. It has the ability to establish subcommittees to tackle specific issues as they arise. As a technical-level group, it informs DVRPC's ITS, Transportation Systems Management, and Operations planning activities that in turn support the Task Force.

**The Urban Waterfront Action Group (UWAG)** was created in 1980 through the PA Coastal Zone Management (CZM) Program to provide "one-stop" shopping for information about waterfront development permits in the Delaware Estuary in Pennsylvania.

**The Livable Communities Forum** is a new forum directed toward municipal officials to foster greater cooperation between regional and local government, and coordinate regional transportation and local land use planning. This convening is intended to provide space for local government officials to discuss common issues, exchange ideas, and develop solutions while working to implement the region's long-range plan principles and goals. The Forum replaces the Healthy Communities Task Force.

**The Futures Group** provides subject matter experts a forum to use exploratory scenario planning to understand how various forces (social, technological, environmental, economic, or political) are shaping the region, and to identify ways to better respond to, or benefit from, those forces.

**The Regional TDM Advisory Committee** includes representatives from DVRPC's member cities and counties, transit agencies, neighboring MPOs, state DOTs, and FHWA divisions. The Committee oversees strategy and project prioritization for DVRPC's regional Transportation Demand Management (TDM) programs, including the PA TDM Base Program (TripSmart PA) and the competitive Travel Options Program (TOP).

## **UPWP Program Areas**

This Unified Planning Work Program continues a basic structure begun in FY 2008 that organizes many of our related planning tasks and ongoing programs into larger Program Areas. These Program Areas are supplemented with standalone projects that change from year to year at the direction of the Board. Each Program Area's concept allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board's direction. Tasks and activities identified within the Program Areas seek to address the planning priorities facing the region. Program Areas are summarized below in the order in which they appear in the UPWP, including samples of key

products to be undertaken within the Program Areas during FY2026. Individual Projects are described within the document (Chapter 2B). Successful completion of the planning activities within these Program Areas and Projects may require the purchase of equipment or services.

### **Work Program Administration (26-22-010)**

Preparation of the Unified Planning Work Program includes undertaking significant outreach to member governments and other stakeholders to gather input on the region’s planning priorities; refining existing and developing new scopes of work for the selected planning projects that will be conducted in the next fiscal year; and identifying/securing the required funding to support DVRPC and member government staff to undertake the regional planning process.

*Key Products: FY2027 Unified Planning Work Program.*

### **Technical Assistance to Member Governments (26-22-020)**

This Program Area ensures intergovernmental coordination, technical evaluation, and regional policy formulation on transportation issues, projects, and plans through monthly meetings of the Regional Technical Committee (including meeting minutes and pertinent presentations, research and technical assistance activities). Special short-term studies and quick data collection activities are also included.

*Key Products: Agendas and minutes from monthly meetings of the Regional Technical Committee.*

### **Regional Forum (26-23-010)**

This Program Area ensures continued intergovernmental and policy coordination, as well as administrative oversight by the DVRPC Board and its Committees through the provision of administrative and management services. Through the Board, identification, monitoring, and formulation of policy analyses for issues of regional significance is undertaken. Staff activities include outreach to Board members and staff, researching and monitoring key issues, reviewing pertinent federal and state legislation or policy guidance, providing relevant information to other elected officials, and drafting proposed position statements or comment letters on behalf of and for consideration by the Board.

*Key Products: Agendas and minutes of Board and Executive Committee meetings.*

### **Title VI and Environmental Justice (26-23-020)**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination in federally funded activities under Title VI of the 1964 Civil Rights Act and the 1994 President’s Executive Order on Environmental Justice. Civil Rights and environmental justice issues are an integral focus of the transportation planning and programming process. This commitment is reflected in DVRPC’s Work Program, products, communications, public involvement efforts, and general operations.

*Key Products: Refined and updated Indicators of Potential Disadvantage Compliance Tool, ongoing evaluation of Commission's efforts, and updated Title VI Compliance Plan and associated policies.*

### **Public Participation, Involvement, and Outreach (26-23-030)**

DVRPC is committed to reaching audiences both familiar and unfamiliar with the regional planning process. This program supports DVRPC's responsibilities related to legal and public noticing, public information requests, and maintaining the Commission's website and social media platforms. This program also supports project-specific public outreach and meeting facilitation, agency-wide earned media, government relations, and public affairs. DVRPC's ongoing forum for public involvement is the Public Participation Task Force (PPTF). The mission of the PPTF is to provide ongoing access to the regional planning and decision-making process; review timely issues; serve as a conduit for DVRPC information to organizations and communities across the region; and assist the Commission in implementing public outreach strategies.

*Key Products: DVRPC FY2024 Annual Report, Monthly e-Newsletter, and agendas and meeting documentation for the Public Participation Task Force, and updated Public Participation Plan.*

### **Data Visualization and Communication (26-23-040)**

This effort provides information and data to the public and decision-makers that is clearly understood and used, by applying graphic design and visualization techniques that explain and enhance the technical analyses and that presents materials in an attractive and accessible format.

*Key Products: Campaigns, publication design, graphic resources for staff, ads, web application design, and graphic review for all DVRPC products.*

### **Web Development and Database Management (26-24-010)**

This program ensures that DVRPC's website is constantly up-to-date and accessible. Accessing current, reliable, and relevant data is critical to planners and decision-makers. Web applications developed by DVRPC staff provide data visualizations and analyses not possible with traditional print products. As the region's MPO, DVRPC, through our website, provides an immense amount of information and offers a wide variety of products and services.

*Key Products: Interactive data and mapping applications, and online content for the DVRPC website.*

### **Data Coordination and Analysis (26-24-020)**

This program supports new and ongoing internal and external data coordination activities. DVRPC will continue to strengthen relationships with its planning partners, such as the state DOTs and transit agencies, in an effort to streamline data sharing workflows and improve general information and knowledge sharing about agency datasets. Along with Census products like the American Community Survey (ACS) and the Census Transportation Planning Package (CTPP), this program also includes reviewing and assessing other public and private data sources. Internal coordination efforts aim to improve communication among staff; support staff stewards of planning data to improve data development, maintenance, and sharing activities; and improve data methods. Additional program tasks include maintaining DVRPC's regional online data tools; coordinating with the regional and national data centers; and administering the Commission's Information Resources Exchange Group (IREG).

*Key Products: Updates and improvements of the DVRPC Data Center, data profiles, new and updated planning reference data.*

### **Geographic Information Systems (26-24-030)**

A Geographic Information System (GIS) is an important planning tool that provides benefits to DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical projects. GIS is the integration of hardware, software, and data used to collect, store, analyze and display spatially referenced information. GIS allows planners to view and query spatial data and perform advanced analysis to discover relationships, patterns, and trends that support their planning activities. Visualizing information is an integral part of nearly every project, and GIS is highly utilized to create maps necessary for meetings and reports. Improving the accessibility of spatial data is critical to the continued success of GIS and tasks under this program will be coordinated with the Data Coordination and Analysis, Data Visualization and Communication, as well as Web Development and Database Management programs.

*Key Products: Improved and new web mapping applications, updated regional geospatial data, cartographic products to support DVRPC studies.*

### **Smart Growth (26-33-010)**

The Smart Growth work program is designed to support communities across the region as they coordinate land use and transportation planning. Through this program, DVRPC strives to advocate and promote smart growth principles that enhance sustainability, housing affordability and accessibility, transportation choice, community resilience, and public health.

*Key Products: TOD station analyses, regional analysis of residential parking standards, and technical assistance to municipal and regional partners.*

### **Community and Economic Development (26-33-020)**

This program provides technical assistance and support to stakeholders to ensure the economic vitality of the region's individual communities and neighborhoods. Revitalization strategies are developed through retail and land use analysis and the promotion of multi-modal access to tourism destinations throughout the region. Long-range plan goals are furthered through the Transportation and Community Development Initiative Grant Program.

*Key Products: Transportation & Community Development Initiative (TCDI) program solicitation and database(s) maintenance, Retail District Inventory and Analysis, Impacts of Shifting Employment (Remote) Patterns, Planning Analysis for Downtown Trenton, Multimodal access to tourist destinations.*

### **Energy and Climate Change Initiatives (26-33-030)**

This program focuses on developing regional policies and supporting local actions to reduce energy use and associated greenhouse gas emissions by promoting greater energy efficiency, energy conservation, the electrification of buildings and vehicles, and the use of renewable energy

sources. Leadership, coordination, and technical assistance is provided to stakeholders and partners to respond to ongoing and projected impacts of climate change.

*Key Products: Technical Assistance for the Regional Streetlight Procurement Program, Sustainable Energy Partnership of Southeast Pennsylvania, and Coordination with stakeholders.*

### **Environmental Planning (26-33-040)**

This program focuses on the development and implementation of strategies that maintain healthy ecological systems, improve water quality, protect open space and natural areas, mitigate risks posed by natural hazards, reduce pollution, promote environmental justice, and incorporate environmental stewardship principles into transportation investments.

*Key Products: Mercer County Stormwater Coordination, Workshop Series: Greening Urban Alleys, and Technical Assistance to municipal and regional partners.*

### **Long-Range Planning (26-34-010)**

The Long-Range Plan program works with the public and stakeholders to identify a vision to guide growth, development, and transportation investments in the region, and subsequently, to identify strategies to implement the vision. The program ensures that the region's transportation investments are linked to the Plan's equity, sustainability, and resilience principles and long-range land use, environmental protection, economic development, and transportation goals. The Plan provides guidance and a policy framework for numerous other DVRPC programs. The current Long-Range Plan, *Connections 2050*, was adopted in September 2021.

*Key Products: Web-based Update: Connections 2050 Plan and promotional materials, review of historic major regional projects for EJ outcomes, analysis of emerging technologies.*

### **Freight Planning (26-34-020)**

This program is intended to maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight community and implementing regional strategies in accordance with state DOT and Federal guidance. This program allows staff to continue to maintain and update Philly Freight Finder, host quarterly meetings of the Goods Movement Task Force, and pursue local technical studies that improve considerations of the economic and transportation impacts from goods movement.

*Key Products: Regional Freight Plan (Phase I), US 322 Corridor Analysis in Gloucester County, various technical and analytical support for partners on local freight planning efforts and initiatives.*

### **Travel and Land Use Modeling (26-34-030)**

The Travel and Land Use Modeling program is intended to develop, enhance, maintain, and apply DVRPC's Land Use, Travel Demand, and Air Quality Models in support of a wide variety of planning activities. Short and long-range regional, corridor, and facility planning studies require accurate socioeconomic, land use, and travel forecasts. Certification of the long-range plan and planning process requires up to date models that address federal regulations. The models that produce

these projections and perform these analyses need to be validated and calibrated with current data. Furthermore, refinement and revalidation of DVRPC's land use, travel simulation, and mobile source emissions models are needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments. In addition to the studies performed by DVRPC, staff will also provide support and assistance under this program to DVRPC's consultants.

*Key Products: Base and future-year highway and transit networks; TAZ and MAZ estimates of socioeconomic data; average annual growth factors; PM2.5, ozone, and GHG emissions by county; summaries of screenline traffic volumes and transit riders; estimates of VMT by county and functional class; and corridor travel times.*

### **Regional Congestion Management Program (26-34-040)**

The Congestion Management Program undertakes a systematic process for managing congestion in the DVRPC region. In the Congestion Management Process (CMP), DVRPC and its planning partners analyze the multimodal transportation system, identify and prioritize congested corridors, and agree upon strategies for each congested sub-corridor at a regional planning level. The CMP strengthens the connection between the Long-Range Plan, TIP, and other projects. It includes work with DOT, transit agency, and county project managers and others to help make transportation investments more effective. Staff completed the 2023 update of the CMP in March 2024.

*Key Products: Before/after project evaluation analyses, update to CMP strategies and present them in a webviewer, updates to CMP supplemental strategy status for projects that add major single-occupant vehicle capacity, reporting on latest travel time, speed and other delay measures by CMP corridor.*

### **Air Quality Planning (26-34-050)**

The Air Quality Planning Program Area improves air quality in the region through coordination of intra- and interregional policies, public education and demonstration of transportation conformity of the region's Long-Range Plan and transportation improvement programs. The Air Quality program identifies and facilitates funding opportunities to improve air quality by reducing emissions through state and federal funding programs.

*Key Products: ALERT newsletters on air quality issues and activities, Transportation Air Quality Conformity Demonstration Report, technical reports to PA DEP on the year's air quality action activities.*

### **Performance Based Planning and Programming (26-34-060)**

The IJJA continues the requirements established in MAP-21 and FAST Act for state DOTs and MPOs to establish and use a performance-based approach in transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The IJJA requires that the TIP and the Long-Range Plan include a description of anticipated effects of transportation investments and how they will

achieve the established performance targets, linking investment priorities to those performance targets. Within this Program Area, DVRPC will work closely with our state DOTs and transit operators to address the transportation performance management requirements by coordinating on and setting performance measure targets, making capital programming investment decisions that support achieving targets, and supporting transportation asset management plan development.

*Key Products: Continued coordination with planning partners to address US DOT Transportation Performance Management requirements including monitoring and reporting of targets, and updates to the TPM webpage that reports current targets and transportation system and infrastructure performance relative to them.*

### **Socioeconomic and Land Use Analytics (26-34-070)**

The Socioeconomic and Land Use Analytics program area includes new and ongoing data analysis in support of the Long-Range plan and other Commission efforts by collecting and assessing data, identifying its importance and relevance, and disseminating research results through reports, web applications, presentations, and other means. This program area supports the Office of Long-Range Planning's forecasting and scenario planning efforts, and the use of indicators to track progress on the vision and goals set in the region's long-range plan.

*Key Products: Updated Tracking Progress indicators, Tech Memo on Methodology and Modeling Recommendations for the Next Population and Employment Forecasts.*

### **Transportation Improvement Program (TIP) (26-34-080)**

This program area provides for transportation financial planning, project development, and capital programming for the DVRPC region. Staff works with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program as well as the Long-Range Plan. Serving as the facilitator for the region's stakeholders, DVRPC both develops and maintains a regional Transportation Improvement Program for Pennsylvania and New Jersey, as mandated by federal regulations; identifies, evaluates, and selects transportation projects that address the needs of the region and advance the goals of the Long-Range Plan; documents modifications to the program; and provides information and documents related to those processes, funding, and capital programming issues. This information is provided to stakeholders and the public via meeting materials and postings on the DVRPC website. DVRPC will undertake an extensive public participation program that responds to the requirements of federal transportation legislation (currently the IJJA) and environmental justice concerns, as it relates to this program. Coordination with DOT program development and project development and delivery, including PennDOT Connects in Pennsylvania and Local Concept Development in New Jersey, will also occur. DVRPC staff along with significant input from our stakeholders will have worked on a TIP for PA to be adopted in Summer 2026. A similar process will be underway for a new NJ TIP targeted for adoption in Summer/Fall of 2027.

*Key Products: Development of a new TIP for PA and an updated and maintained TIP for NJ.*

### **Regional Transit Planning Program (26-52-010)**

This program supports the conduct of and participation in transit planning studies, with project selections guided by DVRPC planning partners. Work includes evaluations of proposed services or facilities, corridor level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites or corridors.

*Key Products: Program development for improved bus stop access and infrastructure, continued coordination with SEPTA, NJ Transit and local partners on transit prioritization.*

### **Bicycle and Pedestrian Planning Program (26-52-020)**

This program promotes transportation facilities and land use decisions that support active modes of transportation to make walking and biking more safe, convenient, affordable, and attractive transportation options throughout the region. Projects emphasize stakeholder outreach, the development and sharing of new data resources using bicycle and pedestrian counters, and the conduct of analysis to develop appropriate, safe, and context-sensitive bicycle and pedestrian facilities and "complete streets" in communities throughout the DVRPC region. This work includes an emphasis on bicycle and pedestrian policy, design and infrastructure that increases personal health, as well as the health of the environment and economic characteristics in the region.

*Key Products: Support and summaries of a "special topic" workshop series on requested topics, Local technical assistance for sidewalk project development, pedestrian and bicyclist counts for cyclical counting programs, before/after bicycle and pedestrian infrastructure projects, and planning project analysis.*

### **Mobility Analysis and Design Program (26-52-030)**

This program seeks to balance the accessibility, efficiency, and safety of the existing transportation network for all modes. Work under this program draws on current best practices in transportation analysis and design, as well as stakeholder and public engagement, to identify context appropriate strategies to address transportation challenges. The process is designed to better inform regional transportation and land use decision making.

*Key Products: Final reports, memos and summaries for the US-322 Freight Corridor Study, SEPTA TOC Modeling Tool, and "special" topic workshops.*

### **Transportation Safety (26-52-040)**

This program supports the goals of DVRPC's Long-Range Plan, Regional Safety Analysis and Plan, and the DOTs' Strategic Highway Safety Plans. It incorporates the transportation safety Planning Factor, as required by federal metropolitan planning regulations, into the transportation planning process, and seeks to improve the safety of the region's transportation system, while maintaining acceptable levels of accessibility and efficiency. The program addresses transportation safety from a multipronged approach in which coordination and outreach are important factors.



*Key Products: Support and summaries of a “special topic” workshop series on requested topics, Regional Safety Task Force meeting materials and summaries, potential HSIP application, updated crash databases and tools.*

### **Transportation Operations (26-52-050)**

Transportation Operations is one of the transportation planning factors mandated by federal metropolitan planning regulations. It represents a broad array of short-term improvement strategies, employing training, technology, and interagency coordination that will address recurring and non-recurring congestion. The Transportation Operations program supports a variety of approaches including traffic incident management and upgraded signal re-timing.

*Key Products: Continued best-practice trainings via eight traffic Incident Management Task Forces and updated traffic signal retiming implemented along selected corridors.*

### **Competitive Program and Project Management (26-52-060)**

This Program Area enables DVRPC staff to assist the state DOTs with the implementation of traditional and nontraditional projects by serving as adjunct project managers as well as running competitive grant programs with the state DOTs. The IJA includes funding for nontraditional transportation projects such as multi use trails, streetscapes, historic restorations, alternative fueled vehicles, transportation demand management, local highway and bridge projects, and other projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. Three categories of federal funding that provide broad eligibility for these nontraditional and local transportation projects are Transportation Alternatives Set-Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program. Capital Program funds are also provided to the counties through the Local Concept Development Program in New Jersey.

*Key Products: Successful completion of competitive project selection program and management of selected projects.*

### **PA TDM Base Program Administration and Commuter Services (26-52-070)**

This program supports administration of the Transportation Demand Management (TDM) base program for southeastern PA, including oversight of TDM work conducted by TMAs and other TDM grantees. This includes traditional TDM activities with demonstrated single-occupant vehicle (SOV) trip reduction benefits, pilots or experiments for new TDM projects, and tools to manage demand and create and cultivate new mobility options for residents and workers. This program also supports direct TDM services for DVRPC’s PA counties, including the regional share-a-ride program, emergency ride home program, and regional TDM marketing.

*Key Products: Oversight of TDM base program in Southeastern PA, outreach and marketing materials, share-a-ride program maintenance.*

### **Travel Monitoring (26-53-010)**

Travel data is collected and processed under this program area. Traffic counts, including hourly and 48-hour traffic volumes, are collected for selected locations on the regional highway network. Data collected will provide input to vehicle miles traveled (VMT) forecasting, the Traffic Monitoring System (TMS), the Congestion Management Program (CMP), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. The types of data collected also include the monitoring of selected bicycle and pedestrian movements. In addition, DVRPC facilitates the periodic review and revision of the region's highway functional classification system.

*Key Products: Collection of approximately 3,000 new vehicle, bicycle, and pedestrian counts and upload of those counts into DVRPC's web-based traffic count viewers.*

### **UPWP Linkages**

The FY2026 Unified Planning Work Program serves as an important implementation tool to achieve the directives of the FAST Act and the IIJA. The individual Program Areas in the Unified Planning Work Program connect to the ten Planning Factors stipulated in the FAST Act and IIJA, as highlighted in Table 3. Both primary and peripheral associations between the Program Areas and the Planning Factors are shown. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the surface transportation act present at that time.

In addition to addressing the federal legislative requirements, the UPWP serves as an important implementation tool to achieve the vision set forth in the region's long-range plan. The three key principles (equity, resiliency and sustainability) of the Long-Range Plan, *Connections 2050*, and the four focus areas (Preserve and Restore the Natural Environment; Develop Inclusive, Healthy, and Walkable Communities; Maintain a Safe, Multimodal Transportation Network that Serves Everyone; and Grow an Innovative and Connected Economy with Broadly Shared Prosperity) serve as a framework for many of the projects and programs undertaken by DVRPC. Five goals have been established in *Connections 2050* for each focus area, as shown in Figure 1. In an effort to highlight the connection between the individual Projects and Program Areas of the UPWP and the Long-Range Plan, every project and program in this UPWP identifies the Plan goals it helps to advance. A matrix was also developed to summarize the linkages between these two core documents (Table 4). Both primary and peripheral associations between the Program Areas, Projects, and the key principles and focus areas of the Long-Range Plan are shown.

Another key function of the UPWP is its ability to identify and prioritize the tasks that DVRPC will be working on and designate the appropriate resources to undertake and complete those required tasks within the assigned timelines. Table 5 identifies the required programs or activities that DVRPC will undertake as part of the regional planning processes and their assigned completion and update cycles.

### Figure 1: Long-Range Plan Goals

-  Permanently **PROTECT** one million acres of **OPEN SPACE** by the year 2040, focusing on the region’s critical greenspace network and conservation focus areas.
-  Attain **NET-ZERO GHG EMISSIONS** by the year 2050 and prepare communities for the impacts of climate change.
-  Improve **AIR AND WATER QUALITY**.
-  Increase **LOCAL FOOD PRODUCTION**, distribution, and access.
-  Bring nature and **ECOLOGICAL** functions back into developed **COMMUNITIES** to enhance livability and well-being, reduce flooding risks, and mitigate the heat island effect.
-  Preserve existing and build more accessible and **AFFORDABLE HOUSING**, reducing how much of a household’s income is spent on combined housing and transportation costs.
-  Foster racially and socioeconomically **INTEGRATED NEIGHBORHOODS**, and **ADVANCE EJ** for all the region’s inhabitants.
-  Invest in **COMMUNITY SCHOOLS AND AMENITIES**, such as parks, trails, sidewalks, bicycle lanes, pedestrian plazas, and open space.
-  Focus growth in mixed-use, **WALKABLE PLAN CENTERS** across the region, and promote vibrant main streets and downtowns and live/work opportunities.
-  Preserve **HISTORIC AND CULTURAL RESOURCES**.
-  Rebuild and **MODERNIZE** the region’s **TRANSPORTATION ASSETS** to achieve and maintain an SGR, including full Americans with Disabilities Act (ADA) accessibility.
-  **ACHIEVE VISION ZERO**—no fatalities or serious injuries from traffic crashes by 2050.
-  Integrate existing and emerging transportation modes into an accessible, **MULTIMODAL MaaS NETWORK**, which collects real-time data, and uses it to plan and pay for travel using the best option available. Transit, walking, and biking—including the Circuit Trails system—are integral components of this network.
-  Increase **MOBILITY AND RELIABILITY**, while reducing congestion and VMT.
-  Strengthen transportation network **SECURITY AND CYBERSECURITY**.
-  Foster a **HIGH-SKILLED WORKFORCE**, expand entrepreneurialism, innovation, new business formation and growth, and support key economic sectors.
-  Expand the **CIRCULAR AND SHARING ECONOMIES**, cooperatives and worker-owned firms, and support independent contractors.
-  Assist with the post-pandemic recovery and growth of **SMALL BUSINESSES** and local business districts.
-  Improve **GLOBAL CONNECTIONS**—facilitate goods movement, aviation, and multimodal intercity connections; and expand internet access.
-  **REDUCE POVERTY** and the wealth gap, and improve school quality for all residents.

**Table 3: Federal Planning Factors**

<b>DVRPC Program Areas</b>	<b>1. Economic Vitality</b>	<b>2. Safety</b>	<b>3. Security</b>	<b>4. Accessibility and Mobility</b>	<b>5. Environment and Energy</b>	<b>6. Integration and Connectivity</b>	<b>7. Efficient System Management/Operations</b>	<b>8. System Preservation</b>	<b>9. Resiliency and Reliability</b>	<b>10. Travel and Tourism</b>
Work Program Administration										
Technical Assistance to Member Governments										
Regional Forum										
Title VI and Environmental Justice										
Public Participation, Involvement, and Outreach										
Data Visualization and Communication										
Web Development and Database Management										
Data Coordination and Analysis										
Geographic Information Systems										
Smart Growth										
Community & Economic Development										
Energy and Climate Change Initiatives										
Environmental Planning										
Long-Range Planning										
Freight Planning										
Travel and Land Use Modeling										
Regional Congestion Management Program										
Air Quality Planning										
Performance-Based Planning and Programming										
Socioeconomic and Land Use Analytics (SLUA)										
Transportation Improvement Program (TIP)										
Regional Transit Planning Program										
Bicycle and Pedestrian Planning Program										
Mobility Analysis and Design Program										
Transportation Safety										
Transportation Operations										
Competitive Program and Project Management										
PA TDM Base Program Administration and Commuter Services (TripSmart PA)										
Travel Monitoring										

● Primary Association | ● Secondary Association | ○ N/A

**Table 4: Long-Range Plan Key Principles**

DVRPC Program Areas	Principles			Focus Areas			
	Equity	Resiliency	Sustainability	Preserve and Restore the Natural Environment	Develop Inclusive, Healthy, and Walkable Communities	Maintain a Safe Multimodal Transportation Network that Serves Everyone	Grow an Innovative and Connected Economy with Broadly Shared Prosperity
Work Program Administration							
Technical Assistance to Member Governments							
Regional Forum							
Title VI and Environmental Justice							
Public Participation, Involvement, and Outreach							
Data Visualization and Communication							
Web Development and Database Management							
Data Coordination and Analysis							
Geographic Information Systems							
Smart Growth							
Community & Economic Development							
Energy and Climate Change Initiatives							
Environmental Planning							
Long-Range Planning							
Freight Planning							
Travel and Land Use Modeling							
Regional Congestion Management Program							
Air Quality Planning							
Performance-Based Planning and Programming							
Socioeconomic and Land Use Analytics (SLUA)							
Transportation Improvement Program (TIP)							
Regional Transit Planning Program							
Bicycle and Pedestrian Planning Program							
Mobility Analysis and Design Program							
Transportation Safety							
Transportation Operations							
Competitive Program and Project Management							
PA TDM Base Program Administration and Commuter Services (TripSmart PA)							
Travel Monitoring							

● Primary Association | ● Secondary Association | ○ N/A

**Table 4 Continued**

DVRPC Projects	Principles			Focus Areas			
	Equity	Resiliency	Sustainability	Preserve and Restore the Natural Environment	Develop Inclusive, Healthy, and Walkable Communities	Maintain a Safe Multimodal Transportation Network that Serves Everyone	Grow an Innovative and Connected Economy with Broadly Shared Prosperity
Regional Transportation GIS Coordination							
Local Technical Assistance Program (LTAP)							
Pennsylvania Coastal Zone Management Implementation Program							
Livable Communities Forum							
PA/NJ Local Planning Initiatives							
Advancing Collaborative Stormwater Efforts (Year 3)							
Morton Train Station and TOD Study							
Regional Affordable and Accessible Housing							
Economic Development District (EDD) Program							
Regional Trails Program							
I-95 Planning Assistance							
Enhance and Maintain Travel Forecasting Tools							
District 6 Modeling Assistance							
I-95 Traffic Forecasts							
Regional Electric Vehicle Planning Program							
2025 On-Board and Household Travel Surveys Continuation (3 years)							
SEPTA Transit Oriented Communities Parking and Ridership Modeling Tool (Phase I)							
Regional TOP Competitive Program Administration (PA and NJ)							
North Broad Street Safety & Parking Study							
Increasing Safe and Accessible Transportation Options							
Pottstown Station Concept Plan - Phase II							
PennDOT Connects Complete Streets Resurfacing Program							
Supporting Communities Program							
Transportation Systems Management and Operations (TSMO)							
Technical Assistance Funding to Support the PA Transportation Alternatives Set-Aside Program							
PA Air Quality Action Supplemental Services							
NJ Air Quality Action Supplemental Services							
HPMS and Functional Classification System (PA & NJ)							
PennDOT District 6-0 Traffic Volume Data							
Regional Aviation Counting							
Complete Streets Implementation Support for NJ Counties							
New Jersey Local Concept Development							
Reimagining Regional Rail Corridor Modeling Assistance							
SE PA Transit Planning and Technical Assistance							
Chester County Transit Surveys and Outreach							
GCL Multimodal Station Access (Gloucester County)							
Transit Survey Program for New Jersey							
NJ Regional Signal Retiming							

● Primary Association | ● Secondary Association | ○ N/A

**Table 5: MPO Regional Planning Process Requirement Milestones**

<b>Plan/Program/Activity</b>	<b>Current Adoption/Completion (as of November 2024)</b>	<b>Next Adoption/Completion (after November 2024)</b>
<i>Key Regional Planning Documents</i>		
Air Quality Transportation Conformity Determination	July 2024	September 2025
Congestion Management Program	March 2024	March 2028
Long-Range Plan	September 2021	September 2025
Public Participation Plan	July 2018	As needed – evaluated annually
Unified Planning Work Program	January 2024	January 2025
Transportation Improvement Program	September 2023 (NJ) July 2024 (PA)	September 2025 (NJ) July 2026 (PA)
<i>Key Inclusion Documents</i>		
Limited English Proficiency Plan	Adoption pending (early 2025)	Every five years; evaluated annually.
Title VI Compliance Plan	January 2024	January 2027
<i>Performance Measures</i>		
Roadway Safety (PM1) TPM Targets	February 2024	February 2025
Roadway Assets (PM2) TPM Targets	March 2023	March 2025
System Performance (PM3) TPM Targets	March 2023	March 2025
Transit Assets TPM Targets	July 2024	July 2025
Transit Safety TPM Targets	July 2024	July 2025
<i>Other Major Board-Approved Documents</i>		
CMAQ Performance Plan	September 2024 (interim)	September 2026
Coordinated Human Services Transportation Plan	October 2020	January 2025
Transportation Safety Analysis and Plan	May 2022	Spring 2025
US DOT MPO Planning Process Certification Review	October 2022 (site visit) February 2023 (final report)	October 2026 (site visit) Winter 2027 (final report)





FY 2026 | Unified Planning Work Program

# Chapter 2A: DVRPC Program Area Descriptions





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**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Gregory Krykewycz**Project Manager(s):** Alison Hastings, Ariella Maron, Karin Morris, Michael Boyer, Najah Jackson**Supports LRP Goals:****Goals:**

To ensure intergovernmental coordination by preparing the annual Unified Planning Work Program and monthly progress reports.

**Description:**

Federal regulations, as stipulated in the Infrastructure Investment and Jobs Act (IIJA), require MPOs to document metropolitan transportation planning activities performed with federal transportation funds in a unified planning work program (UPWP). The UPWP must be developed at least on a biennial basis. DVRPC chooses to prepare an annual UPWP. Each MPO, in cooperation with State(s), public transportation operator(s), and member government partners, is required to develop a UPWP that includes a discussion of the planning priorities facing the Metropolitan Planning Area. The UPWP must also identify work proposed by major activity and task (including activities that address the ten planning factors in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, and a summary of the total amounts and sources of Federal and matching funds.

Preparation of the UPWP includes DVRPC staff undertaking significant outreach to member governments, public transit operators, and other stakeholders to gather input on the region's planning priorities. DVRPC staff then works with stakeholders to refine continuing scopes and develop new scopes of work for the selected planning projects that will be conducted in the next fiscal year. Subsequently, staff works to identify and secure the required funding to support DVRPC and member government staff to undertake the regional planning process.

**Tasks:**

1. Schedule and conduct outreach to member governments, public transit operators, and other stakeholders.
2. Solicit project ideas and requests from member governments, public transit operators, and other stakeholders for the new work program (FY2027).
3. Meet with the Board Work Program Committee to prioritize and select projects to include in the next year's work program (FY2027).
4. Coordinate the development of the Transit Support Program and Supportive Regional Highway Planning Program (Pass-Through projects) for inclusion into the FY2027 UPWP.
5. Prepare the draft FY2027 Unified Planning Work Program and project budgets based on guidance provided by the Board's Work Program Committee.
6. Release the Draft document for public and agency review and comment.
7. Incorporate all appropriate comments into the final FY2027 UPWP document and present to the DVRPC Board for adoption.
8. Negotiate with federal, state, and local governments to secure funding to carry out the planning programs.
9. Conduct project review and spending meetings for the current year's work program (FY2026 UPWP). Monitor on a regular basis the implementation of the planning programs.
10. Prepare monthly and semi-annual progress reports and year-end closing report for the FY2026 UPWP.

**Products:**

1. FY2027 Unified Planning Work Program
2. Monthly and semi-annual progress reports for FY2026 UPWP

### 3. Year-end closing report

#### Beneficiaries:

Member Governments, operating agencies, state and federal agencies, and planning partners.

#### Project Cost and Funding:

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$380,867	\$273,175	\$92,692	\$5,000	\$10,000
2025	\$398,367	\$274,573	\$106,294	\$7,500	\$10,000
2026	\$395,000	\$280,241	\$104,759	\$10,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Michael Boyer**Project Manager(s):** Renee Wise**Supports LRP Goals:****Goals:**

To ensure intergovernmental coordination on transportation and other planning issues; provide technical assistance and training to increase implementation opportunities; and encourage local and agency actions that help to implement the regional long-range transportation plan's policies and concepts, as well as federal and state policy and program initiatives.

**Description:**

Ensure intergovernmental coordination, technical evaluation, and regional policy formulation on transportation and other related planning issues, projects, and plans through monthly meetings of the Regional Technical Committee (including meeting minutes and pertinent presentations, research, and technical assistance activities). In addition, flexible, short-term responses to the day-to-day needs of DVRPC's member governments and operating agencies will be prepared. DVRPC will also respond to specific requests from PennDOT to assist with special smaller scale studies. Assessment and analysis of transportation systems financing options may also be undertaken. Responses to legal inquiries and estimates of the air quality, land use, and transportation effects of proposed transportation improvements may also be prepared.

This program area will also allow DVRPC staff to participate in PennDOT planning and programming efforts such as the Annual Planning Partners meetings, PennDOT Connects initiative, and the annual Unified Planning Priorities Work Group. It will also allow staff to prepare for and participate in the NJDOT/MPO Quarterly Collaboration Meetings, NJDOT Statewide Transportation Innovation Council meetings, NJDOT Complete Team meetings, and NJ Statewide Traffic Incident Management Steering Committee.

With the passage of the Infrastructure Investment and Jobs Act (IIJA), DVRPC staff have been deeply engaged in efforts to leverage competitive funding programs for improvements to our region through consistent internal coordination and coordination with the RTC on IIJA opportunities, maintaining an up-to-date IIJA webpage and communications with partners, and offering consultations on funding opportunities with individual municipalities (with an emphasis on outreach to disadvantaged communities).

PennDOT guidance has required DVRPC to contribute to a statewide effort to develop an inventory of locally owned transportation assets, such as roads and bridges. This specific effort was completed in FY19, however DVRPC is poised to work with PennDOT and the State's Planning Partners to coordinate on the development of other transportation asset data collection efforts as deemed appropriate.

**Tasks:**

1. Staff ten Regional Technical Committee meetings, including scheduling Action Items and presentations for monthly agendas, minutes, and similar materials related to the Long-Range Plan, Transportation Improvement Program, the annual Unified Planning Work Program and other transportation and land use issues or projects.
2. Participate on various planning and transportation committees at the regional, state, or national levels.
3. Consult with city/county planning directors, engineers, and staff regarding ongoing projects and short-term needs.
- 4.

Participate on regional or statewide working groups and task forces, as appropriate, to represent DVRPC's and regional interests.

5. Conduct short-term research and/or coordination among stakeholders in response to member government requests or as a follow-up to on-going or proposed DVRPC initiatives.
6. If required, respond to legal inquiries on previously completed studies.
7. Coordinate with PennDOT, and the PA Planning Partners on the potential development of new data collection efforts for transportation assets, as needed.
8. Coordinate with the Federal Transit Administration with regard to New Start and Small Start applications proposed by member governments and transit operators.
9. Continue to monitor US DOT Metropolitan Planning Organization requirements as well as other policy and program initiatives.
10. Monitor any new requirements arising from the IIJA.
11. Maintain up-to-date information on IIJA opportunities on the webpage, and communicate such opportunities to partners.
12. Offer technical assistance to municipalities, especially disadvantaged communities, on accessing new funding.

**Products:**

1. Meeting agendas, minutes and related materials for the RTC.
2. Research or meeting highlights from short term issues that arise, as requested by member governments.
3. Data and other research materials related to the investigation of legal issues involving specific transportation improvement proposals or projects.
4. Updated webpages for IIJA, and an updated database of IIJA awards in the region.
5. Potentially, new grant applications afforded by the IIJA.
6. Potentially, transportation asset data, if requested by PennDOT.

**Beneficiaries:**

Municipalities, state DOTs, operating agencies, county planning agencies, businesses, and residents.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$423,077	\$313,930	\$78,397	\$10,750	\$20,000
2025	\$438,490	\$292,504	\$113,236	\$12,750	\$20,000
2026	\$438,415	\$316,194	\$118,199	\$4,022	



**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Renee Wise

**Project Manager(s):** Alison Hastings, Ariella Maron

**Supports LRP Goals:**



**Goals:**

To ensure intergovernmental coordination and technical assistance to the region’s member governments and operating agencies, and provide the public a venue to inform regional transportation priorities.

**Description:**

This program ensures continued intergovernmental and policy coordination and administrative oversight by the DVRPC Board and its committees, through the provision of secretarial and management services and administering the call for public comments for each Board meeting. This program also supports the Policy Committee and its meetings, as requested by Board members. Staff activities may include researching and monitoring key issues, review of pertinent federal and state legislation or policy guidance, and drafting proposed position statements or comment letters for consideration by the Policy Committee and the Board. This project also includes coordination on some public information requests.

**Tasks:**

1. Plan, develop, coordinate and schedule all business to be transacted by the Board, Executive Committee, and its subcommittees with follow-through to ensure actions are implemented.
2. Record proceedings and maintain official records of all meetings.
3. Review and coordinate all DVRPC committee agendas.
4. Identify regional issues of significance through involvement with the DVRPC Board and staff as well as through regular review of national and regional publications, media, internet, and other sources.
5. Review pending and proposed federal and state legislation, determine the effects on the region, and draft proposed Board or staff position statements.
6. Attend conferences or meetings to coordinate with other agencies and organizations or to gather information for regional action.
7. Schedule meetings of the DVRPC Board and Executive Committee and provide agenda, minutes, and meeting materials.
8. Schedule meetings of the Policy Committee and provide agenda, and other meeting materials, as needed.

**Products:**

1. Agendas, materials, and minutes of Board and Executive Committee meetings.
2. Agendas and materials of Policy Committee meetings.
3. Interim reports, statements, or other documents, as needed.

**Beneficiaries:**

Member Governments, operating agencies, state and federal agencies, planning partners, and the general public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$317,500	\$235,196	\$79,804	\$2,500	
2025	\$330,000	\$236,100	\$91,400	\$2,500	
2026	\$330,000	\$232,927	\$87,073	\$10,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Alison Hastings**Project Manager(s):** Elise Turner, Shoshana Akins, Wideleine Desir**Supports LRP Goals:****Goals:**

Implement Title VI of the Civil Rights Act of 1964 by ensuring that all residents of the Delaware Valley have opportunities to participate in the regional transportation planning process and are not discriminated against in the capital investment programming process. Ensure that Environmental Justice (EJ), as outlined by the 1994 President's Executive Order, and other nondiscrimination mandates, are considered in DVRPC's planning and outreach practices.

**Description:**

Title VI of the Civil Rights Act of 1964 states that no person or group shall be excluded from participation in or denied the benefits of any program or activity using federal funds. Environmental Justice (EJ) refines this concept by specifying the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal or commercial operations or the execution of federal, state, local, and tribal programs and policies.

DVRPC's Office of Communications and Engagement (OCE) maintains, documents, and carries out the Commission's Title VI Compliance Program. This office routinely evaluates the Commission's: a) Public Participation Plan, b) Limited English-Proficiency Plan, c) Title VI Compliance Plan, and d) Indicators for Potential Disadvantage (IPD) analysis tool, and regularly explores the potential for other publications, brochures, and outreach tools. This office also advises commission staff in evaluating potential impacts of transportation projects on low-income and minority populations, evaluating accessibility and mobility for disadvantaged populations, and outreach techniques to reach diverse audiences. This program area also supports expanded outreach for DVRPC's mandated documents and processes in order to create opportunities for meaningful engagement in low-income and minority communities. This program fulfills translation and interpretation requests and proactively translates specific materials per the Commission's LEP Plan. This program area may analyze how specific demographic groups used in the IPD compliance tool have changed over time.

**Tasks:**

1. Maintain and update the DVRPC Public Participation Plan, Limited-English Proficiency Plan, and Title VI Compliance Plan and other publications related to DVRPC's efforts to create meaningful participation in the regional planning process. Completion of this project may require the purchase of equipment or services.
  - Language Access Plan will continue to be implemented.
  - Title VI Plan will need to be reviewed annually to determine if any changes are needed.
  - Public Participation Plan will be updated as needed.
2. Advise DVRPC staff on outreach to low-income and minority communities and support the use of the Indicators of Potential Disadvantage (IPD) analysis in projects, plans, and programs.
3. Explore potential for other analytical reports, data snapshots, and/or outreach brochures that advance DVRPC's Title VI and EJ program.
4. Work with DVRPC staff to monitor progress toward Title VI, EJ, public participation, and language access goals, and integrate equity throughout DVRPC's projects. Specific projects for this fiscal year include

Supporting Communities Tier 1 activities to build capacity for underserved municipalities, activities that support the Equity Through Access plan implementation, and various Long-Range Plan public engagement activities.

5. Undertake assessment of the benefits and burdens of programmed and proposed transportation system improvements on disadvantaged communities, working within the LRP and TIP timeframes.
6. Train staff on an ongoing basis regarding Title VI/EJ strategies. Completion of this project may require the purchase of equipment or services.
7. Complete responsibilities of the Title VI Compliance Manager, including carrying out investigations (if needed) and working with the Procurement and Contracts and the Operations Offices to review Disadvantaged Business Enterprise (DBE) goals.
8. Explore opportunities for EJ events for DVRPC stakeholders and the general public.
9. Participate in equal opportunity, nondiscrimination, and DBE training and committees offered by PennDOT, NJDOT, FHWA, FTA, or other planning partners.
10. Participate in any reviews conducted by state transportation agencies or other planning partners.
11. Regularly update the IPD compliance tool when new American Community Survey (ACS) data is released. Explore IPD and other mapping/technology strategies to enhance data gathering, public information, and analysis.
12. Continue to expand DVRPC's language access measures by responding to requests made through online request forms (among other ways) and managing the translation of the Commission's vital documents as identified in the LEP Plan. Completion of this project may require the purchase of equipment or services.
13. Act as a resource for member governments, planning partners, subrecipients, etc. in meeting Title VI, EJ, and public participation mandates.
14. Assist with IJJA and Justice40 guidance and planning partner support related to Title VI, EJ, underserved populations, and equity.

**Products:**

1. If needed, updated versions of (a) DVRPC Publication Participation Plan; (b) Limited English Proficiency Plan; and (c) Title VI Compliance Plan.
2. Contact lists for community organizations and individuals who have expressed interest in DVRPC's public involvement and outreach activities, and community organizations that work with traditionally under-served communities and/or limited English proficiency individuals or groups.
3. Additional analyses and reports as needed.
4. Title VI/EJ Analyses assessing the benefits and burdens of TIP, Long-Range Plan (LRP) and other mandated documents.
5. Refined and updated IPD compliance tool.
6. Training materials, presentations, and documentation that on DVRPC's Title VI Compliance Program and EJ considerations.
7. Translated documents including the Commission's Public Participation Plan, Title VI Complaint Form, and other vital documents.
8. Supporting materials for any of the other tasks above.

**Beneficiaries:**

Greater Philadelphia residents, low-income and minority population groups, member governments, transportation agencies and operators, planning partners and community organizations.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$221,500	\$163,517	\$55,483	\$2,500	
2025	\$236,500	\$168,694	\$65,306	\$2,500	
2026	\$241,230	\$170,132	\$63,598	\$7,500	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Alison Hastings**Project Manager(s):** Elise Turner, Shoshana Akins**Supports LRP Goals:****Goals:**

To ensure intergovernmental coordination and community support by expanding public information, engagement, and participation activities, particularly by targeting audiences that will influence the implementation of DVRPC goals and programs. Maintain and expand outreach to all stakeholders in the Delaware Valley as per federal mandates.

**Description:**

The Office of Communications and Engagement will maintain and deepen its communications program, emphasizing DVRPC's mission to audiences both familiar and unfamiliar with the planning process; promote the Commission's Long-Range Plan and the implementation of the Plan through public involvement; and foster outreach and collaboration between DVRPC and the region's policymakers, municipal officials, organizations, and residents. The Office of Communications and Engagement seeks opportunities at which staff can highlight DVRPC's work, engage existing stakeholders, and reach new audiences.

DVRPC is a regional convener, and in-person and online meetings are effective venues for public participation, shared learning, and consensus-building. This office regularly explores new ideas for both in-person and virtual meeting facilitation, community engagement, and stakeholder outreach. This office also administers public comment periods; handles public comments, media requests, and records requests; and coordinates responses with DVRPC staff, Executive Office, legal counsel (if necessary), Board members, and project sponsors.

This office also ensures that Title VI, Environmental Justice (EJ), and other nondiscrimination mandates in public participation are met by conducting outreach to traditionally underserved populations in the region, and by enhancing Limited English Proficiency (LEP) options by providing translations, and making interpretation services available by request. To that end, this office is responsible for maintaining several guidance documents, including the Public Participation Plan, Title VI Compliance Plan, and the Limited-English Proficiency Plan.

DVRPC is committed to Virtual Public Involvement (VPI) to encourage more public engagement in all of its work and activities. DVRPC employs VPI strategies to increase the dissemination of public information and collect feedback from a variety of audiences. The Office of Communications and Engagement leads, advises, and reviews most of the Commission's VPI initiatives, from DVRPC's robust website to social media channels, and from crowd-sourced web maps to surveys available in multiple languages.

As local, county, state, and federal public health guidance allows, DVRPC plans to hold public meetings in-person, completely online, or in hybrid formats of online and in-person. The hybrid format, while requiring more coordination between professional staff ahead of time, and more audio-visual hardware and software, may overall help the DVRPC to better utilize its resources and reach more people at a time and location that is convenient for them, such as in their homes, while accommodating people who prefer in-person or do not have access to virtual tools.

**Tasks:**

- 1.

- Prepare media releases and promote feature articles and op-ed pieces in traditional (i.e., newspapers) and non-traditional (i.e., blogs) media.
2. Use social media platforms (Facebook, Twitter/X, Instagram, LinkedIn, YouTube, etc.) to promote DVRPC news and public comment periods, engage partner organizations, and increase awareness of the Commission to the general public.
  3. Prepare and publish Annual Report.
  4. Monitor and report on DVRPC's earned media and social media.
  5. Organize and convene Public Participation Task Force: update member handbook; set agendas; plan and facilitate meetings; manage membership; and provide highlights of meetings.
  6. Administer public comment periods, issue legal notices, and advertise public meetings.
  7. Coordinate special events and conferences that promote DVRPC's mission.
  8. Participate in regional events and conferences in order to reach new stakeholders and members of the public.
  9. Lead communications, stakeholder engagement, and public participation activities for DVRPC's federally mandated programs and projects, including the Long-Range Plan and the TIP; and support and advise staff with communications and outreach for other studies, plans, programs, and events.
  10. Prepare newsletters and special communication pieces on timely issues.
  11. Update and enhance DVRPC's website to optimize use and enable translations, promote specific events and publications, and make public information readily available; utilize and enhance Newsroom.
  12. Coordinate IJJA communications, announcements about funding opportunities, and website updates for member governments and stakeholders.
  13. Assist Executive Office in managing relationships with stakeholders and coordinating strategic communications.
  14. Assist staff with work product creation and distribution, and in particular HTML emails.
  15. Respond to Public Comments, general inquiries from the public, and records requests as needed.
  16. Review and evaluate public participation strategies, as necessary, to ensure effectiveness and outreach to a broad audience. Update public participation documents, such as the Public Participation Plan, as needed, to reflect federal mandates and ongoing work at DVRPC.
  17. Explore digital communications and engagement tools, as necessary.
  18. Engage and maintain relationships with community organizations that directly serve hard-to-reach populations.
  19. Respond to presentation and media requests.
  20. Respond to requests for translations, interpretation, and auxiliary services.
  21. Plan and execute the annual Board Retreat.
  22. Document and evaluate DVRPC's use of public participation strategies on an ongoing basis.
  23. Maintain several guidance documents, such as the Public Participation Plan, that inform DVRPC's practices.

**Products:**

1. Media releases.
2. DVRPC website, including stories published to the Newsroom.
3. DVRPC monthly newsletters.
4. Annual Report.
5. Public Participation Task Force: handbook, orientation program, presentations, notices, agendas, and highlights.
6. Public Comment Periods, including Legal Notices.
7. Public Comments on Board Action Items packet.
8. Guidance documents, such as the Public Participation Plan, reviewed on a regular basis, and updated as needed.
9. Communications (email blasts, social media, notices, brochures, select reports) to promote initiatives, completed projects, and public participation opportunities.
10. Translated materials, as needed.
11. Materials to be used and distributed at high profile events, including annual Board Retreat and conferences.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$429,500	\$318,821	\$108,179	\$2,500	
2025	\$459,500	\$329,458	\$127,542	\$2,500	
2026	\$468,690	\$332,060	\$124,130	\$12,500	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Kimberly Dean**Project Manager(s):** Angela Rio, Rebecca Maule, Stephanie Cavacini**Supports LRP Goals:****Goals:**

Our goal is to effectively convey information and data to the public and decision-makers, ensuring clarity and utilization. We achieve this by applying graphic and visualization techniques that enhance technical analyses and present DVRPC materials attractively and accessibly.

**Description:**

DVRPC produces a diverse range of materials for various audiences. These include highly technical reports for experts, broader planning studies for community groups and officials, presentations at conferences, meetings, seminars, web applications, and printed materials. We prioritize making all these resources accessible and understandable to the widest possible audience.

By crafting information, data, reports, and presentations that are clear, visually appealing, and easy to comprehend, DVRPC efficiently reaches its target audience. Particularly in planning studies related to roadways, transit, bicycle and pedestrian facilities, visualization techniques are employed to illustrate recommendations effectively. Specialized project graphics in our reports and presentations help decision-makers, community organizations, and citizens fully grasp concepts and envision on-the-ground changes. This common understanding facilitates progress in the planning process, leading to informed decisions and implementation.

High-profile projects requiring specialized design include the DVRPC Long-Range Plan (LRP) summary document/outreach/workshop materials, the annual report, Board retreat materials, Transportation Improvement Projects (TIP) materials, and Unified Planning Work Program (UPWP) materials. Various other programs also demand specialized project graphics, examples include, but are not limited to the Air Quality Partnership (AQP), Regional Streetlight Procurement Program (RSLPP), Climate Action Plan, Regional Vision Zero, Transportation Community Development Initiative (TCDI), Travel Options Program (TOP), Community and Economic Development (CEDs), Public Participation Task Force (PPTF), Delaware Valley Goods Movement Task Force (DVGMTF), Healthy Communities Task Force (HCTF), Regional Safety Task Force (RSTF), Futures Working Group (FWG), and Transportation Operations Task Force (TOTF).

**Tasks:**

1. Develop materials for DVRPC programs, events, workshops, public outreach, and project studies.
2. Collaborate with project managers, web developers, and GIS experts to provide graphic design materials and guidance.
3. Engage with partners, other MPOs, design and planning consultants, vendors, and board members as needed.
4. Offer ongoing design and technical assistance to DVRPC staff members.
5. Create report and PowerPoint templates for staff and provide technical troubleshooting support when required.
6. Make graphic resources available for staff.
7. Conduct graphic reviews of DVRPC publications, web products, and graphics displayed on DVRPC's webpages.

**Products:**

1. Supporting graphics, including primary project graphics, design guidelines, video products, web/map applications, infographics, monthly electronic newsletters, annual reports, HTML emails, lobby and poster displays in the main foyer, postcards, activity sheets/handouts, workshop materials, charts, Gmail-formatted emails, signage, presentation templates, promotional materials, flyers, and posters.
2. Publication guidance (via Share Screen Sessions) & design, covering reports, brochures, handbooks, report cover and page layout design, high-profile summary documents, and graphic reviews for DVRPC publication products.
3. Resources for staff, providing DVRPC logo files and guidelines, a photo library, various report and presentation templates, DVRPC-branded memo and letterhead, and tips and tricks, much more.
4. Advertisements, encompassing DVRPC ads, public transit advertisements, and animated web banners.
5. User Interface/User Experience Design, involving design layouts for web pages, interactive web applications, interactive story maps, and monthly e-Newsletter. This also includes Emma emails and graphic review of DVRPC web products.

**Beneficiaries:**

DVRPC, the region, member governments, planning partners, and the general public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$620,000	\$462,924	\$157,076		
2025	\$647,500	\$464,990	\$180,010	\$2,500	
2026	\$660,450	\$466,182	\$174,268	\$20,000	



**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** James Strangfeld**Project Manager(s):** Elizabeth He, Kris Warner, Tyler Hachadorian**Supports LRP Goals:****Goals:**

To ensure DVRPC's website is up-to-date, accessible, and well organized. As the region's MPO, DVRPC, through our website, provides an immense amount of information and offers a wide variety of products, services, and tools.

**Description:**

This program focuses on enhancing DVRPC's web presence by delivering and updating content on the [DVRPC website](https://www.dvrpc.org) (<https://www.dvrpc.org>), ensuring accessibility and responsiveness. Through the DVRPC website, the Commission provides access to data, products, and resources, including planning studies, traffic counts, aerial photography, and demographic forecasts. This program supports the development and maintenance of the systems necessary to provide planners and decision-makers with web access to critical data and resources. Additionally, it involves overseeing web product lifecycles, implementing quality control procedures, and supporting the development of databases to aid in administering Commission activities.

**Tasks:**

1. Develop new designs and improvements for all content on DVRPC's websites using accessible web design practices.
2. Update website for Long Range Plan; TIP; transportation, land use and environment programs; commuter services; and the planning assistance center.
3. Create databases for Unified Planning Work Program (UPWP), all progress reporting, and other DVRPC datasets.
4. Create databases for project managers and grant administration for programs such as TCDI and other pass-through programs.
5. Ensure that all content available on DVRPC's website is available to all end users via an accessible, mobile-friendly version. Accommodate all popular end user screen sizes, hardware, and scripting technologies. Review all public offerings to ensure federal accessibility guidelines are met.
6. Assist in data management, processing, and storage, such as efficient processing of large datasets, database design, and configuration for production environments.
7. Staff training in website development and responsive web design software, including Content Management Systems.
8. Coordinate with GIS and other departments to create custom mapping solutions with functionality beyond the scope of ArcGIS online and other off-the-shelf solutions.
9. Continuous innovation by modernizing the technology infrastructure, fostering an integrated, efficient environment based on cross-training and teamwork, and developing high-quality custom engineered solutions.
10. Administer and develop procedures for web product planning, development, review, and launch lifecycles. Implement quality control procedures ensuring high-quality and branded resources for all publically-accessible products and deliverables.
11. Enable and assist other partners and MPOs with similar web products by hosting code, programming, documentation, procedures, and data schemas in an open source fashion.
12. Develop automated systems to periodically run administrative tasks, process updated datasets, and/or supercede manual procedures.

**Products:**

1. Web applications, interactive GIS mapping applications, and online content for the DVRPC website, including TIP web viewer and public comment system, Long-Range Plan explorers and content, Tracking Progress regional indicators, Regional Trails Program web mapping, and Travel Monitoring data explorer.
2. Database of Progress Reports for program areas and project areas.
3. Project Management Database for TIP, Travel Monitoring Traffic Counts Database, Crash Database, CMAQ, TCDI, TMA Quarterly Report, License Plate Data, and various projects.
4. Management and administration of enterprise databases and data warehousing in Oracle Cloud Infrastructure and PostgreSQL.
5. Development, management, administration, and training for enterprise Content Management System for website updates.
6. Custom solutions for staff and program areas to eliminate inefficiencies, automate processes, and increase workplace productivity.
7. Intranet resources for internal staff, management, and administrative functions, including internal portal, online forms, document libraries, and reference and training materials.
8. Tracking, review, and administration of web product development pipeline including project management, development process, launch release coordination, and promotion and outreach scheduling.

**Beneficiaries:**

State DOTs, member governments, transit operators, municipalities

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$900,000	\$671,987	\$228,013		
2025	\$927,500	\$666,846	\$258,154	\$2,500	
2026	\$927,500	\$653,289	\$244,211	\$30,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Michael Ruane**Project Manager(s):** Brian Carney, Christopher Pollard, Ilil Feiglin**Supports LRP Goals:****Goals:**

To ensure regional partners and stakeholders have access to timely data resources and products that facilitate more efficient use of resources through effective data-driven decision-making on regional policies and investments.

**Description:**

This program includes new and ongoing data coordination activities. Within DVRPC, staff will provide oversight and guidance to enterprise-level data management efforts, including DVRPC's Data Center; coordinate with and improve communication between departments about enterprise datasets and related data-sharing activities; and create a shared platform to advance an efficient and effective data culture. Staff will provide advanced data analytics support to DVRPC program areas to elevate data-informed planning activities.

To further the effectiveness of regional planning activities, DVRPC staff will work with partners to develop a project needs and recommendations information system. This information system will store key findings from planning projects in a spatially aware data system to provide a more robust understanding of system needs and implementation opportunities.

DVRPC staff will strengthen relationships with its planning partners, such as the state DOTs, transit agencies, and member counties, to streamline data-sharing workflows and improve general information and knowledge sharing about agency datasets. DVRPC is an affiliate member of Pennsylvania and New Jersey State Data Centers, which aim to promote Census Bureau datasets and activities. Along with Census products like the American Community Survey (ACS) and the Census Transportation Planning Package (CTPP), this program also includes reviewing and assessing other public and private data sources.

This program also supports the activities of DVRPC's Information Resources Exchange Group (IREG). IREG provides a forum to discuss the creation, use, and exchange of planning-related information in the region and promotes knowledge sharing in the methods and technology for data analysis, synthesis, and presentation. For more information on DVRPC's IREG Committee, see <http://www.dvrpc.org/Committees/IREG/>.

Completion of this work may require the purchase of equipment or services.

**Tasks:**

1. Oversee and administer the DVRPC Data Catalog and identify opportunities to leverage the platform for other data-sharing tools and resources.
2. Maintain and enhance the project needs and recommendation information system and data navigator.
3. Coordinate and communicate with member governments, transit agencies, state and federal agencies, and other traditional partners while seeking new partnerships to maintain and improve communication and information sharing about agency data.
4. Foster data-sharing strategies by developing memoranda of understanding with appropriate agencies and exploring shared data/tool purchases.
5. As appropriate, oversee and administer the existing IREG and participate in other ad-hoc committees of DVRPC member governments to facilitate the coordination of data acquisition, processing, and distribution.

6. Participate as affiliates of the New Jersey and Pennsylvania State Data Centers.
7. Disseminate Census-related data and information through DVRPC internal and external resources.
8. Develop and oversee agency-wide data coordination activities and adherence towards a formal data management framework and data life cycle practices.
9. Create and enforce data standards and practice guidelines.
10. Identify data gaps and needs on an ongoing basis.
11. Research, evaluate, and acquire new data resources to support agency planning activities.
12. Identify opportunities to improve data quality and standardize how data quality is measured.
13. Coordinate data improvement, data sharing, or data tool development efforts that require interdepartmental collaboration.
14. Develop, improve, and maintain updates to data pipelines for critical planning datasets.
15. Advance the data culture and practices at DVRPC by executing the Data Action Plan.
16. Develop strategies for and manage internal Data Skills Training meetings to advance data practices.
17. Improve methods and systems that enhance how DVRPC shares data through its online resources.

**Products:**

1. Updates and improvements to the Data Center, Data Navigator, and Project Needs and Recommendation Information System.
2. Regional data products and analysis reports, as necessary.
3. Internal documentation, metadata, and inventory of datasets.
4. Meeting materials and records for the Data Skills Training series.
5. Meeting materials and records for the IREG committee.
6. Standards, policies, and best practice resources published to the Planning Innovation Resource Center.
7. Additional materials as appropriate.

**Beneficiaries:**

State DOTs, member governments, operating agencies, the public, and DVRPC staff.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$356,250	\$265,062	\$89,938	\$1,250	
2025	\$372,500	\$266,738	\$103,262	\$2,500	
2026	\$379,950	\$269,286	\$100,664	\$10,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Christopher Pollard**Project Manager(s):** Glenn McNichol, Mark Gatti, Michael Ruane**Supports LRP Goals:****Goals:**

Improve planning efficiency and support better-informed planning and engineering project decisions in the region by developing, maintaining, and improving access to accurate and current geospatial data.

**Description:**

A Geographic Information System (GIS) is an important planning tool that benefits DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical projects. Nearly all projects incorporate GIS technology for data collection, storage, analysis, and presentation.

This ongoing program enables DVRPC to provide GIS services and technical assistance to planning staff, our member agencies, and other outside parties. It also includes expanding and improving the geospatial database by creating features and attributes from compiled source documents and obtaining data from member governments, operating agencies, and publicly available sources (US Census, NJDEP, PA Spatial Data Access (PASDA), etc.). Enhancements to existing geospatial data will include expanding and refining attributes and improving the positional accuracy of features. DVRPC shares its GIS data with member governments, operating agencies, DOTs, and the public in static and interactive formats. Through our GIS Data Portal, users can view, download, or link to selected data in various GIS or non-GIS formats. We also convey GIS information as interactive maps and applications that allow users to explore these datasets further. Technical advances and methodologies to provide geospatial information efficiently will continuously be reviewed.

This program will be coordinated with other data development efforts ongoing at DVRPC, efforts at member governments and agencies in the region, and other federal and state efforts whenever possible. Staff will provide supplemental support on the regional zoning atlas development in coordination with other DVRPC offices. Staff will coordinate with Camden County to provide support in evaluation of roadway condition data collection solutions.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Create new geospatial data from source documents.
2. Compile and evaluate existing geospatial data from all available sources.
3. Geo-reference existing features to current aerial imagery.
4. Develop and maintain metadata that meets current industry standards for all geospatial datasets.
5. Provide access to geospatial data from DVRPC programs and external sources, including, but not limited to, the state DOT transportation management systems, the U.S. Census, state agencies, operating agencies, and member governments.
6. Ensure compatibility of geospatial data with related databases.
7. Provide data files and technical support to planning efforts of DVRPC, state agencies, county planning organizations, operators, and the private sector, as requested.
8. Coordinate data development with other DVRPC programs and federal, state, and local efforts whenever possible.
9. Attend training, seminars, and conferences to stay current on industry trends.
10. Expand geospatial data sharing and distribution using current web technologies.

11. Support web mapping and data visualization applications for planning project deliverables and DVRPC's outreach goals.
12. Provide support for the regional land use update.
13. Consultation to Camden County on evaluating options for roadway condition data collection.
14. Produce high-quality cartographic products for DVRPC programs and planning efforts.
15. Provide geospatial and data management support on developing a regional zoning atlas.

**Products:**

1. Current, accurate, and comprehensive geospatial database.
2. Metadata that meets industry standards for all geospatial data.
3. Geospatial features consistent with current imagery, when applicable.
4. Enhanced enterprise database that includes geospatial data from DVRPC, member governments and operating agencies, DOTs, and other sources.
5. New and updated datasets with supporting metadata published to open data portals (Data Center, GIS Data Portal).
6. Web mapping and data visualization application development and support.
7. As requested, Geospatial data and records for the regional zoning atlas.

**Beneficiaries:**

State DOTs, member governments, operating agencies, the public, and DVRPC staff.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$354,400	\$264,614	\$89,786		
2025	\$379,400	\$269,911	\$104,489	\$5,000	
2026	\$379,400	\$268,886	\$100,514	\$10,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Andrew Svekla**Project Manager(s):** Derek Lombardi, Karin Morris**Supports LRP Goals:****Goals:**

This program supports the goals of Connections 2050 by providing technical assistance, and facilitating collaboration among agencies in the region involved in creating and maintaining livable communities to encourage transit-oriented development, age-friendly communities, zoning reform, urban revitalization, and multimodal transportation.

This program supports PennDOT's Planning Priorities of "Land Use / Transportation Linkages/Economic Development/Modernization," specifically to "identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as; access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation," and to "provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders," on topics such as smart growth, complete streets, implementation tools, transit-oriented development, and healthy communities.

This program supports NJDOT's planning priorities of promoting interagency cooperation, supporting community livability through integrated transportation and land use planning, maximizing the efficiency of the transportation system, and assisting NJDOT's Transit Village Initiative and other smart growth strategies.

**Description:**

Staff will conduct planning, outreach, and advocacy activities designed to help communities throughout the region provide a greater range of transportation and housing choices and prioritize infill and redevelopment in existing neighborhoods.

**Rethinking Parking Requirements—Phase II Residential:** Inefficient parking standards for various types of housing can lead to excessive parking spaces being built, which increases development costs, reduces the land available for homes, and encourages car dependency. Staff will evaluate residential parking standards in light of recent land use, transportation, and development trends. This work will build on research focused on commercial parking standards and management conducted in FY2025.

**Housing Policy Support:** Staff will share resources with and provide technical assistance to local governments seeking to increase the supply and variety of housing types available in their community. This work will build on research and recommendations developed through the Regional Housing Initiative.

**TOD Technical Assistance:** Staff will provide technical assistance to transit providers and local governments seeking to enhance multimodal access to transit and promote transit-supportive development. This work will continue to support SEPTA's Transit Oriented Communities (TOC) Program and Phase II of the Pottstown Station Concept Plan (26-52-140).

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Provide technical assistance on smart growth planning topics and livable community initiatives.
2. Gather data on parking utilization at select multifamily buildings that can help communities right-size parking requirements.
3. Support research and provide technical assistance to local governments seeking to increase the supply and variety of housing types available in their community.
4. Conduct research and share resources designed to support TOD implementation.
5. Conduct research and facilitate community engagement that can be used to inform a vision for transit-supportive development in Pottstown, PA.
6. Share and inform partners about recent smart growth studies and relevant planning trends through workshops, webinars, and conferences.

**Products:**

1. Report summarizing the factors driving parking demand for various types of residential uses and key takeaways from our observations of parking utilization at multifamily properties.
2. Materials summarizing the planning context, economic conditions, and/or physical characteristics of properties being considered for development near transit infrastructure.
3. Data analyses and presentations, as requested.
4. Presentations at local, regional, and/or national meetings and conferences, or as requested.

**Beneficiaries:**

Member governments, DOTs, transit agencies, private sector, and nonprofits.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$488,500	\$305,008	\$103,492	\$40,000	\$40,000
2025	\$515,500	\$313,958	\$121,542	\$40,000	\$40,000
2026	\$525,810	\$368,178	\$137,632	\$20,000	



**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Spencer Gober**Project Manager(s):** Amy Verbofsky, Karen Cilurso, Karin Morris, Maggie Nemetz**Supports LRP Goals:****Goals:**

To support the key policies of Connections 2050 by ensuring diverse and competitive regional and local economies, and encouraging reinvestment in the region through land use, transportation access, and economic development planning and implementation.

The Community and Economic Development program area supports PennDOT's Planning Priority (IV) Land Use/Transportation Linkages/Economic Development/Modernization, specifically to identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities, such as access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.

This program supports NJDOT's MPO Planning Priorities by promoting partnerships and continuing to engage with the public to strengthen public confidence and participation in the planning process through the use of web/technology, social media, outreach, education, and public forum meetings and working with county and municipal partners for integration of transportation and land use to promote community livability.

**Description:**

**Multi Modal Access to Tourist Destinations:** As outlined in the FAST Act and IJJA, staff will continue to explore multi-modal accessibility of tourist destinations.

**Community Revitalization:** Staff will continue to monitor issues related to community and economic development, land use, and transportation, specifically for the identified Centers in Connections 2050, which include the region's downtowns, main streets, and retail districts. Staff will focus on strategies and topics of research that may include access to goods and services, food, and housing, transit options, and digital tools and technologies.

**Planning Analysis for Downtown Trenton:** Staff will conduct a planning exercise focused on Trenton's commercial downtown to be informed by the synthesis and analysis of various datasets, recent and ongoing multimodal investments and planning efforts, and anticipated transit-oriented residential developments.

**Impacts of Shifting Employment (Remote) Patterns:** Staff will conduct research and data analysis into the post-pandemic shifts in demographics and employment patterns, including remote work to understand how these trends have impacted the region and identified Centers in Connections 2050.

**TCDI Grant Program:** Solicitation and administration of the Transportation and Community Development Initiative (TCDI) grant program will continue. Staff will administer awards from the FY 25 PA TCDI round. In addition, staff will facilitate project selection of the FY 2026 NJ grants and procurement process. The FY 27 Pennsylvania guidelines will also be developed. Tasks related to each of the solicitations include procurement, invoicing, progress reports, and outreach meetings, as necessary. Staff will continue to maintain and enhance the TCDI Direct (project management) database to provide project management for previously awarded projects, as well as manage the Consultant

Qualification System (CQS), which involves ongoing review of proposals received in response to an open-ended request for qualifications.

Municipal Funding Resource (MFR) Guide: The MFR is a comprehensive list of grant programs for stakeholders through a shared online database, which will continue to be maintained.

Technical Assistance: Staff will provide technical assistance to regional and local partners as requested. Staff will organize educational events for partners, as required, and serve as an APA CM Credit Provider.

Economic Analysis Support: Staff will provide assistance with implementation of the CEDS and additional economic analysis, as requested.

Completion of this work may require the purchase of equipment and data services.

**Tasks:**

1. Collaborate with regional transportation and tourism partners to increase multi modal access to tourist destinations throughout the region
2. Monitor trends and transportation investment impacts in downtowns, main streets, and retail districts, and conduct research and analysis, as appropriate
3. Conduct planning analysis to support Trenton's efforts to coordinate multimodal investments, development plans, and small business retention in the downtown area
4. Conduct research and analysis to understand impacts of shifting employment (remote) patterns
5. Administer awards from the FY25 PA TCDI solicitation
6. Facilitate project solicitation of the FY26 NJ TCDI grants and procurement processes
7. Develop the FY27 PA TCDI Program Guidelines
8. Maintain the TCDI Direct project management and Consultant Qualifications Database (CQS) databases
9. Maintain the Municipal Funding Resource Database
10. Provide local technical assistance to municipal stakeholders on revitalization strategies through downtown analysis and events, as appropriate
11. Maintain the community revitalization webpage and subpages
12. Conduct supporting economic analyses for the regional CEDS, as required

**Products:**

1. Meeting highlights and additional materials for transportation and tourism providers, as appropriate.
2. Planning Analysis for Downtown Trenton
3. Impacts of Shifting Employment (Remote) Patterns
4. FY27 PA TCDI Program Guidelines
5. TCDI Direct project management database
6. Consultant Qualification System database
7. Municipal Funding Resource Online Database
8. APA AICP CM credit event applications and surveys, as requested
9. Economic analyses, as required

**Beneficiaries:**

Member governments, nonprofits, developers, the private sector, economic development professionals, and planning professionals

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$658,500	\$469,271	\$159,229	\$30,000	
2025	\$708,500	\$489,141	\$189,359	\$30,000	
2026	\$722,670	\$507,833	\$189,837	\$25,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Christopher Linn**Project Manager(s):** Elizabeth Compitello, Emily Goldstein, Karin Morris**Supports LRP Goals:****Goals:**

Provide leadership to the region on climate change mitigation and resilience. The program will pursue GHG-reduction initiatives through energy conservation, energy efficiency, electrification of buildings and vehicles, and the switch to low or no-carbon energy sources, while equitably distributing the benefits and burdens of these activities across the region. The program will also work to increase the resilience of built and natural systems to the impacts of climate change and ensure that the needs of disadvantaged communities and vulnerable populations are prioritized in plans, programs, and investments to increase resiliency. This program supports the goals of Connections 2050, the Infrastructure Investment and Jobs Act (IIJA), and the Inflation Reduction Act (IRA). This program supports PennDOT's MPO planning priorities by evaluating greenhouse gas emissions in the MPO region and assisting in implementing Pennsylvania's Climate Change Action Plan; by tying the quality and location of transportation facilities to livability, sustainability, and resiliency goals; and by utilizing PennDOT's Extreme Weather Vulnerability Assessment to incorporate flooding resiliency into TIP projects, enhance hazard mitigation, and improve emergency preparedness. This program supports NJDOT's MPO planning priorities by working with NJDOT and other partners on strategies to reduce carbon emissions from the transportation sector; by working with NJDOT and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather; by working with NJDOT and Local Public agencies to establish/recommend projects that can utilize new funding opportunities in the IIJA to minimize climate risks; by supporting greater coordination with other MPOs, NJDOT, transit agencies, TMAs and subregions in mobility and land use planning; and by promoting clean-powered public transit options and non-motorized transportation in an effort to reduce air pollution, particularly in low-income communities.

This program also supports New Jersey's 2007 Global Warming Response Act's goal of reducing 2005 GHG emissions 80 percent by 2050, Pennsylvania's 2021 Climate Change Action Plan goal of reducing 2005 GHG emissions 80 percent by 2050, and the energy use, GHG emissions, and regional resilience goals in Connections 2050.

**Description:**

Staff will analyze data, build partnerships, and develop strategies to equitably reduce greenhouse gas emissions through greater energy efficiency, energy conservation, workforce development, the electrification of buildings and vehicles, benchmarking and building performance standards, and the use of cleaner energy. Presently, the energy system in the region and the country is undergoing a profound transformation, with increased private and public investment in energy efficiency and conservation, the electrification of buildings and vehicles, and in zero-carbon, renewable, and lower-carbon energy sources. Staff will build on this momentum, and major funding awards to DVRPC from EPA, NREL, U.S. DOE, and the William Penn Foundation for energy transition work, to accelerate decarbonization at the regional and local scale.

Staff will help to prepare the region for the ongoing and anticipated impacts of climate change on the built and natural environment by providing technical assistance and leadership to municipal, county, regional, and state partners to develop policies and practices that respond to the ongoing and projected impacts of climate change. The project will work with partners and engage community-based organizations to understand and prioritize the intersectional challenges climate change poses for low income and disadvantaged communities. The project will also seek to advance findings and recommendations from the William Penn Foundation-funded "Climate Resilience Landscape Assessment and Need Analysis" completed in FY25. Finally, this program may support the identification

of transportation projects for DOT-administered PROTECT funding, as well as the creation of a regional Resilience Improvement Plan, if funding is awarded from FHWA.

Staff will support municipal, county, regional, state agencies and officials in developing policies and practices to reduce energy use and GHG emissions in their activities and operations.

Staff will continue to provide baseline GHG data, particularly transportation-related GHG emissions data, that can be used to track progress toward meeting regional GHG reduction goals.

Staff will provide support for the identification and development of projects as needed for the Carbon Reduction Program.

Staff will represent DVRPC at appropriate policy venues, including PA and NJ state committees/meetings, the NJ Climate Change Alliance, the NJ Coastal Resilience Collaborative, DRBC's Advisory Committee on Climate Change, the Megalopolitan Coastal Transformation (MACH) Hub Collaborative Stakeholder Advisory Panel (CSAP), the U.S. DOE SolSmart Technical Advisory Panel, and the Sustainable Jersey Clean Energy and Climate Adaptation Task Forces. Regional coordination that strengthens relationships among state, regional, county, and municipal officials, as well as with other key stakeholders, including transit authorities, utilities, businesses, institutions, and non-profit organizations will be ongoing.

Staff will continue to assist, support and coordinate efforts led by the City of Philadelphia, Delaware County, FEMA, the Army Corps of Engineers, and other state and federal agencies to address current and future flooding and environmental quality issues in Philadelphia's Eastwick neighborhood and the Delaware County communities located across the Darby and Cobbs creeks.

Staff will manage the Regional Streetlight Procurement Program (RSLPP), including management of Round 3, 4 and 5 municipalities (21 in total) through construction and post-construction operation and maintenance services.

Staff will serve as Board Coordinator and continue overall facilitation of the Sustainable Energy Partnership of Southeastern Pennsylvania, a partnership of Bucks, Chester, Delaware, and Montgomery counties to explore opportunities for aggregate procurement of electricity and renewable energy for county operations. The Partnership may expand to include additional parties, such as municipalities and schools, to which DVRPC will also provide support.

Staff will investigate additional aggregate regional project development and procurement opportunities around energy and climate change. Examples may include the development of a Regional Shared Energy Manager Program. This work may require technical consultant(s) services.

Completion of tasks outlined in the mega program may require the purchase of equipment and services.

**Tasks:**

1. Assist member governments, planning partners, and community-based organizations in regional and local efforts to support renewable energy, electrification of vehicles and buildings, and energy efficient development through research, data analysis, and project development support.
- 2.

Assist member governments, planning partners, and community-based organizations in understanding and preparing for the expected impacts of climate change through research, data dissemination, outreach and technical assistance.

3. Coordinate, facilitate and participate in discussions/meetings/convenings among planning partners and community-based organizations.
4. Update on-highway transportation sector GHG emissions inventory, as needed.
5. Evaluate the GHG reduction potential of projects, programs and policies, including metrics for building, electric grid, and transportation projects and policies.
6. Participate in various climate change and energy related committees and task forces.
7. Manage the Regional Streetlight Procurement Program (RSLPP).
8. Manage the Sustainable Energy Partnership of Southeast Pennsylvania.
9. Develop additional aggregate project development and procurement opportunities around energy and climate change, if resources allow.
10. Apply for funding opportunities that advance regional clean energy and climate change resilience goals

**Products:**

1. Tools for municipalities and others to support climate change adaptation and mitigation, as required.
2. Model ordinances and permitting guides for renewable energy and electrification.
3. Data and charts highlighting regional on-highway transportation GHG emissions.
4. Data and charts highlighting regional energy use and GHG emissions in the buildings and electric grid sectors.
5. Data and charts highlighting regional energy burden.
6. Metrics for assessing the GHG impacts of transportation policies and/or projects.
7. Data and tools to assess physical, social and economic climate hazard vulnerabilities, as needed.
8. Meeting highlights, presentations, guidebooks, and/or other technical assistance materials from the RSLPP.
9. Resources related to energy management and renewable energy development, and project development and procurement opportunities and practices.

**Beneficiaries:**

Member governments; state and federal agencies; transit authorities; municipal officials; nonprofits; and citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$379,008	\$281,121	\$95,387	\$2,500	
2025	\$381,508	\$271,430	\$105,078	\$5,000	
2026	\$381,508	\$272,240	\$101,768	\$7,500	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Christopher Linn**Project Manager(s):** Amy Verbofsky, Emily Goldstein, Karin Morris, Melat Musie, Shawn Megill Legendre**Supports LRP Goals:****Goals:**

This program provides leadership to the region on the development and implementation of strategies to maintain healthy ecological systems, improve air and water quality, manage risks posed by natural hazards and climate change, reduce pollution, protect open space, provide access to parks and outdoor recreation opportunities and promote the sustainable use of natural resources, all while distributing environmental benefits and burdens equitably across the region. This program supports the goals outlined in Connections 2050 and the Infrastructure Investment and Jobs Act/ Bipartisan Infrastructure Law (IIJA/BIL).

This program supports NJDOT MPO Planning Priorities by working to achieve consistency with the principles of the New Jersey State Development and Redevelopment Plan; by supporting greater coordination with other MPOs, NJDOT, transit agencies, TMAs and subregions in mobility and land use planning; by promoting clean-powered public transit options and non-motorized transportation in an effort to reduce air pollution, particularly in low-income communities; by encouraging counties and municipalities to promote public health principles and practices whenever possible in implementation of transportation projects; and by incorporating environmental stewardship principles into transportation investments.

The program supports PennDOT's planning priorities by incorporating environmental stewardship principles into transportation investments; by tying the quality and location of transportation facilities to livability, sustainability and resiliency goals; and by supporting PennDOT Connects.

**Description:**

Staff will lead planning efforts to maintain and improve air and water quality, manage stormwater, mitigate natural hazards, preserve open space, enhance and increase access to parks and natural areas, and distribute environmental burdens and benefits equitably across the region. Staff will analyze and share data, provide technical assistance, and facilitate/contribute to conversations among planning partners and stakeholders to advance environmental goals, with a focus on implementation actions and policy development. To the degree appropriate for a given task or project, work will be approached in an integrated way, drawing on staff expertise across DVRPC offices and partner agencies to best achieve desired outcomes.

Staff will assist Mercer County in their efforts to resolve a multi-municipal stormwater issue at the intersection of NJ State Highway 31 and Delaware Avenue (CR 624)/Pennington-Titusville Road in Pennington Borough. Currently, the road floods and closes to traffic in heavy storms. Five public agencies and several private developers, most of which are outside of Pennington Borough, are responsible for the stormwater contributing to the flooding. DVRPC will convene stakeholders to review technical documents produced by the county and their consultants, identify and build consensus around conceptual improvements needed to resolve the flooding issues, and work to identify the agreements and supporting documents needed to equitably allocate responsibility for shared solutions among all parties

As part of a "Special Topic Workshop and Memo Series," staff will evaluate the potential to create "green urban alleyways". Given their low traffic volumes, green alleyways can be designed with low-impact pavement materials such as pervious pavement or pavers that allow water to infiltrate into the ground or into a slow-release collection system. These materials can also be designed with a lower albedo and high reflectivity to reduce the heat island

effect. Alleyways also offer opportunities to install low-maintenance landscaping and greening that can absorb more stormwater and further reduce the heat island effect. In addition, alleyways often run parallel to the larger street network, providing lower stress and safer routes for cyclists, pedestrians and e-micromobility users.

To support continued development of the TIP and regional long-range plan, Connections 2050, staff will utilize data and spatial analysis to assess the impacts of transportation projects on environmental resources, identify mitigation opportunities, and track the region's progress towards meeting its environmental goals, as needed. The program will continue to evaluate potential environmental impacts of TIP candidate projects for PennDOT Connects.

Analysis and data collected under this project will support DVRPC's transportation resilience initiatives, including the potential development of a regional Resilience Improvement Plan (RIP). In particular, this program will focus on increasing awareness and promoting the use of nature-based solutions, such as tree canopy, green stormwater infrastructure, urban greening, wetlands and woodlands, to increase resilience.

Staff will provide guidance to stakeholders that minimize and mitigate the impacts of transportation infrastructure on environmental resources, including but not limited to water quality, rare species habitat, and cultural and historic resources. Data gathered and tools developed may be used to strengthen the linkages between environmental stewardship and transportation investments, and streamline the environmental review process.

Staff will evaluate PENNVEST candidate projects and PECO Green Region applications, as requested.

Information about work completed in this program area will be updated on the website, as needed.

Completion of tasks in this program may require the purchase of equipment or services.

**Tasks:**

1. Convene stakeholders to facilitate coordination and collaboration around shared stormwater solutions with representatives from NJDOT, NJDEP, Mercer County, Hopewell Township, Pennington Borough, the nearby high school, and private property owners, who currently separately maintain stormwater treatment and conveyance facilities. Assess and process technical data provided by Mercer County and develop concept stormwater improvements.
2. Facilitate conversations with stakeholders in Mercer County to define a collective process for implementing stormwater solutions.
3. Collect data, research, and conduct outreach needed to support a workshop or informational product highlighting the benefits of and opportunities for creating green alleyways. Identify specific areas or locations as potential examples of what can be done.
4. Maintain the locally-funded open space programs inventory, database and webpage.
5. Provide data and technical assistance, and facilitate coordination of open space preservation activities, as needed.
6. Develop data and metrics for Connections 2050, Tracking Progress.
7. Evaluate candidate transportation projects for PennDOT Connects and the NJ Capital Program Screening process, as requested.
8. Collect and synthesize data to support regional resilience analysis, programs, and planning activities.
9. Evaluate and rank PECO Green Region applications, as required.
10. Provide technical assistance to municipalities around water quality, green infrastructure, climate resilience, environmental justice, and sustainability initiatives.
11. Provide support for environmental meetings and convenings, as needed.



**Products:**

1. Meeting highlights, maps, and documentation for the Mercer County Stormwater Collaboration Project.
2. A workshop or memo series installment on green urban alleyways.
3. Updated map, tables, and webpage for locally-funded open space programs.
4. Data and tables on open space, water quality or climate metrics for Tracking Progress
5. Meeting materials including notes, maps, and presentations.
6. Updated Office of Climate and Environment webpages.

**Beneficiaries:**

PA Department of Transportation, PA Department of Conservation and Natural Resources, PA Department of Community and Economic Development, NJ Department of Transportation, NJ Department of Environmental Protection, counties, municipalities, nonprofits, community-based organizations, land trusts, the private sector, and the members of the public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$334,500	\$334,500			
2025	\$367,000	\$364,500		\$2,500	
2026	\$375,000	\$365,000		\$10,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Jaclyn Davis**Project Manager(s):** Amani Bey, Brett Fusco**Supports LRP Goals:****Goals:**

Develop a long-range vision and plan for Greater Philadelphia that provides guidance for future growth and development in the nine-county region, and allocates regional funds to transportation investments that are aligned with—and support meeting—long-term transportation, climate, environmental, community, and economic goals.

**Description:**

DVRPC employs a collaborative planning approach to its long-range planning process which involves 1) analyzing external trends and forces shaping the region; 2) convening the Futures Group to identify alternate scenarios of extreme but plausible futures for the region; 3) working with the public and stakeholders to develop a broadly shared vision and goals for regional development; 4) recommending strategies to achieve the vision; and 5) facilitating planning partners to determine how limited funds will be invested in transportation infrastructure. DVRPC works with member governments, regional stakeholders, standing committees, and the public to develop a comprehensive Long-Range Plan that addresses the future of transportation and considers the interactions between transportation with land development and revitalization, environmental resources, community dynamics, economic growth, and the impacts on the climate and vulnerable communities. The Update: Connections 2050 Plan is set for adoption by the DVRPC Board in September of 2025. It will replace the Connections 2050 Plan and serve as a high-level policy directive for all of DVRPC's work, being incorporated into every DVRPC project and program area.

The Plan responds to federal planning requirements including consideration of key planning factors, use of Transportation Performance Management (TPM) targets for decision-making, project evaluation criteria for analyzing and selecting major regional transportation projects, and a Tracking Progress indicator dashboard for measuring progress toward Long-Range Plan goals. The Plan is also coordinated with state initiatives (both DOTs' long-range plans, statewide freight plans, strategic highway safety plans, and transportation asset management plans, and PennDOT Connects) as well as member government comprehensive planning efforts.

In air-quality nonattainment areas such as the DVRPC region, Metropolitan Planning Organizations (MPOs) are required to prepare and maintain a long-range transportation plan with a minimum 20-year horizon, and update the plan every four years. The four-year update cycle for the next Plan update begins in the FY 26 work program. The next Plan update will be available for Board adoption in the summer of 2029 and will plan through the year 2055. This fiscal year will look back at Major Regional Projects from past plans and assess TIP and Plan expenditures in working toward shared goals. Another focus will be emerging technologies and how the region can both prioritize and plan for changes on the horizon. Completion of work may require the purchase of equipment or services.

**Tasks:**

1. Complete the draft Public Comment and final Board Adopted website and printable PDFs for the Update: Connections 2050 Plan.
2. Hold a minimum 30-day public comment period for the draft version of the Update: Connections 2050 Plan, respond to all public comments received, and share comments and responses on DVRPC's public online database.
3. Update the Plan webpage and linked resources to be consistent with Update: Connections 2050.
- 4.

Work with the Offices of Communications and Engagement and Creative Services to develop promotional materials to draw people to the new Plan website. This may include social media and targeted emails, as well as physical hand-outs for in-person events.

5. Share Financial Plan data and other Update: Connections 2050 Plan tables publicly through the DVRPC Data Catalog.
6. Track the funding and progress of Major Regional Projects identified in past long-range plans and transportation improvement programs. Analyze projects' contributions toward achieving established regional goals, and assess how regional investments with overarching transportation and development priorities.
7. Plan for Emerging Technologies by defining and prioritizing technologies to pursue so they can be incorporated into Plan investments and strategies, and new roles can be identified for DVRPC to facilitate deployment of emerging technologies that benefit the region.
8. Reconvene the Futures Group to meet on key topical issues related to transformative technologies, forces, events, and other issues that may shape the future of Greater Philadelphia.
9. Review federal and state long-range planning regulations to inform four-year update cycle.
10. Work with the Office of Communications and Engagement to plan for more public involvement in the identification of Major Regional Projects in the 2055 Plan.
11. Amend the Update: Connections 2050 Plan as necessary to account for any significant changes.
12. Assist DVRPC's Livable Communities staff as needed with their update of the Municipal Implementation Toolbox to be consistent with Update: Connections 2050.
13. Assist the Socioeconomic and Land Use Analytics program with updating Tracking Progress to be consistent with the new Plan.
14. Work with stakeholder agencies, such as PA and NJ DOTs, transit operating agencies, transportation authorities, and county planning departments to develop, update, and implement their respective strategic and Long-Range Plan documents and ensure consistency across federal, state, regional, county, and local planning processes.
15. Continue a comprehensive public and stakeholder outreach program.
16. Maintain collaboration with surrounding MPOs as a means to discuss and coordinate on multi-regional issues and best practices on an as-needed basis.
17. Assist other DVRPC offices and program areas on annual work program tasks, as needed.

**Products:**

1. Website and printable PDFs for the Update: Connections 2050 Plan
2. Financial Plan data for DVRPC's Data Catalog
3. Inventory and Webmaps: Major Regional Projects by Plan
4. White Paper: Funding Trend Analysis and Recommendations
5. Report: Planning for Emerging Technologies

**Beneficiaries:**

State, county, and municipal levels of government; transportation agencies and transit operators; and businesses and residents of the region.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$627,000	\$449,485	\$152,515	\$25,000	
2025	\$662,000	\$455,618	\$176,382	\$30,000	
2026	\$675,240	\$473,309	\$176,931	\$25,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Kristen Scudder**Project Manager(s):** Daniel Farina, Matthew Brahms, Sean Greene**Supports LRP Goals:****Goals:**

Promote freight considerations in the planning process to encourage the development and preservation of safe, efficient, multimodal transportation systems that maximize Greater Philadelphia's position in the global economy.

**Description:**

Improving connections to the national and global economy through freight movement is a critical planning factor for Greater Philadelphia and the region's economic well being. Freight shipments and supply chains are highly dynamic, impacting nearly every transportation mode as well as land development patterns and employment. Planning for freight capitalizes on trends and opportunities while promoting and preserving quality of life, economic, safety, environmental, sustainability, and land use goals.

The Freight Planning program seeks to improve the visibility and availability of freight data; educate planners and the public on key freight information; encourage a smart and safe multimodal transportation system; and inform transportation infrastructure investment. Broad integration of freight considerations can be seen in the DVRPC Long-Range Plan and TIPs, transportation modeling and travel monitoring, corridor studies, economic and community development, Congestion Management Process, Smart Growth, air quality planning, and in many other aspects of DVRPC's work. The program achieves these objectives through three primary areas of work: engagement and advocacy, regional trends and performance tracking, and local technical studies and education.

In FY26, the Freight Planning Program will undertake two new studies:

1. Start a two-year Regional Freight Plan effort. FY26 work will document key freight industries, infrastructure, activity, and trends. Through stakeholder engagement and outreach, key issues and needs will be identified. These will be inputs into FY27 work on the Regional Freight Plan which will establish a vision and goals for freight and goods movement in the DVRPC region. The Regional Freight Plan will build off the FY24 work on Freight Futures, designation of a regional truck route network, and update of the Greater Philadelphia Freight Centers, and the FY25 regional truck parking study.
2. A US 322 Freight Corridor Study. This study will evaluate land use within the primary US 322 corridor area, define existing and anticipated growth in freight generation, and identify proposed developments and road projects. Potential strategies for mitigating congestion on the county owned stretch of US 322 from the Woolwich and Harrison border to the NJ 55 interchange will be evaluated using outputs from the regional model as inputs for a local traffic analysis. This work will look at truck movements in the area in coordination with the Office of Mobility Analysis and Design and the Office of Travel Modeling.

Additional freight planning work, such as key initiatives that reflect the growing interest of DVRPC member governments in freight transportation, may be supported. This includes support on regional urban freight initiatives, industrial development analysis, and truck access to major industrial facilities.

Finally, a major objective of the Freight Program is to initiate and sustain meaningful outreach to the local freight community and to build awareness and interest among planners and the general public. The Delaware Valley Goods Movement Task Force, the region's freight advisory committee, is the focal point of these efforts. Educational pieces

on freight operations and issues are prepared each year, and many helpful resources are made available on the freight page of the DVRPC website, primarily through the PhillyFreightFinder web mapping application and data platform.

Completion of this program may require the purchase of data or services.

**Tasks:**

1. Engagement and advocacy for freight

- Plan for, conduct, and document quarterly meetings of the Delaware Valley Goods Movement Task Force, the Task Force’s Executive Committee, and membership development efforts.
- Facilitate committee input on the DVRPC Transportation Improvement Programs (TIPs)—including PennDOT Connects requests, Long-Range Plan, Work Program, Congestion Management Process, Comprehensive Economic Development Strategy, transportation funding programs, and other DVRPC policies, programs, and technical studies.
- Support public sector initiatives, freight advisory committees, freight plans, funding programs, and multi-state efforts such as The Eastern Transportation Coalition (TETC), and DVRPC member governments, neighboring MPOs, the New Jersey and Pennsylvania DOTs, and FHWA.
- Work with private sector partners, New Jersey and Pennsylvania DOTs, and DVRPC member governments to continue to seek solutions and advance strategies that address truck routing and parking issues.
- Participate in industry associations, special events, and conferences that promote interest and awareness regarding DVRPC, including the PA and NJ Motor Truck Associations, Urban Land Institute Industrial Council, the New Jersey Railroad Association, and the Traffic Club of Philadelphia.
- Monitor pertinent federal legislation, support the Transportation Research Board's Urban Freight Transportation Committee, and promote careers in the field of freight planning.

2. Develop Regional Freight Plan (year one of two-year project)

- Form a steering committee with key freight stakeholders;
- Document existing freight activity and regional freight infrastructure; and
- Identify the issues and needs for freight in the region.

3. Conduct US 322 Study

- Analyze the nature of new and proposed development and the trip generation impacts.
- Document existing trip distribution and identify critical truck network components.
- Convene a steering committee composed of municipal officials, Gloucester County Planning Commission, NJDOT, key freight stakeholders, and others to be identified.
- Develop concepts for alternatives to address congestion concerns on US 322 and that conform with DVRPC’s Congestion Management Process and Long-Range Plan principles and goals.
- Identify traffic deficiencies, and model select transportation alternatives to ameliorate conditions or accommodate the vehicular demands in each scenario.
- Develop a report that documents strategies and investments to support growth in truck freight activity that minimize community impacts.

4. Other local technical studies and coordination

- Support partners on Regional Freight Initiatives: Provide technical and analytical support to partners for various freight planning efforts and initiatives. This may include technical analysis of truck network components, industrial development tracking, and ongoing support on urban freight initiatives as requested.

- Support other DVRPC offices in freight-related planning efforts including studies incorporating supply chain evaluation and planning.
- Support regional planning partners through responses to inquiries, surveys, and requests regarding the region’s freight network and provide advisory support on key planning efforts regionally.
- Participate in the Lower South Resiliency Collaborative and Philadelphia 2026 Planning

5. Regional data and visualization

- Update and maintain an ongoing freight data, visualization, and mapping program highlighting facility capacity, freight infrastructure, and activity measures (i.e., vehicle counts by class) through the PhillyFreightFinder tool, leading to assessments of deficiencies and improvement opportunities.

**Products:**

1. Quarterly meetings of the Delaware Valley Goods Movement Task Force, meeting highlights, facilitated communication among the Task Force Executive Committee, and quarterly progress reports.
2. Technical reports and memos to include:
  - US 322 Freight Corridor Study Report
  - Memos and data reports as necessary in response to planning partner data requests.
3. Updated tools and information via the PhillyFreightFinder county profile tool and data platform.

**Beneficiaries:**

Freight business communities, member governments, local municipalities, general public, adjacent regions, and states.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$404,500	\$301,088	\$102,162	\$1,250	
2025	\$425,750	\$305,127	\$118,123	\$2,500	
2026	\$434,265	\$305,182	\$114,083	\$15,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Matthew Gates**Project Manager(s):** Brad Lane**Supports LRP Goals:****Goals:**

Support the economic vitality of the region, increase safety for all users, improve accessibility for people and freight, protect the environment, enhance connectivity between modes, and promote the efficient management and operation of the existing transportation system through the development and use of transportation, air quality, economic development and land use models.

**Description:**

The Travel and Land Use Modeling program maintains and applies DVRPC's Land Use, Travel Demand, and Air Quality Models in support of regional planning activities. Short and long-range regional, corridor, and facility planning studies require accurate socioeconomic, land use, and travel data. The models that produce these forecasts need to be calibrated and validated with current data. Validation and refinement of DVRPC's land use, travel simulation, and mobile source emissions models are needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments.

Major activities include collecting travel data and statistics, preparing highway and transit networks, validating travel simulation models, implementing new forecasting procedures and methods, applying the models to produce forecasts for various planning projects, and serving as a repository for socio-economic, travel, and air quality related data. Major model outputs include highway and transit facility volumes, regional and corridor travel patterns, estimates of vehicle-miles of travel (VMT) by vehicle type and functional class, and transit ridership statistics. Current and projected land use patterns and highway and transit network model inputs are updated as required and the models are applied on an ongoing basis in support of regional and corridor planning studies, facility design data requests, transportation air quality conformity demonstrations, land use impact studies, highway and transit traffic studies, bicycle and pedestrian facility planning, and other planning activities.

DVRPC undertakes a continuous program of travel model maintenance, development, and enhancement. Socio-economic, land use, travel, and transportation-related data are collected, analyzed, and incorporated into DVRPC's models on a regular basis. These data include travel trends, traffic volumes, transit ridership, travel times, fares, operating costs, tolls, parking charges, freight movements, changes in transit service patterns and schedules, and changes to highway facilities or operations due to construction or reconstruction. New modeling procedures and methods due to changes in the state-of-the practice, software updates, or new guidance from FHWA, FTA, EPA, or others are evaluated and implemented.

In FY2026, DVRPC staff will review available Land Use and Socioeconomic data forecasting models, including the NextGen UrbanSim model and develop a migration plan. This program area will support DVRPC's role in the development of new FHWA Adjusted Urbanized Area boundaries, Federal Functional Classification and National Highway System updates, and scenario planning.

Some of these activities may require DVRPC to purchase equipment, training, or services, including software maintenance for PTV VISUM & VISSIM, and DaySim software and employment and real estate databases.

**Tasks:**

1. Collect data on traffic volumes including autos, trucks, bikes, pedestrians, and transit riders by direction and time of day.
2. Collect, tabulate, and analyze travel time data for selected corridors from INRIX, HERE, and other sources.
3. Collect other transportation data, including vehicle-miles of travel, journey-to-work, parking shed, external travel, tolls and fares, and trip length frequency.
4. Update highway, transit, and bike/ped networks for base and future years, to reflect federal functional class changes, and TIP and Plan project changes; as well as updated tolls, fares, and parking charges.
5. Collect data on employment and land use changes.
6. Revise zonal demographic and employment data and forecasts, including the extended model area, as needed.
7. Update vehicle registration, age distributions, fuel, I/M programs, and other inputs for air quality post-processor and MOVES model, as needed.
8. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES4 air quality model.
9. Analyze on-road emissions for the Regional Greenhouse Gas (GHG) Inventory
10. Analyze bike, pedestrian, transit, and highway projects, as needed.
11. Prepare estimates of truck and bus travel, as needed.
12. Prepare growth factors as needed to support regional planning and engineering efforts.
13. Prepare trip tables, select-link analysis, and other travel model tabulations, as needed.
14. Respond to other member governments and planning partners requests for socio-economic, travel, and transportation system data and statistics.
15. Update transportation-related data and parameters for DVRPC's current UrbanSIM model and other land use and economic impact tools, as needed.
16. Work with the Socioeconomic and Land Use Analytics program to review NextGen UrbanSIM model and competing Land Use Models and determine which model will best meet DVRPC's future land use modeling and socioeconomic forecasting needs.
17. Initiate migration to NextGen UrbanSIM or other successor model, as needed.
18. Support member governments and state DOTs in the update of the Federal Functional Classification and National Highway systems.

**Products:**

1. Summaries of vehicle-miles traveled by county and functional class.
2. Summaries of corridor travel times.
3. Base and future-year highway and transit networks.
4. Summaries of the results of air quality conformity demonstrations.
5. Travel patterns, volumes, statistics, etc. for data requests and to support member governments and other DVRPC planning efforts.
6. Average annual growth factors by County and Functional class.
7. Migration plan for new land use and socioeconomic forecasting model(s).
8. Updated Federal Functional Classifications for the region's roadways.
9. Up-to-data travel model documentation.

**Beneficiaries:**

State DOTs, transit operators, member counties and cities, and local governments.



**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$487,250	\$362,873	\$123,127	\$1,250	
2025	\$512,250	\$364,783	\$141,217	\$6,250	
2026	\$522,495	\$365,765	\$136,730	\$20,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Thomas Edinger**Project Manager(s):****Supports LRP Goals:****Goals:**

Minimize congestion in the DVRPC region and enhance the ability of people and goods to get where they need to go by means of a well-maintained, safe, integrated, multimodal transportation network that serves everyone. The Congestion Management Program (CMP) is a medium-term planning process that advances the goals of the DVRPC Long-Range Plan, strengthens the connection between the Plan and the TIPs, and helps to implement and achieve the federal Transportation Performance Management requirements.

**Description:**

The CMP is a data driven, performance-based approach that addresses all elements of federal CMP regulations. DVRPC's CMP has five major components:

1. Identify, assess, and prioritize congested facilities, intersection bottlenecks, and other locations on the regional transportation network using data and performance measures.
2. It recommends multimodal transportation strategies to reduce congestion to allow for better mobility, accessibility, and connectivity across the region.
3. Determine when, where, and how projects that add single-occupant vehicle (SOV) capacity are appropriate.
4. When SOV capacity is deemed appropriate, develop multimodal supplemental strategies to get the most value out of SOV-capacity adding projects.
5. Evaluate the effectiveness of implemented CMP strategies.

CMP analysis incorporates archived operations and other data for planning, Transportation Systems Management and Operations (TSMO), Travel Demand Management (TDM), coordination of transportation and land use planning, goods movement, Complete Streets, safety, transportation resiliency planning, and Environmental Justice and Equity. The CMP incorporates the federal Transportation Performance Management (TPM) system performance metrics that include PM3 reliability and CMAQ congestion measures and targets. The use of archived operations data for planning has been essential to the CMP and preparing for TPM requirements. This has been facilitated in part through participation in the Eastern Transportation Coalition.

DVRPC endeavors to stay in the lead of the state of the practice, and will be using the results from a FY25 FHWA Transportation Planning Capacity Building CMP peer exchange and research on other MPOs around the country to inform the next update cycle. The CMP also continues to evolve as more refined data and software tools are available to identify and analyze congestion. The focus areas for FY 2026 include: developing and updating the status of CMP supplemental strategies, updating the CMP strategies and publishing them in a webviewer, performance monitoring, and conducting before/after evaluation of projects for measuring performance and strategy effectiveness, and supporting Transportation Performance Management (TPM) requirements. Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Use the CMP in Project Development
  - Get the most long-term value from investment by developing supplemental strategies for projects that will add road capacity by coordinating with multimodal partners, and tracking the progress

being made in keeping with regulations. Update a CMP Supplemental Projects Status Memorandum report that provides the current status on supplemental project commitments for major SOV capacity-adding projects. Develop and maintain an online database that provides access to Supplemental Strategies report information.

- Participate in internal DVRPC processes to implement high priority recommendations from NJDOT problem statement reports. Participate in NJDOT Complete Team, Congested Places, and CMS-21 programs, and conduct field work or prepare draft problem statements, as necessary, for submission to NJDOT staff as requested and track results.
- Participate in the PennDOT problem statement development process as applicable for major SOV capacity-adding projects, which is now partially facilitated through the PennDOT Connects process, and work with PennDOT and DVRPC subject matter experts.
- Review TIP and Plan projects with respect to consistency with the CMP Objective Measures and perform any other multimodal alternative analyses. Coordinate results using TIP and Long-Range Plan benefit evaluation criteria for prioritizing projects.

## 2. Stay Current with CMP Practices

- Review other peer MPO CMP programs, FHWA information, and other reporting and research (such as TRB or National Cooperative Highway Research Program) to further improve CMP approaches, project identification and implementation and inform DVRPC and regional plans and policies.
- Stay engaged with the fast-evolving use of archived operations and origin/destination data for planning. Important areas include: calculating travel times and traffic delay from INRIX and other sources; creating corridor performance reports; and integrating origin/destination trips data into the CMP to better understand where shorter and longer trip patterns are occurring to help in identifying mitigation strategies for different corridor areas. This can be done, in part, through engagement with The Eastern Transportation Coalition and with DOT partners.
- Continue to improve understanding of the effectiveness of individual CMP strategies through sketch-level models, cost/benefit studies, and before-and-after analysis.
- Participate in CMP-related efforts by regional and national partners based on invitations and time available.

## 3. CMP Data Collection and Analysis

- Perform before and after traffic evaluation studies of projects intended to mitigate congestion to help understand the effectiveness of the strategies. Incorporate archived operations data, and consult with project stakeholders and the CMP Advisory Committee. Analyze pre- and post-pandemic travel data to monitor shifts in travel.
- Use existing CMP analysis, including evaluation of implemented strategies, and other studies to refine CMP strategies to manage congestion by subcorridor, especially TDM and transit strategies.
- Maintain the CMP page on the DVRPC website.
- Perform ongoing CMP data collection and analysis using INRIX travel time, traffic volumes, and other data to identify trends in system performance across the CMP network, including focus roadway corridors. Refine and update strategies to mitigate congestion based on performance measures with guidance from the CMP Advisory Committee.
- Collect, prepare, and analyze non-recurring congestion traffic events from Regional Integrated Transportation Information System (RITIS) databases, such as traffic incidents, adverse weather, short- and long-term construction, and special events to better understand where these events are occurring on the transportation network, and the causes of congestion. Coordinate with PennDOT, NJDOT, planning partners, and other DVRPC staff.

## 4. Start the 2027 CMP Update

- Update range of strategies to reduce congestion.
-

Develop web viewer for range of CMP strategies to reduce congestion, using DVRPC Municipal implementation Toolbox as a template.

**Products:**

1. Documentation of the status of agreed to supplemental projects and documentation of new supplemental strategies.
2. Updated CMP strategies and new strategies web viewer.
3. Develop before/after project assessment reports reviewing performance for corridors and/or intersections using various measures, including, speeds, travel times, congestion, reliability, delays, and bottlenecks to help understand which treatments and strategies may be more effective than others, and continue to promote the more effective ones. The RITIS PDA Suite platform and tools will be used to help in this effort.
4. Further develop processes for monitoring congestion and reliability along CMP focus roadway corridors on a systematic, semi-yearly or yearly basis, for project assessment and evaluating the effectiveness of improvements for managing congestion. Assessments would be made for specific projects like adaptive signaling treatments, or more broad programs, such as travel demand management. The processes could be further developed for pre-defined intersection areas.

**Beneficiaries:**

Member governments and agencies, organizations involved in managing congestion, businesses and citizens served by a more efficient and reliable multimodal transportation network.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$242,250	\$179,943	\$61,057	\$1,250	
2025	\$268,500	\$191,763	\$74,237	\$2,500	
2026	\$302,375	\$216,459	\$80,916	\$5,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Sean Greene**Project Manager(s):** Matthew Brahms, Stacy Bartels**Supports LRP Goals:****Goals:**

Improve air quality in the region through coordination of intra- and inter-regional policies, identification of funding opportunities to reduce emissions from transportation sources, public education and outreach, and demonstration of transportation conformity of the region's Long-Range Plan and Transportation Improvement Programs.

**Description:**

DVPRC's air quality program has three main components:

1. Technical Analysis, which includes Transportation Conformity and Congestion Mitigation and Air Quality Program (CMAQ) Performance Measures,
2. Public Education and Outreach including the Air Quality Action program and speaking engagements and media outreach, and
3. Air Quality Planning Coordination with regional stakeholders.

**Technical Analysis**

Federal requirements mandate that DVRPC must demonstrate the conformity of the region's Long-Range Transportation Plan (LRP) and the Transportation Improvement Programs (TIPs) with state-designated air quality goals. A demonstration of conformity is also required when the Plan or TIPs amend a regionally significant project. This work will be consistent with the guidance released by the US EPA and US DOT. Federal acceptance of the conformity findings is necessary for transportation projects to be funded.

DVRPC will assist the state DOTs to implement the Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction (CR) programs. Staff will assist with project eligibility determinations, emissions analysis of proposed projects, and CMAQ and CR project selection. DVRPC will develop CMAQ performance measure reports for the region and coordinate the CMAQ Transportation Performance Management (TPM) process with the state DOTs and other regional stakeholders.

DVRPC will work with state and local governments to assist with identifying local sources of transportation emissions and assist in developing strategies to mitigate those emissions, especially in Environmental Justice communities and communities that show evidence of high incidence of respiratory illness.

**Public Education and Outreach**

DVRPC administers the Air Quality Action (AQA) program through the Air Quality Partnership. The AQA is used to inform the public, employers, and the media of anticipated poor air quality days. On these days, residents, especially commuters, are encouraged to voluntarily adopt emissions minimizing measures such as using transit, carpooling, conserving energy in the home, postponing driving, or refueling after the air quality episode has passed. The program reinforces elements of several other programs already in place, such as the Pennsylvania Transportation Demand Management (TDM) base program. The AQA program functions to reduce emissions

on days when conditions are favorable for ozone and/or fine particulate matter formation. It also serves as an educational effort to make residents aware of air quality problems and the behavioral changes that can limit exposure and reduce emissions.

### Air Quality Planning Coordination

DVRPC serves as a regional coordinator and participant in various air quality initiatives. The focus is on discussion, coordination, and progress on air quality issues with regional and federal air quality stakeholders. In addition, policies to improve transportation-related air quality outcomes will be considered. DVRPC will also coordinate with neighboring state ozone and fine particulate matter (PM 2.5) nonattainment and maintenance areas. The Air Quality Planning project permits proactive participation in the air quality planning activities for the departments of transportation and environmental protection in Pennsylvania and New Jersey, as well as the US EPA and US DOT, with contacts maintained with Delaware and Maryland agencies as well.

DVRPC will participate in statewide committees in both New Jersey and Pennsylvania to address and coordinate meeting federal air quality program requirements. Topics include State Implementation Plan (SIP) updates, MOVES model and conformity planning assumption updates, CMAQ and CR implementation and eligibility reviews, and CMAQ and potentially GHG performance measure tracking and reporting.

Communication and educational activities will be undertaken with the region's leadership to broaden the understanding of issues and policy recommendations. Staff will also participate in additional air quality related activities that promote the reduction of emissions in the nonattainment and maintenance areas. DVRPC works toward reducing regional emissions by assisting planning partners to apply for and access funding sources and other competitively distributed funds. DVRPC staff coordinate partner strategies, assist with competitive funding applications, and conduct emission reduction calculations. Where practical, DVRPC serves as the applicant for clean air grants from state and federal sources to facilitate regional projects that reduce mobile source emissions.

This program may require the purchase of equipment or services.

#### **Tasks:**

##### Technical Analysis

1. Identify regionally significant projects in the TIP and Plan that are not exempt from inclusion in the regional air quality analysis to demonstrate transportation conformity.
2. Review and update procedures for conducting conformity tests, incorporating model enhancements and revisions to the applicable State Implementation Plans, including testing and preparation for the anticipated update to the MOVES 5 emission model.
3. Prepare input parameters for the regional travel simulation model and for the latest version of the MOVES model approved by US EPA.
4. Run the travel demand model to determine emissions associated with proposed TIP, Plan, or TIP/Plan amendments.
5. Ensure that the Conformity Determination meets requirements and deadlines for emerging regulations and updated standards.
6. Coordinate all activities with the Transportation Conformity Interagency Consultation Group (ICG) and conduct public outreach.
7. Coordinate CMAQ TPM reports with state DOTs. Submit reports and maintain compliance with CMAQ TPM requirements, including updating the CMAQ Performance Plan.
- 8.

Review proposed CMAQ and CR projects for cost effectiveness and eligibility and demonstrate the air quality benefits of CMAQ and CR-funded projects using various air quality analysis tools.

9. Investigate and document best practices and available models to quantify greenhouse gas reductions and resiliency enhancements from transportation projects.

#### Public Education and Outreach

1. Convene regular meetings of the Air Quality Partnership Board and any committees it may create. Include representation throughout the nonattainment area.
2. Work with state DEPs to promote the Enviroflash air quality alert system to the public and the media in order to extend the reach and maximize its effectiveness of the air quality forecast alert system.
3. Develop and produce various products required to promote the program and strategies for air pollution avoidance and emissions reduction.
4. Create and implement effective outreach strategies to educate susceptible populations (Environmental Justice communities, students, and minorities) about protecting public health from air pollution and emissions reductions.

#### Air Quality Planning Coordination

1. Provide staff support for the Regional Technical Committee, including the maintenance of records, agendas, meeting summaries, and staff presentations. Participate in meetings and workshops, at the request of US EPA, the state environmental departments, and others, on air quality planning. This will include quarterly meetings of the PA Air Quality Working Group and periodic meetings of the NJ Air Quality Working Group.
2. Provide literature, data, information and presentations to planning partners and health professionals regarding the relationship between transportation sources and regional air quality.
3. Publish 10 issues of the ALERT newsletter on air quality activities.
4. Review conformity demonstrations with transportation and air quality committees and present the results of meetings on the Plan and/or TIPS.
5. Work with planning partners to identify sources of emissions, particularly where they impact Environmental Justice communities and communities with high incidence of respiratory illness with the goal of recommending mitigation strategies to reduce congestion and emissions in those areas.
6. Serve on state ICGs for project-level conformity hot-spot analysis.
7. Assist planning partners to apply for state and federal funding to reduce emissions from transportation sources.

#### Products:

##### Technical Analysis

1. Summary report documenting conformity procedures, including MOVES inputs, program modules, and emissions factors that demonstrate that the TIPS and Long-Range Plan are compatible with air quality goals.
2. Updates to the Conformity webpage.
3. CMAQ TPM reports and web updates as required.

##### Air Quality Action

1. A report on the year's activity submitted to PA DEP.
2. Resources for news and editorial outlets for stories on air quality.

3. Paid advertisements and promotional literature.
4. Public outreach at community and environmental events.
5. Educational presentations and materials for use by project partners.

Air Quality Planning Coordination

1. Action items for the RTC and other committees.
2. Papers and presentations on transportation and air quality planning.
3. Ten issues of the Alert newsletter on transportation and air quality items of interest.
4. Funding applications for projects to reduce transportation related emissions.
5. Technical reports for planning partners as requested.

**Beneficiaries:**

State, county, and municipal governments, DOTs, and residents of the region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$264,250	\$196,370	\$66,630	\$1,250	
2025	\$275,500	\$196,810	\$76,190	\$2,500	
2026	\$275,500	\$196,896	\$73,604	\$5,000	



**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Brett Fusco**Project Manager(s):** Gregory Diebold, Jaclyn Davis, Jesse Buerk, Thomas Edinger**Supports LRP Goals:****Goals:**

A number of factors are straining our transportation network: rising fatalities and serious injuries, aging infrastructure, widespread congestion, increasing truck volumes, growing population, higher customer expectations, demands to apply new technologies, and limited funding. These factors threaten the transportation network's viability unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade our existing assets. Performance-based planning and programming and Transportation Asset Management (TAM) are two interrelated strategies in which the region can advance regional and statewide goals to enhance safety, maintain assets in a state-of-good repair, reduce congestion, and better meet customer expectations. Performance-based planning uses transportation network information to guide investment and policy decisions to meet desired performance objectives. TAM procedures, data, and analysis can be used to maintain and improve the region's transportation infrastructure by identifying assets, monitoring conditions, and making improvements in a systematic manner that will minimize life cycle costs.

**Description:**

A performance-based process includes coordination and collaboration with external partners along with transportation network data collection and analysis. Performance-based plans identify strategic objectives, set targets, make programming recommendations, undertake monitoring and adjustment, and report and communicate outcomes. Performance-based planning fulfills and coordinates federal Transportation Performance Management (TPM) requirements by measuring, evaluating, and reporting on the impacts of resource allocation decisions on the performance of the multimodal transportation network. Performance-based planning was one of the most transformative elements of the MAP-21 federal transportation legislation. It was continued and reinforced in the FAST Act and Infrastructure Investment and Jobs Act. Through these regulations, state DOTs, MPOs, and transit operators are held to a higher-level of performance accountability.

TAM engineering and economic analysis tools evaluate system data to guide performance-based decision making on how limited financial resources can best be deployed in the region's Long-Range Plan (Plan) and the Transportation Improvement Programs (TIPs). Asset management plans should identify a lowest life-cycle cost (LLCC) assessment for the maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and maintain a desired state-of-good repair. LLCC is used in project selection to help meet TPM performance goals. TAM plans and decision-support tools must know what assets are in place, their current condition, their expected performance over time, and how the data can be linked to engineering and economic performance measures. Assets include roads, bridges, rails, traffic signals, various roadside features, transit vehicles and stations, rail track, transit administration and maintenance facilities, signals, and non-revenue vehicle fleets.

DVRPC works closely with NJDOT, PennDOT, SEPTA, NJ TRANSIT, and DRPA/PATCO to establish strategic objectives for managing and improving their assets. Staff will work with the DOTs, transit operators, and authorities as they use performance-based planning and programming to advance their TAM plans, safety plans, and develop and implement the TPM requirements. DVRPC will be involved in the development of these processes, working cooperatively with stakeholders to obtain agreement on data structures, performance measures and targets, strategic funding allocation methods, local system data collection, and data sharing and reporting procedures. In New Jersey, the Capital Investment Strategy is the mechanism that NJDOT uses to link asset management to the capital programming process. In Pennsylvania, PennDOT Connects and asset management help to guide the capital programming process. Our partners hope to extend performance-based planning and TAM systems

to cover all infrastructure owners and operators in the region, including turnpikes and authorities, counties, and municipalities.

DVRPC has developed various memorandums of agreement with planning partners that cover data sharing, target setting and monitoring, collaboration, and implementation of the performance-based planning and programming process. DVRPC relies on asset owners and operators to share their data on asset age, design, condition, and improvement costs by treatment type. The parties recognize that data does not currently exist for all asset categories or that it may exist in formats that are not readily usable by an asset management system.

DVRPC prioritizes system preservation and safety in the Plan, the Congestion Management Process (CMP), and project evaluation criteria for the Plan and TIPs. The commission has built a website, [www.dvrpc.org/TPM/](http://www.dvrpc.org/TPM/), which tracks the various TPM metrics and performance relative to associated targets. Staff is incorporating TPM data into the Tracking Progress dashboard ([www.dvrpc.org/trackingprogress/](http://www.dvrpc.org/trackingprogress/)), which compares how the region is doing relative to Long-Range Plan goals. Staff will use DOT and transit agency asset management data for system-level investment analysis, as needed.

Completion of this project may require the purchase of equipment or services.

#### **Tasks:**

In a cooperative effort with the owners/operators of the various transportation assets, in particular NJDOT, PennDOT, member counties, SEPTA, NJ TRANSIT, and DRPA/PATCO (and possibly the turnpike authorities):

1. Evaluate proposed transportation projects using the Plan-TIP Project Evaluation Criteria, including the use of bridge, pavement, and transit asset management system data in project selection.
2. Work with planning partners to update USDOT TPM performance measures and targets, analyze current conditions and project likely future conditions, monitor and report on performance through DVRPCs TPM webpage. Incorporate data related to TPM metrics, including five-year trends and relevant geographies, to DVRPCs Tracking Progress website.
  - Coordinate with the Office of Safe Streets on the annual development and adoption of regional safety performance targets.
  - Coordinate with the Congestion Management Programs and Office of Freight and Clean Transportation on the biannual development and adoption of urbanized area CMAQ Congestion and Emissions targets.
3. Participate in the development and use of the various partner performance-based plans, including state DOT and transit agency Transportation Asset Management Plans (TAMP) and Transportation Safety Plans. Incorporate performance-based planning and asset management into the region's long-range financial plan.
  - Coordinate with the CMP, including sharing data and methods.
  - Utilize the asset system processes and data to develop draft TIP and Plan updates.
  - Develop system performance reports.
4. Participate in NJDOT's Problem Intake Process, as needed.
5. Coordinate with member counties and cities, and DOTs, on the collection and validation of data on local transportation assets, as requested.
6. Track how technology and process innovations are changing the nature of asset management and transportation infrastructure design, project delivery, lifespans, and maintenance needs.

#### **Products:**

1. Technical Memorandum(s) detailing USDOT TPM performance measures and targets.
2. Update to Transportation Performance Management website, and data integration into the Tracking Progress dashboard.
3. Summaries of TIP-LRP Project Benefit Evaluation Criteria results for candidate projects, as needed.
4. New or updated memorandum(s) of agreement with planning partners, as needed.
5. Discussion of innovative approaches to asset management in the Update: Connections 2050 Plan.

**Beneficiaries:**

Member counties, state DOTs, and transit operators.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$327,500	\$225,862	\$76,638	\$25,000	
2025	\$345,000	\$228,890	\$88,610	\$27,500	
2026	\$351,900	\$248,868	\$93,032	\$10,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Jaclyn Davis**Project Manager(s):** Brett Fusco, Gregory Diebold, Ian Schwarzenberg**Supports LRP Goals:****Goals:**

Bolster agency research and analysis in demographics, economics, real estate development, transportation, equity, and other areas, using observed data and predictive models. Perform key analytical functions for the long-range plan including development and tracking of key indicators, socioeconomic and land use forecasts, and scenario modeling. Reflect and advance industry best practices in use of data resources in line with agency capacity and priorities.

**Description:**

The Socioeconomic and Land Use Analytics (SLUA) program area includes new and ongoing data analysis in support of the long-range plan. DVRPC strives to deliver value to the region's land use, environment, economic development, equity, and transportation network by: collecting and assessing data, identifying its importance and relevance, and disseminating the results of that research through reports, web applications, presentations, and other means. The SLUA program develops, maintains, and applies tools to forecast regional population and employment. This program area also supports the Office of Long-Range Planning's scenario planning efforts, and the use of indicators to track progress on the vision and goals set in the region's long-range plan.

Research and analysis is based on data available through multiple sources. Publicly available sources from federal statistical agencies (including the U.S. Census Bureau, the Bureau of Labor Statistics, and the Bureau of Economic Analysis) provide key information. The program area monitors developments of data policies at these agencies that may impact analysis for DVRPC and its partners. Proprietary sources of data for program analysis may be acquired by purchase or subscription such as the CoStar commercial real estate database, or macroeconomic forecasts. Other data sources may be developed in-house or in collaboration with partners, such as DVRPC's five-year aerial photography-based land use data, real estate development pipeline data, and other sources. The program enhances knowledge of available data sources and their appropriate uses at DVRPC.

The SLUA program coordinates with Travel Trends and Forecasting staff on model development as necessary, including data needs for DVRPC's activity-based transportation demand model. Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Work with the Office of Travel Trends and Forecasts to review NextGen UrbanSIM model and competing Land Use Models and determine which model will best meet DVRPC's future land use modeling and socioeconomic forecasting needs.
2. Research the state of the practice and best practices in population and employment forecasts from MPOs around the country, including land use and other modeling opportunities. Draft a white paper reporting on results from research and outlining a proposed forecasting methodology going forward.
3. Create a minor redesign of the Tracking Progress Indicator Dashboard so it aligns with the new board-adopted Update: Connections 2050 Plan including replacement of Planning Area trends with Development Intensity Zone (DIZ) trends and improved user interface. Consider new indicators relevant to the new Update: Connections 2050 Plan's goals and recommendations from DVRPC subject matter experts.
- 4.

Regularly update each indicator as data becomes available, and explore ways to incorporate Transportation Performance Management (TPM) targets. Share data from Tracking Progress publicly through the DVRPC Data Catalog.

5. Host meetings of, and coordinate with, the Socioeconomic and Land Use Analytics Committee (SLUAC) as needed.
6. Coordinate with the Office of Planning Innovation to funnel data requests to appropriate web and staff resources.
7. Respond to socioeconomic and other data requests from planning partners, media, and public.
8. Monitor developments and policy changes at statistical and planning partner agencies; and participate in collaborative efforts of peer agencies and partners.
9. Assist with documentation of the long-range plan as well as responses to public comments received on the draft publication.

**Products:**

1. White paper: State of the Practice in Population and Employment Forecasting.
2. Updated Tracking Progress website and indicator data, including updates to Tracking Progress data in the DVRPC Data Catalog.

**Beneficiaries:**

State, county, and municipal levels of government; transportation agencies and transit operators; and businesses and residents of the region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$235,000	\$175,463	\$59,537		
2025	\$247,500	\$174,822	\$67,678	\$5,000	
2026	\$247,500	\$176,515	\$65,985	\$5,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Jesse Buerk**Project Manager(s):** Richard Murphy**Supports LRP Goals:****Goals:**

To improve access to and efficiency of the region's transportation network by developing a financially constrained, multi-modal, multi-year transportation capital program using a performance-based planning and programming process and securing the financial resources to implement the program as reflected in the TIP and the Long-Range Plan.

**Description:**

This project provides for transportation financial planning, project development, and capital programming for the DVRPC region. Staff will work with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program (TIP) as well as the Long-Range Plan. DVRPC will also develop and maintain a regional DVRPC TIP for both Pennsylvania and New Jersey, as mandated by federal and state regulations, and will post information related to both processes on the DVRPC website. This project supports negotiations to ensure that the region receives adequate financial resources, and to identify and select transportation projects that address the needs of the region and advance the goals of the Long-Range Plan in accordance with federal Transportation Performance Management requirements and targets.

The TIP selection process is ultimately based on consensus, but performance-based measures have been incorporated into evaluation criteria which will proactively position the region to address requirements of federal transportation authorizations and further link to goals of the Long-Range Plan. Universal project evaluation criteria are used to evaluate new project proposals of various modes and project types (roadway, transit, bike, pedestrian, freight), and are used in Pennsylvania and New Jersey counties in the DVRPC region. The following factors are currently considered in evaluating project proposals: Transportation (Safety, Facility/Asset Condition), Communities (Centers and Form, Equity Benefits and Burdens), Environmental (Impervious Surface Coverage, Greenhouse Gas Emissions and Air Quality), and Economic (Connectivity, Reliability, Congestion Management, and Truck Volumes). Program development occurs through a TIP subcommittee comprised of regional stakeholders who consider schedules and costs of existing projects, as well as potential for new projects, all constrained by the level of funding available. All project costs and schedules are updated by DOT Project Managers or Project Sponsors, as appropriate. A series of subcommittee meetings are held to further review costs and schedules, vet concerns, and negotiate. A constrained draft program is released for a 30-day public comment period prior to presenting to the DVRPC Board for adoption.

DVRPC will undertake an extensive public participation program that responds to the requirements of federal transportation legislation and environmental justice concerns as it relates to this project. Coordination with DOTs' program and project development, and delivery activities, including PennDOT Connects in Pennsylvania, and Concept Development in New Jersey, will also occur. Staff will continue to investigate innovative financing techniques and emerging federal regulations and state policies, particularly as they pertain to funding and capital programming. For more information, see: <http://www.dvrpc.org/tip>

Completion of this program may require the purchase of equipment or services.

**Tasks:**

- 1.

- Participate in development of statewide financial guidance with NJDOT, PennDOT, and the federal agencies (FTA and FHWA), as appropriate.
2. Conduct negotiations with the state DOTs and transit operators on behalf of the region to arrange for funding of the projects in the TIP.
  3. During the TIP update cycle, revise costs, schedules, and descriptions of carryover projects from the previous TIP; coordinate program development and project development and delivery activities, including PennDOT Connects and NJ Local Concept Development project development processes; work with DOTs to analyze, maintain, and incorporate bridge and pavement asset management data in project selection processes; evaluate new project proposals using the Plan-TIP Project Evaluation Criteria and assist the RTC in prioritizing new projects; and perform an equity analysis on the program.
  4. Participate in PennDOT Connects project development activities and in NJDOT Capital Program Committee project reviews, and coordinate as needed including external partners and internal Subject Matter Experts.
  5. Undertake an extensive public participation program to solicit comments and input from the general public on the TIP and to provide public education opportunities in various forums. The public participation component will respond to the requirements of the current transportation legislation and Environmental Justice/Title VI concerns.
  6. Provide opportunities for public comment on the capital program and prepare a summary of public comments and agency responses for Board consideration prior to adoption of the TIP.
  7. According to constraints of financial guidance and in consultation with the counties/cities, DOTs, transit operators, and the RTC, develop a draft TIP (in printed and electronic form), prepare an administrative version (in electronic form; printed upon request) of the TIP (following Board adoption) with supporting documentation for submission to state DOTs to be included in the STIP for transmittal to the federal agencies, and prepare a final document for general use (in printed and electronic form).
  8. Prepare financial summaries for each TIP (Pennsylvania and New Jersey); monitor actual funding of these programs; maintain project data; monitor projects; and provide periodic reports and summaries to DVRPC committees and Board.
  9. Maintain the current TIP and assist states, counties, and transit operators with funding changes for TIP actions to maintain fiscal constraint. Review, evaluate, and process requests for TIP amendments and modifications according to procedures in the Memorandums Of Understanding for Pennsylvania and New Jersey. Periodically review and revise the MOUs in conjunction with the state DOTs and FHWA/FTA.
  10. Update and maintain the TIP database and post information on the DVRPC website.
  11. Coordinate with DOTs in development and integration of Transportation Performance Management (TPM) performance measures and Performance-Based Planning and Programming activities.
  12. Assist in developing financial estimates for the financial plan element of the Long-Range Plan, when appropriate.
  13. Participate in special project solicitations (e.g., Carbon Reduction Program, CMAQ, HSIP, Local Bridges, Local Concept Development), including consideration of federal performance measure targets and equity considerations.
  14. Investigate and explain to the Board, its committees and the public, the laws and regulations related to federal funding programs and planning requirements, as well as state funding programs.
  15. Research and share information pertaining to new federal competitive and formula funding programs.
  16. Provide support letters and technical assistance to member governments applying for federal competitive grant programs.
  17. Assist with planning/implementation efforts for new federal programs including Carbon, PROTECT, and NEVI funding.
  18. Research innovative funding techniques and assess for local applicability.
  19. Make presentations to committees and public groups and respond to public questions.
  20. Keep up-to-date on IJA competitive grants and provide information and assistance to planning partners.
  21. Post List of Federally Obligated Projects on the webpage for each federal fiscal year as required.

#### **Products:**

1. Financial plans for the TIP.

2. Financial Summary Reports.
3. Project Development Screening Forms and planning support documentation.
4. Evaluations regarding Performance-Based Planning and Programming and Equity Analyses.
5. Regional Transportation Improvement Programs (NJ and PA).
6. Monthly amendments and modifications to the TIP.
7. Periodic status reports.
8. News Releases and Public Information documents.
9. Support letters.
10. Research on new funding sources.

**Beneficiaries:**

State and federal agencies, operator agencies, member governments, and the public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$761,250	\$567,456	\$192,544	\$1,250	
2025	\$796,250	\$569,523	\$220,477	\$6,250	
2026	\$826,250	\$565,031	\$211,219	\$20,000	\$30,000

FY2026 Other Funding Details:

PA TIP MPMS # TBD



**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Bernknopf**Project Manager(s):** Baxter Barrett, Cassidy Boulan, Marissa Volk**Supports LRP Goals:****Goals:**

Perform transit planning work on behalf of DVRPC's member governments that reflects and advances industry best practices. Support the integrated consideration of transit access and mobility with smart land use planning and an emphasis on inclusion. Leverage the technical capabilities of DVRPC to develop and share planning tools that make good-practice planning and analysis more accessible to local partners and the public.

**Description:**

The Regional Transit Planning Program funds a coordinated program of transit planning projects requested annually by DVRPC's member governments, including evaluations of proposed services or facilities, corridor level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites or corridors. To the degree appropriate for a given task or project, work will be approached in an integrated way, drawing on staff expertise across DVRPC offices or partner agencies to best meet the needs of the planning partner. Work tasks may range from data/quantitative analysis to concept-level facility, service design and visualization, and project wrap-up. In addition, DVRPC will act as a convener and coordinator to share ideas, education, and training with our partners. Some of these activities may also require DVRPC to purchase equipment and/or services to meet program goals.

This program supports data collection, processing, and sharing activities wherever possible. This data collection and analysis may include information about transit stations and their surrounding land use, ridership, parking, and related data. Surveys conducted in coordination with DVRPC's Office of Travel Monitoring, Office of Modeling and Analysis, Office of Safe Streets, and our planning partners may support specific planning studies as well as transportation modeling efforts and the evaluation of transit alternatives in the region. Central to this program is the development of data-driven tools to inform investment decisions and local decision making by making technical concepts more accessible to nontechnical audiences.

Federal and state guidance puts an emphasis on the regional coordination of investments made to improve transportation access by disadvantaged populations. This may include projects formerly funded under the Federal Transit Administration (FTA)'s Job Access and Reverse Commute (JARC) program, which may now be funded under the FTA Section 5307 Urbanized Area Formula Program or state level New Jersey JARC program, and the FTA Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) program. The Regional Transit Planning Program supports DVRPC participation in project development and prioritization for Coordinated Human Services Transportation Planning (CHSTP) programs in Pennsylvania and New Jersey, as well as regional analysis and Coordinated Plan updates, including the Equity Through Access (ETA) program.

In FY26 there will be a focus on program development to improve bus stop access and infrastructure.

**Tasks:**

1. Development of program to improve bus stops access and infrastructure. This could include but is not limited to identifying how peer regions (within PA, NJ and other parts of the country) cover the cost to install and maintain bus shelters and their connecting infrastructure and amenities using federal and especially non-federal funds. The recommendations of this task will focus on local and potentially state policy updates

and changes, pilots to test ideas, detailed installation and maintenance costs, specifications and contracts, and suggestions on potential new partners to engage to assist in these tasks.

2. Support Office for Safe Streets to conduct Vision Zero corridor safety studies, focused on priority corridors from the Regional High Injury Network. The bulk of this work is funded separately via the 25-52-190 Regional Vision Zero Plan Supplemental Planning and Partner Support project.
3. As part of the Regional Sidewalk Development Program, continue to coordinate with SEPTA to identify ways to advance stop/station access improvement projects off SEPTA property, potentially with SEPTA as a project sponsor or playing a leading role in design and construction.
4. Provide technical assistance to help implement The Philadelphia Transit Plan, particularly as it relates to bus delay.
5. Conduct limited license plate surveys upon member government request (as capacity permits) at rail stations in DVRPC PA region, to understand station park-and-ride markets.
6. Provide continuing support to SEPTA and other local partners on issues related to SEPTA's trolley modernization program for the City of Philadelphia and Delaware County.
7. Provide ongoing DVRPC participation in and project support for City of Philadelphia-SEPTA "Connect"/Transit Priority committee efforts, including participation in collaborative committees.
8. Provide Subject Matter Expert (SME) review for potential transit facilities and connections for PennDOT projects through the PennDOT Connects program.
9. Review, assess, generate, and apply innovative or state-of-the-art planning practices. Develop new means of analyzing data to meet the changing requirements of integrated transit, bicycle/pedestrian, and land use planning.
10. Work with state and regional planning partners (PennDOT, SEPTA, PATCO, and NJ TRANSIT) to participate in regional CHSTP project development, prioritization, and selection rounds as appropriate.
11. Identify and share best practices in the region on research and practical experience with regional partners, as appropriate.
12. This program also supports specific tasks as requested by DVRPC member governments and planning partners.
13. Ensure that appropriate technical resources (such as new software) are available for staff use as new best practices develop.
14. Engage with partners on the format, regularity, and potential topics to reactivate the Regional Transit Advisory Committee (RTAC).

#### **Products:**

1. Program development to improve bus stop access, maintenance, and infrastructure.
2. Member government and planning partner outreach and coordination in identifying, scoping, and conducting new studies in support of partner goals.
3. Coordination with planning partners to provide specific expertise in support of planning efforts, including Alternatives Analyses, and other evaluation or project support.
4. Planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations.
5. Data from survey and other data collection efforts in support of agency projects.
6. As-needed meetings and communications with member governments to coordinate transit projects and initiatives throughout the region.
7. Data related to requested license plate survey work.

#### **Beneficiaries:**

Member governments, regional TMAs, SEPTA, PATCO, NJ TRANSIT, and the transit-riding public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$433,750		\$315,000	\$28,750	\$90,000
2025	\$450,000		\$325,000	\$35,000	\$90,000
2026	\$430,000		\$415,000	\$15,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Cassidy Boulan**Project Manager(s):** Amy Bernknopf, Marissa Volk, Sarah Moran, Thomas Stead**Supports LRP Goals:****Goals:**

Promote transportation facilities and land use decisions that make active modes of transportation more safe, convenient, affordable, and attractive options throughout the region.

**Description:**

DVRPC seeks to create an environment where people of all ages choose to bike and walk as part of an active, healthy, and environmentally-friendly lifestyle. The main priority of this program is to work with municipalities, counties, and our other planning partners to develop and maintain safe bicycle and pedestrian facilities that enhance local mobility. Work will be integrated across DVRPC offices or partner agencies to best meet the needs of the planning partner.

Projects will emphasize stakeholder outreach, the development and sharing of new data resources, including bicycle and pedestrian counts, and analysis and design necessary to develop appropriate, safe, and context-sensitive bicycle and pedestrian facilities and complete streets in communities throughout the DVRPC region. This program supports DVRPC's participation in state, regional, and local bicycle and pedestrian advisory or policy committees, helping to shape and promote constructive bicycle and pedestrian direction and policy. The program also provides for DVRPC staff to provide subject matter expertise and application review for competitive grant programs in both states.

This work includes an emphasis on bicycle and pedestrian policy, design and infrastructure that increases personal health, as well as the health of the environment and economic vitality in the region. That might include a focus on work in areas with a greater degree of disadvantage or where better connections can be made to public transportation. Projects may be jointly funded, and conducted collaboratively, with the Regional Transit Planning Program. Some of these activities may also require DVRPC to purchase equipment or services to meet program goals.

**Tasks:**

1. Provide technical analysis and facilitation to support regional partners as they pursue planning and implementation of pedestrian and bicycle networks in the region.
2. Develop and host approximately four "special topic" workshops that address safety, environmental and/or placemaking strategies that can be applied throughout the region. Requested topics to be included wholly or in combination with additional similar topics include: climate change and paving, life cycle cost analysis of temporary materials, open streets events, and "green" alleys. Workshop deliverables will be designed for ongoing use and reference such as memos, video recordings and/or podcasts. Workshops are supported across multiple program areas including Energy and Climate Change Initiatives (26-33-030), Environmental Planning (26-33-040), Bicycle and Pedestrian Planning (26-52-020), Mobility Analysis and Design (25-52-030), and Transportation Safety (26-52-040).
3. Support Office fo Safe Streets to conduct Vision Zero corridor safety studies, focused on priority corridors from the Regional High Injury Network. The bulk of this work is funded separately via the 25-52-190 Regional Vision Zero Plan Supplemental Planning and Partner Support project.
4. Continue development of the Regional Sidewalk Technical Assistance Program in pursuit of a region sidewalk network in better condition and with greater coverage by:

- Supporting the use and application of DVRPC's regional sidewalk inventory and network connectivity analysis to address sidewalk gaps in the region
  - Convening counties and other partners to share information and best practices for expanding and maintaining sidewalk and pedestrian infrastructure
  - Continue to provide technical assistance to municipalities by pursuing competitive grant funding for sidewalk maintenance and replacement
5. Support partner agencies in using DVRPC pedestrian and bicycle planning tools such as the Bicycle Level of Traffic Stress (LTS), Connectivity Analysis webtool, LINK and other data and analysis tools that are developed, as appropriate.
  6. Together with the Office of Travel Monitoring, continue bicycle and pedestrian count work including:
    - Conduct counts at roughly 1/5 of the locations for the Cyclical Pedestrian Counting program in the PA counties
    - Conduct counts at roughly 1/3 of the locations for the regional cyclical bicycle count program
    - Conduct project counts throughout the region, as needed and as capacity permits
    - Provide periodic summaries of trends, before/after monitoring, and other relevant summaries analyzed from DVRPC's bicycle and pedestrian count program with the aim of making count data more accessible and understandable to the broadest range of planning partners, including NJDOT, PennDOT, counties, municipalities, and the general public working to improve bicycle and pedestrian infrastructure.
  7. Participate and support pedestrian and bicycle advisory boards: the NJ Bicycle and Pedestrian Advisory Council (NJ BPAC) in New Jersey, Pedalcycle and Pedestrian Advisory Committee (PPAC) in Pennsylvania; and support member government efforts in Complete Streets, Vision Zero, green stormwater infrastructure, and placemaking.
  8. Review bicycle and pedestrian project funding applications for programs such as Transportation Alternatives Set-Aside (TASA), Safe Routes to School (SRTS), and Pennsylvania's Multimodal Transportation Fund (PA MTF), as appropriate.
  9. Provide Subject Matter Expert (SME) review and comment on potential pedestrian and bicycle facilities for PennDOT projects through the PennDOT Connects program.

**Products:**

1. Complete planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations, as appropriate.
2. Memorandums of Understanding, advertisement for sidewalk grant funding or other supportive materials to address sidewalk gaps in the region.
3. Survey and data collection in support of agency projects.
4. Other technical work for regional stakeholders as required.

**Beneficiaries:**

State DOTs, transit operators, counties, municipalities, pedestrians, bicyclists, the commuting public, and all users of roadways.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$346,750	\$254,235	\$86,265	\$6,250	
2025	\$369,750	\$262,053	\$101,447	\$6,250	
2026	\$389,750	\$276,419	\$103,331	\$10,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Sarah Moran**Project Manager(s):** Kelsey McElduff, Kendra Nelson, Mark Morley, Thomas Stead**Supports LRP Goals:****Goals:**

The purpose of this Program is to support the goals of DVRPC's Long-Range Plan, Connections 2050, the DOTs' land use and transportation linkage initiatives, and member government planning and implementation activities; explore innovative approaches to help implement the long-range land use and transportation plan; and help communities plan for a sustainable future. This program seeks to balance accessibility, efficiency, and safety of the existing transportation network for all modes. Work under this program draws on current best practices in transportation analysis and design, as well as stakeholder and public engagement, to identify context appropriate strategies to address transportation challenges.

**Description:**

DVRPC is committed to the region-wide promotion and implementation of a safe, convenient, and seamless multimodal passenger and freight transportation system. The Mobility Analysis and Design Program supports a variety of projects related to the goals of the DVRPC long-range plan, Connections 2050, and the Congestion Management Process (CMP). Projects focus on developing solutions that will increase accessibility and mobility, improve safety, and enhance the quality of life along transportation corridors and sub-areas in the region. Mobility Analysis and Design studies provide direction for transportation decisions based on analysis of transportation performance measures, cost evaluations, and public engagement.

This program also supports specific tasks as requested by DVRPC member governments and planning partners, as listed below.

Efforts under this program may require the purchase of hardware, software, equipment, and/or services.

**Tasks:**

## 1. US-322 Freight Corridor Study

- Led by DVRPC's Office of Freight and Clean Transportation (26-34-020), this study will evaluate land use within the primary US 322 corridor area, define existing and anticipated growth in freight generation, and identify proposed developments and road projects. Potential strategies for mitigating congestion on the County owned stretch of US 322 from the Woolwich and Harrison border to the NJ 55 interchange will be evaluated using the regional model and local traffic analysis. This effort will include collecting traffic counts, developing an existing conditions model, and comparing the impact of various alternatives.

## 2. SEPTA TOC Modeling Tool Support (26-34-210)

- This program will provide support to the Office of Travel Trends and Forecasts as needed in the development and testing of a new tool to help SEPTA evaluate parking depends and ridership impacts that are associated with various phases and types of development in transit oriented communities.

## 3. Supporting Communities

-

This program will also provide support for the continuation of DVRPC's Supporting Communities work (26-52-160). This work allows DVRPC to conduct analysis and outreach at various scales to identify, develop, and program transportation projects which are suitable for available funding, consistent with regional planning principles, and which would particularly benefit historically marginalized communities.

4. Special Topic Workshop and Memo Series

- Develop and host approximately four "special topic" workshops that address safety, environmental and/or placemaking strategies that can be applied throughout the region. Requested topics to be included wholly or in combination with additional similar topics include: climate change and paving, life cycle cost analysis of temporary materials, open streets events, and "green" alleys. Workshop deliverables will be designed for ongoing use and reference such as memos, video recordings and/or podcasts. Workshops are supported across multiple program areas including Energy and Climate Change Initiatives (26-33-030), Environmental Planning (26-33-040), Bicycle and Pedestrian Planning (26-52-020), Mobility Analysis and Design (25-52-030), and Transportation Safety (26-52-040).

5. Safe Streets and Roads for All (funded via the 25-52-190 Regional Vision Zero Plan Supplemental Planning and Partner Support project)

- In 2024 DVRPC received a second Safe Streets and Roads For All grant to advance the work of the Regional Vision Zero Plan by creating three new streams of work, including Regional High Injury Network (RHIN) Corridor Safety Studies and the development of a municipal safety analysis and plan for Norristown in Montgomery County, PA. OMAD, working in partnership with the Office of Safe Streets, will study a priority corridor from the Regional High Injury Network and will conduct the Norristown Safety study starting in FY26.

6. The program area will support the continuation of ongoing work as needed.

**Products:**

Memorandums and reports summarizing methods and findings. Steering committee and public participation processes will also be documented.

**Beneficiaries:**

Member governments, DOTs, operating agencies, municipal governments, study area residents, businesses, and workers.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$702,250	\$508,470	\$172,530	\$5,250	\$16,000
2025	\$712,250	\$498,152	\$192,848	\$5,250	\$16,000
2026	\$712,250	\$507,527	\$189,723	\$15,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Kevin Murphy**Project Manager(s):****Supports LRP Goals:****Goals:**

The Office of Safe Streets (OSS) is focused on advancing Regional Vision Zero 2050 through planning studies, data analysis, and coordination with regional partners at each level of government as well as with the private sector, and the public. Safety planning at DVRPC embraces the Federal Highway Administration's Safe System Approach which is closely aligned with Vision Zero principals: death and serious injuries from crashes are unacceptable, humans make mistakes, responsibility is shared, and that redundancy and being proactive are critical elements. By designing and managing road infrastructure to minimize crash risk, we reduce the likelihood of crashes ending in a fatality or a serious injury. This work involves identification of crash trends and problem locations, promoting data-driven solutions and safety best practices, exploring policy initiatives, and promoting a positive safety culture by strengthening existing partnerships and establishing new ones. OSS strives to assist partners in identifying and advancing safety projects, and efforts designed to explore the connections between crash safety, health and equity. OSS frequently collaborates with other DVRPC offices on joint planning efforts, where the goals of safety, accessibility, and multi-modalism are complementary.

**Description:**

The Regional Safety Task Force (RSTF) is a multi-disciplinary forum for agencies and organizations to improve road safety by exploring crash safety topics. The RSTF serves as the safety culture mechanism for the now underway Regional Vision Zero 2050 effort. Quarterly meetings are focused on select safety topics, featuring presentations and or panel discussions with experts, plus small groups discussions designed to facilitate the development of action items that can raise awareness; action items are tracked and updated by staff. Within the context of the in-development Regional Vision Zero plan, RSTF meeting topics have expanded to include an ever-growing list of partners who have a connection to roadway safety, and including one or more joint meetings conducted with other DVRPC offices. Staff manages the RSTF and its progress toward meeting goals and objectives, and serves as facilitator.

Crash data is foundational to the work of the Office of Safe Streets, and is used in most planning and analysis work undertaken by DVRPC. Products and tools like the DVRPC Crash Data Viewer web tool and DVRPC's Data Navigator are updated regularly as crash data becomes available. OSS staff relies on crash data for annual work program projects, to fulfill data and analysis requests from DVRPC partners, and to assist other DVRPC staff in understanding and diagnosing crash contributing factors, promoting analytical consistency and best practices. Crash database and GIS crash file maintenance is coordinated across DVRPC departments.

OSS provides assistance to city, county, and state partners in developing and advancing safety projects using the federal Highway Safety Improvement Program (HSIP), in addition to other funds, and tracks progress toward safety objectives. Specific activities include program management, and support for development of applications for funding safety improvements. This work is focused on providing help to partners where capacity is lacking, to advance safety-focused infrastructure projects locally which also support Regional Vision Zero 2050, DVRPC's Long-Range Plan goals, and state Strategic Highway Safety Plans. Work on this task is done in collaboration with DVRPC's Offices of Capital Programming, Long-Range Planning, and Project Implementation.

In February of 2023 DVRPC was awarded a federal grant from the Safe Streets and Roads for All (SS4A) discretionary program, established as part of the 2021 Bipartisan Infrastructure Law (BIL). This grant is being used to create



a Regional Vision Zero Plan which is being developed in collaboration with county partners who are also subawardees. The first year of this project produced a data-driven Regional High Injury Network featuring two layers to inform safety planning, a scan of safety-focused reports from partners, branding, multiple communications to municipal partners, and a partner summit. These pieces will now be put into action. In addition, applications to the SS4A by municipal and county partners for supplemental grants have steadily increased since the inception of the SS4A program, and coordination with DVRPC and a letter of support has become a requirement of the program. This has led to increased collaborations to ensure applications are supportive of the RVZ and that resources are shared. This work is funded separately via the 23-52-230 Regional Vision Zero (RVZ) 2050 Action Program.

In 2024 DVRPC received a second SS4A award to advance the work of the Regional Vision Zero Plan by creating three new streams of work: 1) Regional High Injury Network (RHIN) Corridor Safety Studies, 2) development of a municipal safety analysis and plan for Norristown, and 3) conduct a consultant-led effort to create a model and process for our partners to implement the regional plan at the county and municipal levels, including public engagement, drawing on best practice, and guided by a stakeholder steering committee (Next Steps Plan). This work will be conducted in multiple work programs over the five-year life of the grant.

As crash safety increases in priority among our partners and the public, OSS receives invitations to participate in and conduct both traditional and non-traditional safety-focused analyses, and to collaborate on safety culture-focused engagement efforts. Some of these opportunities are conducted in collaboration with outside partners to advance safety programs and projects that are consistent with DVRPC's Long-Range Plan and Regional Vision Zero 2050. Others involve ongoing support and implementation tasks resulting from completed projects from preceding fiscal years, e.g.: City of Trenton Vision Zero. Safe Streets welcomes the opportunity to provide support for both short and long-term safety efforts as time and capacity allow.

Completion of these tasks may require the purchase of equipment or services.

#### **Tasks:**

1.

##### 1. Regional Safety Task Force

- In collaboration with the RSTF co-chairs, prepare for and hold quarterly meetings focused on important and RVZ-relevant safety topics, hold one or more special meetings per cycle (i.e., via collaboration with another DVRPC task force or committee) as appropriate.
- Complete full-meeting summaries and DVRPC Board highlights, and maintain an archive of all RSTF work and meetings.
- Track progress toward safety objectives and manage volunteer action items and other tasks that emerge from RSTF meetings.
- Continue to use the RSTF to promote a positive safety culture and advance Regional Vision Zero 2050 by expanding the membership and developing more relationships with non-traditional partners, highlighting equity considerations, and prioritizing a focus on vulnerable users.
- Promote safety best practices and partner initiatives via social media, and expand opportunities for RSTF members to foster discussion, share resources, and keep members engaged.

##### 2. Crash Data Management

- Coordinate the crash data updates to DVRPC's databases, GIS safety layers, and the DVRPC data navigator, and coordinate with DOTs on data quality issues.
- Participate in statewide crash records coordinating committees, and stay engaged with state partner crash data systems like NJDOT's Safety Voyager.
- Respond to data, mapping, and analysis requests from inside and outside of DVRPC.

- Work with staff to develop new applications that increase access to and use of crash data, continue to expand the functionality of the DVRPC Crash Data Viewer web tool, and coordinate the integration of new data and maintenance as needed.

### 3. Safety Project Support and Coordination with Regional Partners on Safety Priorities

- Support the New Jersey HSIP Local Safety Program to help county and municipal partners identify data-driven safety projects in collaboration with DVRPC's Offices of Project Implementation and Capital Programs by sharing and interpreting network screenings, supporting the development of safety projects using FHWA's proven safety countermeasures, participating in state-funded and partner-led RSA's, and HSM support where applicable.
- Support PennDOT District 6-0 in advancing their HSIP program primarily by being a liaison with county partners to advance safety projects, working with District 6-0 partners to track HSIP spending and plan for new projects, and facilitate collaboration between District 6-0 and PennDOT Central Office to advance regional and statewide safety goals.
- Coordinate with state and federal partners on Transportation Performance Management safety performance measure tracking, support state SHSP updates and advancement of plan priorities, and support achieving Regional Safety Targets through consideration of safety in all projects.
- Coordinate with the Office of Long Range Planning on the TIP project benefit criteria, and collaborate on project safety review and score.
- Support state SHSP updates and advancement of plan priorities including NJ SHSP Emphasis Area Action Teams; attend Highway Safety Task Force meetings of New Jersey counties; participate in Philadelphia Vision Zero subcommittees; work with state DOT's and MPO partners to advocate for federal safety funding; PennDOT Planning Partners meeting participation.
- As needed, assist with RFP development, proposal review, and project tracking for HSIP-funded consultant-led safety improvement projects.

### 4. Supplemental support for Regional Vision Zero 250 Action Program (23-52-230)

- Continue to facilitate contracting for the county sub-awards, and complete SS4A quarterly reporting.
- Work with partners on usage of the RVZ plan and data components (e.g.: RHIN, equity analysis, countermeasure toolbox, etc.) to inform safety planning and roadway planning in general.
- Support partners seeking to use the RVZ plan to pursue improvement funds.
- Conduct outreach to evaluate web presence utility and assess needs for updates.
- Facilitate remaining publication process items as needed.
- Coordinate support for regional partners awarded Safe Streets and Roads for All grants as needed and assist with application elements as needed.

### 5. RVZ Supplemental Planning and Partner Support (25-52-190)

- Regional High Injury Network (RHIN) Corridor Safety Studies; in collaboration with the Office of Mobility Analysis and Design.
- Norristown Safety Study; in collaboration with the Office of Mobility Analysis and Design.
- Next Steps Plan.

### 6. Special Studies & Coordination Efforts

- Collaborate with the Office of Communications and Engagement on project-specific and general safety messaging via social media; coordinate with the Bicycle Coalition of Greater Philadelphia to plan the annual Vision Zero conference; work with NJTPA on advancing the

Streets Smart statewide program locally; attend NJ Complete Streets Working Group as time allows; respond to new safety opportunities as they arise.

- Coordinate with other DVRPC offices on tasks related to work program partner discussions.
- Coordinate with the Office of Transit, Bike, and Pedestrian Planning to provide continuing support to the City of Trenton as needed to advance tasks arising from the Vision Zero Action Plan and the Bike Plan.

7. Develop and host approximately four "special topic" workshops that address safety, environmental and/or placemaking strategies that can be applied throughout the region. Requested topics to be included wholly or in combination with additional similar topics include: climate change and paving, life cycle cost analysis of temporary materials, open streets events, and "green" alleys. Workshop deliverables will be designed for ongoing use and reference such as memos, video recordings and/or podcasts. Workshops are supported across multiple program areas including Energy and Climate Change Initiatives (26-33-030), Environmental Planning (26-33-040), Bicycle and Pedestrian Planning (26-52-020), Mobility Analysis and Design (25-52-030), and Transportation Safety (26-52-040).

**Products:**

1. RSTF meeting materials and summaries, volunteer actions and outcomes tracking.
2. Crash databases, tools, and related electronic product updates.
3. Potential HSIP projects, and supporting analyses.
4. Final report for a RHIN Corridor Safety Study.
5. Year 1 Norristown interim deliverables: borough-wide assessment, corridor evaluation
6. Special topics meeting summary and related materials as needed.

**Beneficiaries:**

All members of the region's traveling public including residents, employees, and through-travelers; municipal, county, state, and federal partner agencies.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$419,250	\$312,101	\$105,899	\$1,250	
2025	\$447,500	\$320,807	\$124,193	\$2,500	
2026	\$447,500	\$318,456	\$119,044	\$10,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Christopher King**Project Manager(s):** Justin Neff**Supports LRP Goals:****Goals:**

Promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding.

**Description:**

The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies as a strategic approach to improve safety and maximize efficiency of the existing transportation system. It focuses on operational improvements that can improve or maintain levels of service without adding capacity. It focuses on using existing infrastructure more efficiently and effectively, rather than relying solely on expanding capacity through new construction and includes a range of strategies and ITS Benefits, such strategies include; reduced congestion, improved travel time reliability, improved safety, and reduced emissions.

This year's work program is divided into several major components: Traffic Incident Management (TIM), Transportation Operations Task Force (TOTF), and TSMO education and technical assistance.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice education/training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include incident after action reviews, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management and I-476 Travel Management Projects). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other

incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

As a result of ongoing discussion within various IMTF's about the challenges responders face dealing with Electric Vehicle (EV) fires, DVRPC established an Electrical Vehicle Task Force. The task force is a coalition of first responders and other related parties dedicated to improving outcomes of EV-related incidents on roadways. The goal of the EV Task force is to act as a conduit for information-sharing and resource management of existing national and local best practices and provide EV trainings.

DVRPC's Transportation Operations Task Force (TOTF) is the focal point of educating regional partners and practitioners, coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to share best local practice and interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations coordination activities that in turn support the Task Force members.

This work program supports the components described above. Some of these activities may require DVRPC to purchase equipment and/or services.

#### **Tasks:**

##### 1. Incident Management Task Forces Educational Tasks

- Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces.
- Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
- At each session, After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
- Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, electrical vehicle fire response, emerging technologies, severe weather preparedness and work zone traffic management.
- Facilitate coordination between PennDOT and emergency responders on various Active Traffic Management projects (I-76 ICM, I-476/I-95, US 422), including working with PennDOT project managers to bring responders and design consultants together to identify issues to consider in the final design of relevant capital projects and ITS deployment.
- Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
- Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
- Social Media awareness campaigns for quick clearance and responder safety.
- Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
- Provide technical support, including mapping services, GIS, and other assistance as requested.
-

Continue to manage and implement the EV Taskforce, including sharing information and supporting collaboration efforts and communication, EV training and general awareness amongst various stakeholders.

## 2. Transportation Operation Task Force Education and Training

- Host the Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials
- Share information on multimodal planning efforts and coordination with various transportation agencies
- Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues
- Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects
- Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment
- Promote TSMO best practices and partner initiatives and expand opportunities for TOTF members to foster discussion, share resources, and keep members engaged

### Products:

#### 1. Transportation Operations Task Force Training Products

- Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
- Regional Operating Agency Contact List
- Provide topical specialized training session(s) to be determined.

#### 2. Incident Management Task Force Training Products

- Incident management task force training session's agendas, summaries, and resource materials.
- IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
- AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay and improve incident response.
- Traffic congestion analysis to support training and practice improvement
- Roster and contact information of regional emergency agencies
- Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws
- EV Task Force related best practice materials and maintain a public facing website platform for EV Response information-sharing and resource management

### Beneficiaries:


Member governments and agencies, including PennDOT, NJDOT, transit agencies, County Planning Agencies, and citizens served by a more efficient and reliable transportation network.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$597,950	\$154,333	\$52,367	\$1,250	\$390,000
2025	\$609,200	\$156,222	\$60,478	\$2,500	\$390,000
2026	\$609,200	\$150,457	\$56,243	\$12,500	\$390,000

**FY2026 Other Funding Details:**

PA TIP - MPMS #81232- \$208,000 CMAQ/\$52,000 PA State 581NJ TIP - DB #D02004 - \$130,000 STBGP-PHILA

**Responsible Agency:** Delaware Valley Regional Planning Commission  
**Program Coordinator:** John Coscia  
**Project Manager(s):** Cleonie Meraz, Daniel Snyder, Joseph Banks, Joseph Natale  
**Supports LRP Goals:** 

**Goals:**

To ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region.

**Description:**

The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set-Aside, Congestion Mitigation and Air Quality, Carbon Reduction and the Surface Transportation Program.

Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. Staff project management oversight ensures all projects are in compliance with federal procedures and processes, and staff program management oversight facilitates development of guidelines along with a committee to ensure selection procedures and scoring criteria are used to provide project selection recommendations. Project Management assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOT's central office staff, and the FHWA in order to develop a project to the point of construction.

TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. This funding enables DVRPC to manage projects in these programs. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP).

Staff will assist counties by serving as project managers to aid with the implementation of design projects within the Federal Aid Highway Program. This work involves facilitation and coordination among the project sponsor and their team, local governments, the public, NJDOT, and the FHWA in order to develop a project to the point of construction. Completion of this work may require the purchase of equipment or services.

Staff participates in the program administration of both the Transportation Alternatives Set-Aside and Safe Routes to School programs.

DVRPC staff will continue to work with both DOTs, the consultants and the sponsors to try and streamline the delivery process as much as possible with the goal of delivering projects in a timely manner.

For more information, see the following website: <http://www.dvrpc.org/ProjectImplementation/>



**Tasks:**

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects.
3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate.
4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed.
9. Submit the consultant’s final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed.

**Products:**

1. Program Guidance/Workshops.
2. Recommended list of projects for funding.
3. Project Agreements.
4. Progress Reports.
5. Completed Design and Construction Projects.

**Beneficiaries:**

State DOTs, member governments, transit operators, municipalities, non-profit groups, etc.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$1,334,500	\$144,500			\$1,190,000
2025	\$1,354,750	\$159,500		\$5,250	\$1,190,000
2026	\$1,354,750	\$159,750		\$5,000	\$1,190,000

**FY2026 Other Funding Details:**

PA TIP - MPMS #115965 - \$712,000 STU/\$178,000 PA State 581 MPMS #115966 - \$120,000 STU/\$30,000 PA State 581NJ TIP - DB #X30A - \$150,000 STBGP-PHILA

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Stacy Bartels**Project Manager(s):** Amy Bernknopf**Supports LRP Goals:****Goals:**

Manage the work of the seven Southeastern PA TMAs and two contractors that work with employers to educate them about and help implement commute alternatives programs for employees, and with residents to educate them about alternative travel options available to them for different types of trips. This work is done to reduce the use of single-occupancy vehicles (SOV) in the region, ultimately serving to help alleviate traffic congestion and improve accessibility to a variety of safe and affordable modes of travel in the region. Work includes educational offerings, promotional materials, and relevant services and programming within specific service areas through the tasks listed below.

**Description:**

This program, now known as TripSmart PA, allows for a broader education and outreach effort beyond just commuters. Transportation Management Associations (TMAs) and other related partners in southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and programs for nearly three decades, previously in the form of two grants funded by PennDOT – the TMA Assistance Grant (one available to all TMAs in PA), and the Mobility Alternatives Program (MAP) grant (available only in SE PA). In FY2023, DVRPC and PennDOT developed a new TDM grant program that combines these two “legacy” grants into one new “base” TDM grant for each organization previously funded through one or both of the legacy grants; this work program continues that structure for FY2026.

Each organization has been awarded a given amount of funding to perform ongoing TDM-related activities like education and outreach on TDM options, implementing TDM strategies, and promoting the advantages for employers, employees, and residents to regularly use these strategies or options. DVRPC will contract with and oversee annual scope development and approval for each subrecipient receiving these grants. DVRPC staff also works closely with each respective county planning department(s) -- in addition to PennDOT (Central Office and District 6) and FHWA -- in this development, as well as in tracking progress and sharing the results from subrecipient efforts.

This program area supports DVRPC staff resources for planning, marketing, procurement, as well as funding to lease software for and manage the regional Share-A-Ride (SAR) ride match service and the Emergency Ride Home (ERH) programs, which are regional tools promoted by all the subrecipients. This program also covers the development of necessary materials, planning and purchasing media schedules through a contracted vendor, and tools to help contractors promote TDM with a unified message and look in the SE PA region.

Note that in FY2026, some TMA activities and programs may be specific to TDM needs related to the 250th anniversary of America's founding in the Philadelphia region, as well as other 2026 attractions being held here, like the FIFA World Cup games and the MLB All-Star game.

This program is part of the larger coordinated regional TDM effort that includes the Travel Options Program (TOP) competitive grant program. Completion of this work may require the purchase of equipment or services.

**Tasks:**

1. Work with TMAs/Contractors to develop scopes and Work Programs for TripSmart PA TDM efforts.
2. Convene the PA TMA Policy Subcommittee of the Regional TDM Advisory Committee at least twice/year.
3. Ensure this work involves outreach to both employers and the general commuting public.
4. Oversee TMA/Contractor TDM education and outreach efforts and development, and placement of relevant materials; encourage cooperative efforts whenever possible.
5. Operation of the Share-A-Ride (SAR) ride match program, including annual software lease and activity reports.
6. Review and payment of monthly or quarterly invoices and reports for each of nine sub-recipients, and FY-end summaries.

**Products:**

1. Contractor Work Programs.
2. Contracts for/with each organization.
3. Regional outreach and advertising plans and materials, as needed/requested. Possible efforts specifically related to major activities in the Philadelphia region in CY2026.
4. SAR software lease and updates; ERH program administration (including processing reimbursements for approved use).
5. Bi-annual activity summaries and year-end report.

**Beneficiaries:**

Residents and employers within and/or commuters travelling within or into the SE PA region; municipalities, counties or combination thereof; related county planning commissions/departments; PennDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$325,000				\$325,000
2025	\$325,000				\$325,000
2026	\$325,000				\$325,000

FY2026 Other Funding Details:

PA TIP - MPMS # 117930 - \$325,000 STU/Toll Credit

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Project Manager(s):** Jonathan Ferullo**Supports LRP Goals:****Goals:**

Improve efficiency of the region's transportation system by collecting and analyzing traffic data to determine the utilization of the region's transportation network.

**Description:**

This ongoing regional program collects and processes travel data, the primary form being traffic counts, including hourly and 48-hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to Vehicle Miles Traveled (VMT) forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis, traffic monitoring, and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. Traffic count information from the database may be queried at <https://www.dvrpc.org/webmaps/TrafficCounts/>. The program is supported by funding from various sources. Because this is a regional program, the federal PL funds help support the operations and infrastructure required as base elements to run a travel monitoring program region wide. These base elements include the leases on a fleet of travel monitoring vehicles, operations and maintenance of those vehicles, an inventory of data collection and safety equipment, editing, processing and uploading of the count data into the database system which feeds the count viewers on the DVRPC website

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

**Tasks:**

1. Coordinate with PennDOT, NJDOT, and member governments to review traffic count locations.
2. DVRPC will conduct traffic counts for PennDOT at assigned locations, with at least 40% of assigned locations being classification counts, if the total assignment cannot be reached then the percentage of classification counts will be increased until total assignment amount is reached even with 100% of assigned locations being classification counts.
3. Establish weekly schedules, staff assignments, and control procedures.
4. Collect traffic data at approximately 3,000 selected locations.
5. Process counts, edit for quality control, upload data into the DVRPC Traffic Count Database.
6. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
7. Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
9. Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits as requested.
10. DVRPC will also coordinate with PennDOT and NJDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory (as requested).

**Products:**

1. Database containing new and historic traffic counts.
2. Webviewer of all traffic counts accessible at <https://www.dvrpc.org/webmaps/TrafficCounts/>
3. Transmittals of traffic data to DOTs, member governments and interested parties.

**Beneficiaries:**

Member governments, operating agencies, private sector, and agency staff.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$764,500	\$619,500			\$145,000
2025	\$864,500	\$634,500		\$5,000	\$225,000
2026	\$864,500	\$629,500		\$10,000	\$225,000

**FY2026 Other Funding Details:**

PA TIP - MPMS #115968 - \$225,000 STU/Toll Credit



FY 2026 | Unified Planning Work Program

# Chapter 2B: DVRPC Project Descriptions







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**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Christopher Pollard**Project Manager(s):** Sean Lawrence**Supports LRP Goals:****Goals:**

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

**Description:**

This continuing project will focus on integrating transportation data developed by federal, state, and local governments and DVRPC into a regional database, allowing open data exchange. This project benefits all member governments and agencies by supporting DVRPC staff in developing and coordinating transportation data development and sharing. It includes the continued growth of DVRPC's transportation GIS, including updating and maintaining its geospatial data-sharing capabilities and web mapping applications. Efforts are being coordinated with NJDOT, PennDOT, member governments, and operating agencies to maximize the investments made in technology and data.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Coordinate regional database development with project participants, including PennDOT and NJDOT.
2. As requested, provide technical assistance to member governments to identify and address IT, GIS, and data issues, opportunities, and solutions.
3. Acquire additional hardware, software, and training, as appropriate.
4. Ensure that geospatial data developed by NJDOT, PennDOT, and member governments are integrated into DVRPC's regional database and can be shared among project participants.
5. Maintain transportation data and make that data available to project participants and the public through DVRPC's GIS Open Data Portal and ArcGIS Server.
6. Provide assistance, technical knowledge, and web mapping and data visualization application development in support of DVRPC's outreach goals.

**Products:**

1. Regional transportation-related data is available to all member governments to support their GIS programs.
2. As necessary, hardware, software, and training for DVRPC staff and participating organizations.
3. Maintenance, enhancements, and improvements to DVRPC's GIS Open Data Portal, ArcGIS Online organization, and enterprise GIS cloud infrastructure.
4. Updates to and development of web mapping and data visualization applications.

**Beneficiaries:**

State DOTs, member governments, operating agencies, the public, and DVRPC staff.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$400,000				\$400,000
2025	\$400,000				\$400,000
2026	\$400,000				\$400,000

**FY2026 Other Funding Details:**

PA TIP - MPMS #115969 - \$200,000 STU/Toll CreditNJ TIP - DB #X30A - \$200,000 STBGP-PHILA

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Najah Jackson**Project Manager(s):****Supports LRP Goals:****Goals:**

DVRPC is the local planning partner for PennDOT’s Local Technical Assistance Program (LTAP) in southeastern Pennsylvania. The LTAP program is designed to help Pennsylvania’s municipalities, which maintain over 77,000 miles of roadways, make the best use of their roadway maintenance dollars.

**Description:**

DVRPC is the local planning partner for the PennDOT’s Local Technical Assistance Program (LTAP) in southeastern Pennsylvania. The LTAP program is designed to help Pennsylvania’s municipalities, which maintain over 77,000 miles of roadways, make the best use of their roadway maintenance dollars

The Local Technical Assistance Program (LTAP) is a national program run by the U.S. Department of Transportation that is operated in Pennsylvania by PennDOT. The program offers:

- Training: LTAP offer courses about roadway maintenance and safety. For a complete list of classes, visit <https://www.dot7.state.pa.us/LTAP/default.aspx> and click “Course Info” under “LTAP Tools.”
- Road Scholar Program: If municipal employees take 10 classes within 3 years, they receive “Road Scholar” certification—a valuable professional development credential.
- Technical Assistance: LTAP technical experts are available by phone, email, or in-person to help municipalities troubleshoot specific roadway maintenance and safety problems.
- Newsletters, Technical Sheets, and Resource Library: Visit <https://www.dot7.state.pa.us/LTAP/default.aspx> and click “Public Resources and Documents” under “LTAP Tools.”
- Coordination with PennDOT; attend annual LTAP conference.

Each year, nearly 6,000 municipal employees take advantage of LTAP training and assistance in PA.

Currently, all classes are being held either on-site or virtually and they are scheduled by the Pennsylvania State Association of Township Supervisors (PSATS).

**Tasks:**

1. Partner with PennDOT and the Pennsylvania State Association of Township Supervisors (PSATS) to market LTAP classes to municipalities, County Associations, and other similar organizations in the four suburban counties of southeastern Pennsylvania.
2. Find venues for LTAP classes and, when requested, roadshows, webinars, and other educational programs.
3. Work with municipal representatives and PennDOT personnel to identify training needs and opportunities, encourage participation among municipalities that have not participated in the past, and maximize class attendance.
4. Submit quarterly and annual reports to PennDOT.
5. Attend annual LTAP Planning Partner conference.

**Products:**

1. Coordination of 10-15 LTAP classes in southeastern Pennsylvania per year.
2. Promote virtual classes scheduled by LTAP.
3. Quarterly and annual reports to PennDOT.

**Beneficiaries:**

Municipalities in Bucks, Chester, Delaware, Montgomery and Philadelphia Counties.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$30,000				\$30,000
2025	\$30,000				\$30,000
2026	\$30,000				\$30,000

**FY2026 Other Funding Details:**

PA Local Technical Assistance Program (LTAP)

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Verbofsky**Project Manager(s):****Supports LRP Goals:****Goals:**

To provide technical assistance to the Pennsylvania Coastal Resources Management (CRM) Program, to protect and enhance fragile natural resources by reducing conflicts between competing land and water use while representing a comprehensive approach to managing the impacts of development, and other activities in coastal areas.

**Description:**

This is a continuing project to maintain regional coordination with local governments and the public to further the interests of the PA DEP Coastal Zone Management (CZM) Program. Staff will also continue to provide technical assistance to the state, its member governments, and citizens. Staff will assist the Pennsylvania Department of Environmental Protection (PADEP) in its efforts to achieve the above goals in the Delaware Estuary Coastal Zone (DECZ) through legislative authority, environmental monitoring, and technical and financial assistance.

Through this project, staff will provide support to PADEP to implement the Delaware Estuary component of the CZM program. Staff will coordinate with the CRM Program, which administers the CZM program for the Commonwealth of Pennsylvania, and CZM constituents and local stakeholders throughout the Delaware Estuary region. Through this collaborative effort, projects that improve water quality, enhance public enjoyment of and access to coastal resources, and mitigate the adverse impacts of stormwater runoff, extreme weather events, and non point source pollution will be supported.

Staff will organize and host up to 12 Urban Waterfront Action Group (UWAG) meetings to offer “one-stop shopping” for information about waterfront development permits in the Delaware River Estuary. The meetings provide an opportunity for applicants to meet with the regulatory agencies that provide environmental permits with the goal of identifying and hopefully resolving permitting issues before the applicant invests in detailed engineering for their project.

Staff will partner with the PA CRM Program to assist member governments, federal and state agencies, and academic institutions in understanding and preparing for the expected impacts of climate change in the coastal zone. This program will help local governments understand how climate stressors are predicted to change, assess community vulnerability, and identify strategies to increase resilience. Most of the staff time for this effort will be funded under a separate grant.

**Tasks:**

1. Coordinate the activities of the DECZ Advisory Committee and provide technical and administrative services.
2. Organize up to two DECZ Advisory Committee meetings.
3. Provide a mechanism for public involvement and education in the CZM Program.
4. Assist PADEP in working with eligible entities to prepare and submit project applications for federal grants.
5. Attend Coastal Zone Advisory Committee (CZAC) meetings and water/environment-related meetings, committees and special events, as necessary.
6. Organize and host up to twelve meetings of the UWAG.
7. Provide technical and administrative services on permitting to the UWAG.
8. Coordinate with PADEP on coastal climate change resiliency planning.

**Products:**

- 1. Agendas and meeting minutes for DECZ Advisory Committee meetings.
- 2. A biannual presentation on coastal zone activities, plans, and projects for the state CZAC.
- 3. Agendas and meeting minutes for up to twelve UWAG meetings.
- 4. Technical memoranda, as required.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$50,000				\$50,000
2025	\$50,000				\$50,000
2026	\$50,000				\$50,000

FY2026 Other Funding Details:

PA Department of Environmental Protection (PA DEP)



**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Verbofsky, Karen Cilurso**Project Manager(s):** Amy Verbofsky, Karin Morris**Supports LRP Goals:****Goals:**

The goal of this project is to foster greater cooperation between regional and local government and coordinate regional transportation and local land use planning activities through convening and educational materials

This project supports PennDOT's Planning Priority of (E) provide input to PennDOT in efforts to identify any training and planning activities targeted to county and local governments, conservation districts and community stakeholders. and (IV) Land Use/Transportation Linkages/Economic Development/Modernization, specifically (B) to identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as: access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation and

The project supports the NJDOT MPO Transportation Priority by building relationships with municipalities and counties in building capacity, expanding collaboration, delivering on discretionary grants. and continuing to engage with communities to strengthen public confidence and participation in the planning process.

**Description:**

This new forum will be directed toward municipal officials and facilitated through the Livable Communities department to foster greater cooperation between regional and local government and coordinate regional transportation and local land use planning activities. This convening is intended to provide space for local government officials to discuss common issues, exchange ideas, and develop solutions while working to implement the region's long range plan principles and goals. Topics may include infrastructure preservation, bicycle and pedestrian enhancements, economic development, climate resilience, housing accessibility and affordability, age-friendly planning, and health impacts. Up to four convenings may be held.

**Regional Health Data**

Staff will continue to work across the agency to integrate health data and considerations as outlined in the Long-Range Plan into DVRPC products and projects. This may entail promoting the regional health data web tool to staff and planning partners, staff consultation, and/or the creation of a staff toolkit to communicate how to integrate health data, connect with health partners, and provide solutions that support healthier communities across the region. Staff will also maintain regional health data and resources, as necessary.

**Municipal Implementation Tools (MITs)/Brochures**

Staff will develop tools, programs, and strategies to educate partners. Staff will continue to update and promote the Municipal Implementation Tool and related brochures on topics, as requested or necessary.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Organize and facilitate up to 4 meetings of the Livable Communities Forum.
2. Work across the agency to integrate health data and impacts into DVRPC products.
3. Develop up to 3 municipal implementation tools on topics related to the built environment, transportation, and natural environment .

**Products:**

1. Highlights and other resources from the Livable Communities Forum
2. Regional Health Data
3. MIT brochures

**Beneficiaries:**

State DOTs, FHWA, member governments, local governments, residents, and businesses.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$142,500	\$82,178	\$27,822	\$6,500	\$26,000
2025	\$152,500	\$86,510	\$33,490	\$6,500	\$26,000
2026	\$152,500	\$107,365	\$40,135	\$5,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Karin Morris**Project Manager(s):** Christopher Linn**Supports LRP Goals:****Goals:**

Partner with New Jersey and Pennsylvania non-profits and local governments on environmental, climate change, resiliency, smart growth, and livability planning initiatives. Additionally, assist local governments by providing planning services on a contractual basis, particularly where matching grant or local funding support exists.

**Description:**

This continuing program promotes implementation of the DVRPC Long-Range Plan in both Pennsylvania and New Jersey, specifically by contracting for planning services that will enhance sustainability initiatives such as natural resource protection, smart growth, climate change mitigation and adaptation, livability initiatives, and public health.

The funds under this code are intended to be used as match for, or to subsidize, yet-to-be-identified municipal planning projects conducted by DVRPC staff. Specific projects may include:

- Master Plan Climate Change Hazard Vulnerability Assessment Elements
- Environmental Resource Inventories
- Master Plan Sustainability Elements
- Open Space and Recreation Plans
- Farmland Preservation Plans
- Master Plan Conservation Elements
- Model Ordinances
- Climate Change Action Plans
- Energy Efficiency Assessments for Municipal Operations
- Transit Oriented Development Studies
- Form Based Codes
- Local Food Access Strategies
- Trail Feasibility Studies
- Community Forestry Plans
- Corridor Studies/Traffic Analysis
- Other Transportation-related Studies

In addition to providing subsidies for the above mentioned municipal projects, these funds may also be used as match to other grants awarded to DVRPC, as available, and as needed.

This project also allows DVRPC to partner with non-profit organizations for projects that implement the Long-Range Plan.

**Tasks:**

1. Meet with appropriate committees and municipal staff to gather information for the project and to obtain review and approval of the final product.
- 2.

Write and produce a summary document, plan, implementation brochure, etc., for distribution by the municipality, including publication on its local website.

3. Participate in municipal public hearings pertaining to the projects, as needed.
4. Provide technical support to the municipality on obtaining and processing data to support planning analysis.
5. Work with non-profit organizations on other efforts as needs are identified and opportunities arise.

**Products:**

1. Meeting materials, citizen questionnaires, and background information on identified topics.
2. Project documents – project summary, inventory, plan, or other document, with appropriate maps.
3. Digital version of the document and GIS files for future use by the municipality or non-profit.

**Beneficiaries:**

Local governments, environmental/conservation non-profit organizations and trail and active transportation organizations.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$90,500			\$40,500	\$50,000
2025	\$100,000			\$50,000	\$50,000
2026	\$100,000			\$50,000	\$50,000

FY2026 Other Funding Details:

PA/NJ Local Municipalities or other partners

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Verbofsky**Project Manager(s):****Supports LRP Goals:****Goals:**

To assist municipalities to meet their stormwater permitting requirements and improve water quality throughout the Delaware Estuary Coastal Nonpoint Pollution area, DVRPC will partner with the Center for Watershed Protection (CWP) to advance collaborative stormwater efforts across the Delaware Estuary Coastal Zone (DECZ).

This project supports PennDOT's Planning Priority of (IV) Land Use/Transportation Linkages/Economic Development/Modernization, specifically (B) to identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as: access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation and (E) provide input to PennDOT in efforts to identify any training and planning activities targeted to county and local governments, conservation districts and community stakeholders.

**Description:**

Municipalities that own or operate municipal separate storm sewer systems (MS4s) are required to comply with a number of federal and state regulations to manage stormwater within their jurisdiction, including obtaining an NPDES permit for their stormwater discharges and implementing measures to prevent discharges of pollutants in stormwater runoff. Some elements of stormwater management, particularly education, outreach, and the design and installation of larger stormwater BMPs may make more sense to implement on a multi-municipal scale to allow multiple jurisdictions to share both the costs and the benefits (pollution reduction and meeting permitting requirements).

DVRPC will partner with CWP to advance collaborative stormwater efforts in the DECZ. CWP recently released the PA MS4 Collaboration Toolkit to empower PA municipalities to work together and tackle water quality challenges more efficiently and cost-effectively. DVRPC will partner with CWP to bring the toolkit directly to DECZ municipalities. Activities may include organizing regional workshops or one-on-one meetings with municipalities to explore opportunities for partnerships and/or creating shared educational materials to help meet MS4 requirements. DVRPC will continue to focus our efforts on Delaware County municipalities that do not currently participate in a stormwater collaborative, but may also offer workshops in Bucks County if there is greater interest.

Completion of this project will require the purchase of equipment or services.

**Tasks:**

1. Engage interested municipalities to understand their current MS4 structure and interest in multi-municipal collaboration.
2. Organize up to three regional workshops and/or meetings with municipalities to explore opportunities for collaboration at various levels. May use the PA MS4 Collaboration Toolkit as a step-by-step framework for establishing effective intermunicipal collaborations to meet MS4 permit requirements efficiently and cost-effectively, benefiting all involved parties.
3. Provide continued support to a small subset of municipalities interested in forming a stormwater collaborative and/or acting collaboratively to address shared MS4 issues.
4. Create shared educational and/or public outreach materials to help meet MS4 MCM requirements, given sufficient interest from PADEP and municipalities.

**Products:**

1. Stormwater workshops materials such as presentations, handouts, and meeting highlights.
2. Municipal educational and/or outreach materials, as requested.
3. Project summary report for PADEP.

**Beneficiaries:**

Counties, municipalities, PADEP, NOAA, FEMA, PEMA, PennDOT, non-profit organizations, and the general public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2025	\$50,000				\$50,000
2026	\$75,000				\$75,000

**FY2026 Other Funding Details:**

PA Department of Environmental Protection (PA DEP)

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Andrew Svekla**Project Manager(s):** Derek Lombardi**Supports LRP Goals:****Goals:**

Develop and evaluate multimodal access and circulation concepts for the Morton Regional Rail Station Area.

Identify transit-supportive land use and development strategies for the station area that support the community's vision for the neighborhood.

This project supports PennDOT's Planning Priorities of "Land Use / Transportation Linkages/Economic Development/Modernization," specifically "(B) to provide input on

any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, access management, transit oriented development, healthy communities, etc.," and "(E) identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation."

**Description:**

The Morton Regional Rail Station is one of the most heavily-use stations along the Media/Wawa Line and a critical neighborhood asset that anchors the central business district of Morton Borough. As development has grown in and around Morton, however, conflicts among pedestrians, vehicular traffic, and transit riders have increased, making safety and access a challenge for residents, businesses, visitors, and commuters.

Previous studies have identified train-related traffic congestion and the lack of safe and convenient pedestrian facilities as key issues in the station area. At the same time, several underutilized properties near the station represent opportunities for transit-supportive development that can promote economic development in the Borough. This study will build on prior efforts by facilitating discussions with local stakeholders about the transportation, land use, design, and implementation strategies that can be used to support the community's vision for a walkable, vibrant, mixed-use district.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Form a project steering committee composed of representatives from Morton Borough, Delaware County, SEPTA, PennDOT, local community organizations, and others as appropriate to guide the work of DVRPC staff.
2. Gather data on current conditions as necessary to evaluate the existing network of automobile, transit, bicycle, and pedestrian infrastructure and the land use and development context.
3. Facilitate a stakeholder workshop designed to discuss existing conditions and solicit feedback on potential land use and transportation concepts.
4. Update and expand multimodal concepts and recommendations from previous studies based on current conditions and updated feedback from stakeholders.

5. Develop approximate cost estimates and implementation strategies for transportation strategies that emerge from the planning process.

**Products:**

Report summarizing station area planning process, recommendations, and implementation strategies.

**Beneficiaries:**

Morton Borough, Delaware County, SEPTA, PennDOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2026	\$200,000				\$200,000

FY2026 Other Funding Details:  
PennDOT Connects



**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Andrew Svekla**Project Manager(s):** Derek Lombardi, Karin Morris, Spencer Gober**Supports LRP Goals:****Goals:**

This program supports the goals of Connections 2050 by linking land use and transportation through promotion of equitable housing options that are accessible and affordable, close to transit and places of employment.

This project supports PennDOT's Planning Priorities of "Land Use / Transportation Linkages/Economic Development/Modernization," specifically to "identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as; access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation," and to "provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders," on topics such as smart growth, complete streets, implementation tools, transit-oriented development, and healthy communities.

This project supports NJDOT's planning priorities of promoting interagency cooperation, supporting community livability through integrated transportation and land use planning, and maximizing the efficiency of the transportation system. This project seeks to help New Jersey communities achieve the goal of providing adequate housing at a reasonable cost as described in the New Jersey State Development and Redevelopment Plan.

**Description:**

The lack of affordable and accessible housing in Greater Philadelphia is a critical regional issue that has important transportation, economic, and environmental impacts. Staff will conduct research, analyze data, and engage stakeholders to diagnose and understand the housing challenges communities. Staff will participate in idea and data sharing through meetings of the Philadelphia Housing Research Working Group, the ULI Philadelphia Housing Council, and the National Association of Regional Councils (NARC) Housing Working Group.

Staff will collaborate with national organizations and contribute to the creation of a statewide Zoning Atlas for Pennsylvania. Over the course of two years, staff will process zoning information for municipalities in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties. This analysis will enable regional stakeholders to better understand where and how much housing can be built in various zoning districts throughout the region based on municipal use and density restrictions. In Greater Philadelphia, local governments establish and enforce the zoning and development policies that regulate the production of housing. These rules have a powerful influence on housing supply and cost and often dictate where people can afford to live and how they must travel. When housing supply is limited due to restrictive zoning, housing prices tend to be higher, which can force people to choose less accessible locations with higher transportation costs. During FY25, DVRPC collaborated with New Jersey MPO's to incorporate New Jersey municipalities in Greater Philadelphia into the National Zoning Atlas.

**Tasks:**

1. Conduct research on specific housing policy topics of interest to our planning partners.
2. Collaborate with the National Zoning Atlas organization to support the creation of a Pennsylvania statewide zoning analysis.
3. Conduct zoning code and geospatial analysis for municipalities in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties
4. Participate in idea and data sharing with housing working groups and other stakeholders, as requested.

**Products:**

1. Inclusion of Pennsylvania municipalities from the DVRPC region in the official National Zoning Atlas, a webpage that depicts key aspects of municipal zoning codes for communities across the nation (available at [www.zoningatlas.org/atlas](http://www.zoningatlas.org/atlas)).
2. Memos, digital products, and presentations for and to stakeholders evaluating various housing policy issues and strategies.

**Beneficiaries:**

Member governments, DOTs, transit agencies, private sector, and nonprofit organizations

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$210,000	\$156,884	\$53,116		
2025	\$220,000	\$158,601	\$61,399		
2026	\$220,000	\$156,498	\$58,502	\$5,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Karen Cilurso**Project Manager(s):** Karin Morris, Spencer Gober**Supports LRP Goals:****Goals:**

This program area addresses planning priorities identified in the Infrastructure Investment and Jobs Act (IIJA), specifically supporting the economic vitality of the metropolitan area by promoting consistency between transportation improvements and state and local planned growth and economic development initiatives; improving the regional freight network to expand access to national and international trade markets; and supporting local and regional economic development. The Economic Development District program area supports PennDOT's Planning Priorities by ensuring a collaborative process to take a more holistic approach to planning. This program supports NJDOT's alignment with the NJ State Strategic Plan, whose vision is for sustainable physical economic development. Additionally, this megaprogram supports NJDOT's priorities by collaborating with willing county and municipal partners for the integration of transportation and land use to promote community livability.

**Description:**

In 2022, DVRPC secured Economic Development District (EDD) designation from the Economic Development Administration (EDA) of the U.S. Department of Commerce. While EDA is the main economic development agency of the federal government and works with EDDs throughout the country to promote regional cooperation and job growth, DVRPC acts as the designated liaison between EDA and our member counties and constituent communities. The primary purpose of the EDD is to implement the economic development activities and priorities set forth in the region's Comprehensive Economic Development Strategy (CEDS).

Staff will lead, participate, and support economic development investment strategies in the region, including managing and maintaining the region's Comprehensive Economic Development Strategy (CEDS), as required by the U.S. EDA. Tasks may include completing and submitting the CEDS updates to EDA, amending the optional list of vital projects as appropriate, assisting in grant applications to EDA, and working with federal and regional partners to identify how to best advance the CEDS goals.

To ensure compliance with EDA guidelines, staff will explore the region's vulnerability with regards to a major economic downturn caused by a natural event, loss of a major employer, pandemic or similar major health crises, or international trends. This will include collaboration with the Office of Climate and Environment to address potential weather events and provide consistency for mitigation strategies.

Staff will engage and build partnerships with regional economic development practitioners and similar organizations. Activities may include convening economic development partners for project development and reaching out to county partners outside of the DVRPC service area. Staff will continue to report on regional economic trends and any other data requests as part of our economic analyses that support the CEDS and the long-range plan.

Staff will continue working with partner organizations to better understand how workforce development and job training is provided in the region and whether current workforce development programs are meeting the needs of the region's current and future employers. Workforce issues may include our transportation operators and other key economic sectors of the region. Related tasks will strive to improve coordination and collaboration between the regional CEDS and county workforce priorities.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Coordinate economic development activities within the Economic Development District.
2. Conduct advisory functions on topics related to the CEDS.
3. Coordinate the implementation of the CEDS with local, state, federal, and private organizations.
4. Facilitate the committee on the development and implementation of the CEDS, as required.
5. Identify regional project priorities for EDA grant funding in concert with the CEDs committee, if requested.
6. Monitor local and regional indicators to measure CEDS progress.

**Products:**

1. Meeting minutes/highlights from CEDS or related committee.
2. Progress reports to EDA, as requested.
3. Relevant data updates, as needed.

**Beneficiaries:**

Counties, municipalities, US EDA, economic development organizations.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2025	\$140,000			\$70,000	\$70,000
2026	\$140,000			\$70,000	\$70,000

FY2026 Other Funding Details:

U.S. Economic Development Administration (EDA)

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Shawn Megill Legendre**Project Manager(s):** Christopher Linn, Emily Goldstein, Melat Musie**Supports LRP Goals:****Goals:**

This program supports the development of the region-wide multi-use trail network, the Circuit Trails. The trail network supports multi-modal transportation enhancements, economic development, smart growth, cyclist and pedestrian safety, improves air quality, and reduces transportation emissions. This program supports the goals outlined in Connections 2050 and the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL).

This program supports NJDOT planning priorities by seeking to complete the East Coast Greenway, the Circuit Trails, and other regional trail networks by assisting with the development of local trail plans and projects.

This program supports PennDOT's planning priorities by participating in a collaborative process to take a more holistic approach to planning and incorporating environmental stewardship principles into transportation investments.

**Description:**

Staff will provide technical assistance and collaborate with regional partners and stakeholders to advance the Circuit Trails network, as well as facilitate coordination between agencies implementing the Circuit Trails. Staff will also continue to coordinate internally across a wide array of the Commission's competencies and focus areas to ensure efficient delivery of services and support to trail development agencies and organizations across the region. Staff will specifically coordinate with transportation and natural resource agencies in both New Jersey and Pennsylvania and provide data, information, and direct technical assistance to trail development partners, including counties, municipalities, and nonprofits. Staff will seek out opportunities to promote and publicize the Circuit Trails and other multi-use trails in the region through coordination and collaboration with internal and external partners.

William Penn Foundation (WPF) Re-Grants and Administration: Staff will continue to provide administrative support to previously as well as any additionally awarded WPF re-grants. Tasks may include facilitating the development of award contracts, monitoring project progress, reviewing reimbursement requests, and responding to project sponsor inquiries. Staff will participate in consultant selection and project steering committees, as requested. If additional external funding becomes available, staff will administer a selection process for new awards.

Regional Trails Coordination Meetings: At the request of state, county, and municipal planning partners, staff will host regular or ad hoc meetings to coordinate trails implementation and funding initiatives. These meetings will identify opportunities for collaboration and provide a forum for joint action planning.

Pennsylvania Transportation Alternative Set-Aside (TASA) Technical Assistance: In coordination with the Office of Project Implementation, staff will support the provision of pre-application planning and engineering services and technical assistance for TASA-eligible projects in Pennsylvania. This will include assisting with project meetings and management of an on-call consultant.

East Coast Greenway Coordination: Staff will support implementation of the East Coast Greenway in Mercer, Bucks, Delaware, and Philadelphia counties and the alternate route in Burlington and Camden counties. This support will include direct technical assistance and facilitating collaboration between regional partners and stakeholders. DVRPC staff serves as the chair of the Pennsylvania Committee for the East Coast Greenway and participates in the New Jersey East Coast Greenway Committee.

Circuit Trail Data and Inventory: Staff will maintain an up-to-date database and map of Circuit Trails and Regional Trails Inventory. Staff will continue to maintain permanently installed trail use counters and share data upon request.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Respond to requests for technical assistance from multi-use trail development partners.
2. Serve on multi-use trail project steering and advisory committees, as requested.
3. Develop publications, webinars, and other forms of assistance for trail development partners.
4. Collect and compile data on trail completions and trail funding.
5. Maintain Regional Trails Inventory and Circuit Trails data and maps.
6. Monitor data collected by permanently installed bicycle and pedestrian counters and maintain the associated web viewer for bicycle and pedestrian counts.
7. Hold up to two meetings of the Pennsylvania Committee for the East Coast Greenway.
8. Participate in the New Jersey East Coast Greenway Committee and the East Coast Greenway Alliance's Greenway Council.

**Products:**

1. Trail maps, including the Regional Trails Inventory and Circuit Trails.
2. Trail use counts web viewer.
3. Highlights from the Pennsylvania Committee for the East Coast Greenway meetings.
4. Publications, webinars, and other materials as appropriate to assist trail development partners.

**Beneficiaries:**

PA Department of Transportation, PA Department of Conservation and Natural Resources, PA Department of Community and Economic Development, NJ Department of Transportation, NJ Department of Environmental Protection, counties, municipalities, non-profit trail developers, the Circuit Trails Coalition, the private sector, and the general public.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$269,000	\$111,962	\$68,038		\$89,000
2025	\$269,000	\$269,000			
2026	\$269,000	\$131,750	\$49,250		\$88,000

FY2026 Other Funding Details:

William Penn Foundation

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Jesse Buerk**Project Manager(s):****Supports LRP Goals:****Goals:**

The purpose of this program is to support the implementation of I-95 Reconstruction Projects by serving as a planning and coordination resource for PennDOT.

**Description:**

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects. DVRPC will be “on call” for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, and general research as needed. Subject areas include congestion mitigation strategies, as well as transit, Transportation Management Association, environmental, freight, historic, and bicycle/pedestrian issues. District 6 has limited planning staff, while DVRPC planning staff has multiple areas of expertise which are beneficial for this work and have been utilized in the past.

**Tasks:**

1. Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements as needed. Assist with design coordination and implementation of congestion mitigation strategies.
2. Facilitate coordination between SEPTA, PennDOT, and other agencies, including multiple agencies/departments within the City of Philadelphia.
3. Coordinate communications and outreach activities with the TMAs.
4. Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor.
5. Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway.
6. Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects.
7. Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects.
8. Coordinate with freight industry representatives on construction activities, detour routes, truck parking, long-range planning, and general coordination.
9. Provide mapping and Geographic Information Systems (GIS) support as requested.
10. Provide support in coordinating and developing legal agreements, as needed.
11. Assist with identifying and cataloging transportation infrastructure projects within the corridor.
12. Assist with coordination related to other transportation and land development projects in the corridor, as requested.
13. Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study.
14. Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study.
15. Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTA’s West Trenton Line.

**Products:**

1. Meeting agendas, summaries, and process memos
2. Prioritized recommendations
3. Benefit-cost and short-term analyses
4. Other documents as requested; may include brochures, marketing materials, graphics, tables, charts, and fact sheets
5. Maps and interactive map services

**Beneficiaries:**

PennDOT, Member Governments, SEPTA, Residents, Businesses, Workers

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$100,000				\$100,000
2025	\$100,000				\$100,000
2026	\$100,000				\$100,000

FY2026 Other Funding Details:

PA TIP# 115972 \$80,000 NHPP, \$20,000 PA State 581



**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Fang Yuan**Project Manager(s):** Benjamin Loeb, Will Tsay**Supports LRP Goals:****Goals:**

Support the economic vitality of the region; improve accessibility and mobility for people, goods and services; protect the environment; enhance connectivity between modes; and promote the efficient management and operation of the existing transportation system by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data used in the model.

**Description:**

DVRPC continually strives to keep its travel simulation models up to date to ensure the accuracy of travel forecasts and to respond to the requirements associated with FHWA conformity demonstrations, NEPA requirements, FTA New Starts program, and other environmental regulations. Updating and enhancing travel simulation models is especially important in the era of changing travel behaviors (post-COVID) and emerging travel technologies (e.g. autonomous vehicles). Major activities in the Enhance and Maintain Travel Forecasting Tools project include updating the highway and transit networks to reflect base conditions; enhancing the demand modeling methods to better present real-world travel behaviors and emerging travel technologies; calibrating and re-validating the models with current data; integrating emerging computer and software technology and new data sources to enhance the efficiency and credibility of the models; and supporting model applications to evaluate the impacts and benefits of various transportation investment and planning scenarios.

In FY 2024, DVRPC completed a series of enhancements to its activity-based model (TIM3x), including migrating to newer versions of VISUM, Python, and PopSim; migrating to the Census 2020 geography; updating the data inputs at the microzone (MAZ), including a highly enriched set of population attributes for equity studies; re-calibrating and validating the model to the 2019/20 condition; and creating a set of reporting tools for equity analysis. In FY 2025, DVRPC updated its auxiliary travel models—truck, airport, and external travel models and integrated them with TIM32; updated the regional networks and assignment methods; and validated the model in terms of travel time and speed. DVRPC also developed a set of tools for evaluating long-range planning projects.

In FY 2026, DVRPC will further test the dynamic traffic assignment (DTA) at the regional and subarea or corridor level. DTA simulates the time-varying interaction between demand and supply, and it is more effective in explaining the formation and propagation of congestion in the network and in revealing network bottlenecks. DVRPC will continue the DTA model development, including the required data collection (e.g. signal timing and intersection geometry or templates and assumptions that may be applied at the regional level), and evaluating DTA for its feasibility and benefits to integrate with the activity-based model at the regional level, as well as to apply DTA at the corridor level comparing to VISUM's static assignment, VISSIM, or Synchro/SimTraffic.

In FY 2026, as the Household Travel Survey (HHTS) continues in its second year, DVRPC will develop a plan for the next round of major model updates when the new HHTS data becomes available. DVRPC will review the current best practice and new trend of travel demand modeling, through literature review, peer interview, and/or consultant service. We will compare and assesses different model types (e.g. activity-based model, agent-based model, and hybrid model), new modeling techniques (e.g. machine learning) that would improve the modeling of emerging transportation technologies (e.g. autonomous and connected vehicles) and answering new planning questions, as well as required software and hardware, run time, and development cost for different models and methods. This planning effort is essential to keep DVRPC at the forefront of the modeling practice in the era of emerging

technologies and changing travel behaviors. The plan will provide guidance on how to make best use of HHTS and develop the next generation of travel forecasting model in the following fiscal years.

In FY 2026, DVRPC will also start the data collection for the next round of model updates, calibration, and validation.

First, we will evaluate the regional highway network against the open street map (OSM) and other data sources, incorporate changes on the model highway network, and add additional details, as needed. We will also update the regional transit networks to include the latest routes and schedules from SEPTA's Bus Revolution project when it is rolled out. The goal is to make the regional network current and consistent with the HHTS data collection year, so that we can ensure the quality of geocoding of the HHTS data and the quality of travel time skims generated for model estimation in the next stage of the model updates.

We will also start collecting and preparing other data (in addition to HHTS) needed for model development, including land use, demographics, and employment data at different geographic level from Census and other data sources, as well as data needed for model validation, including traffic counts, VMT, travel time and speed, and transit ridership. We will evaluate the trends and changes of data to ensure the data quality for model development and validation. We will also automate and streamline the data integration process as much as possible, and develop a data collection plan to continue into the next fiscal year.

Screenline traffic volumes and transit ridership data, needed for model validation, will be collected. DVRPC's travel models contain approximately 550 screenline crossing locations that have been counted approximately every five years since 1965 and need to be updated for the 2025 model validation.

Future-year socio-economic forecasts and transportation projects from Update: Connections 2050 will be incorporated into VISUM's Scenario Manager for use in both the trip- and activity-based models and anticipated opening years will be adjusted when necessary to reflect up-to-date project schedules. New synthetic populations for 2025, 2030, 2035, 2040, 2045, and 2050 will be developed after new municipal population and employment forecasts are developed as part of Update: Connections 2050.

DVRPC will continue to improve its model visualization tool—TIM viewer— a web tool for planning partners to access and visualize the model data (inputs, outputs, and validation data) outside the VIUSM platform, its Equity Analysis Tool to support its member governments' and planning partners' policies and programs, and its Project Evaluation tool to support DVRPC's long-range planning and TIP planning. Updated model data and outputs will be integrated and published using the TIM viewer.

The models developed under this program will ensure that DVRPC continues to meet and exceed state and federal requirements and also has the necessary tools to evaluate the projects, policies, and programs that are of interest to the Commission's member governments. This project may require DVRPC to purchase goods and/or services.

**Tasks:**

1. Develop demographic and employment by sector forecasts at the zonal and microzone levels, based on Update: Connections 2050.
2. Develop 2025-2050 control targets for population synthesizer (PopSim).
3. Develop 2025-2050 inputs for DaySim.
4. Update TIM3x highway networks for multiclass assignments.
5. Update TIM3x transit networks to include any updates from SEPTA's Bus Revolution, as needed.
6. Collect highway volumes and transit ridership data for the travel model's screenline crossings.
7. Update VISUM Scenario Manager for Update: Connections 2050.
8. Update future-year estimates of truck origins, destinations, and inputs to the tour-based truck model.

9. Conduct 2025-2050 model runs with TIM3x.
10. Improve TIM3x-based tools for equity analysis.
11. Improve TIM3x-based tools for project evaluation.
12. Improve visualization tools for TIM3x and other model applications.
13. Improve DVRPC's postprocessor for air quality to interface with TIM3x and EPA's MOVES software.
14. Monitor COVID-related travel changes, collect data, and adjust mode assumptions as needed.
15. Develop a plan for the next round of major model improvements.
16. Start the data collection for the next round of model development and validation.

**Products:**

1. 2025-2050 inputs for PopSim, DaySim, and truck models.
2. Up-to-date multiclass model network.
3. Tabulations of highway and transit screenline crossings.
4. Up-to-date VISUM Scenario Manger based on Update: Connections 2050.
5. Completed 2025-2050 model runs.
6. Improved visualization tools for tour-based passenger and truck models and data.
7. Improved reporting tools for equity analysis.
8. Improved reporting tools for project evaluation.
9. Improved tools to interact with MOVES and Land Use models.
10. Up-to-date model documenation and validaiton reports.
11. A new model development plan.

**Beneficiaries:**

State DOTs, transit operators, member governments.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$665,000			\$5,000	\$660,000
2025	\$670,000			\$5,000	\$665,000
2026	\$825,000				\$825,000

FY2026 Other Funding Details:

PA TIP - MPMS #115973 - \$577,500 STU/Toll Credit NJ TIP - DB #X30A - \$247,500 STBGP-PHILA

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Keith Hartington**Project Manager(s):** Meijun Liu**Supports LRP Goals:****Goals:**

Support the implementation of PennDOT District 6 Reconstruction Projects by serving as a planning and coordination resource for PennDOT and providing traffic modeling and forecasting services throughout the I-95, I-295, and I-476 corridors, and along other facilities as needed.

**Description:**

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects and other regional traffic studies as identified by PennDOT. DVRPC will be “on call” for quick-turnaround analysis or data collection tasks in support of specific and timely planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will dedicate two person-years of DVRPC modeling staff time to prepare traffic forecasts throughout the I-95 and I-295 corridor in Pennsylvania and on other District 6 projects as required. The staff members will report to the Associate Director for Travel Trends and Forecasts, and work with other staff as needed to prepare traffic forecasts and other modeling services.

This project will also fund a traffic study in the boroughs of Conshohocken and West Conshohocken in Montgomery County. DVRPC will consider the traffic impacts of new on-ramps onto I-476 from PA 23 Front Street; a new westbound off-ramp from I-76 to Woodmont Rd.; the removal of the I-76 westbound off-ramp at Moorehead Ave.; and the realignment of the Crawford Ave, Moorehead Ave, and Spring Garden St. intersection. Traffic forecasts will be prepared and new travel patterns as a result of these changes will be evaluated.

Traffic counts and other data collections may be required for various projects and quick-turnaround efforts. New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

**Tasks:**

1. Coordinate with PennDOT and their consultants, attend meetings, and make presentations as needed.
2. Collect traffic data, as needed.
3. Focus and calibrate the regional travel demand model on the I-95/I-295 corridor, and other facilities as needed.
4. Conduct computerized traffic assignments to determine horizon year traffic volumes under No-Build and Build scenarios.
5. Prepare average weekday daily traffic (AWDT) volumes for the I-95 mainline, ramps, and selected facilities impacted by the I-95 scenarios throughout Sectors A, B, C, and D.
6. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements, for the No-Build and Build scenarios, as needed.
7. Collect, tabulate, and/or process origin-destination and travel time data, as needed.
- 8.

Prepare forecasts to evaluate the impact of new or improved transit connections on highway patterns, volumes, and interchange operations, as needed.

9. Prepare forecasts to evaluate the impacts of new land uses and/or redevelopment on travel patterns, volumes, and interchange operations, as needed.
10. Prepare maps and tables for transmittal of the data and travel forecasts to PennDOT and their consultants.
11. Prepare technical memorandums documenting the results of the travel forecasting; incorporate any comments from PennDOT and their consultants.

**Products:**

1. Traffic forecasts with supporting maps, tables, and figures.
2. Process memos as needed.

**Beneficiaries:**

PennDOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$460,000				\$460,000
2025	\$460,000				\$460,000
2026	\$620,000				\$620,000

FY2026 Other Funding Details:

PA TIP MPMS # 115974 - \$496,000 NHPP, \$124,000 PA State 581

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Matthew Gates**Project Manager(s):****Supports LRP Goals:****Goals:**

To support the implementation of all I-95 and I-295 projects by providing traffic data, modeling, and forecasting services throughout the I-95/I-295 corridor in Pennsylvania, and along other facilities as needed.

**Description:**

PennDOT is currently undertaking a long-term, multi-phase initiative to reconstruct and improve Interstates 95 and 295 in Pennsylvania. Projects are underway that will reconstruct approximately eight miles of I-95 north of Center City Philadelphia, known as Sector A. These projects include the Cottman/Princeton Interchange area, the Bridge Street Interchange area, the Betsy Ross Bridge/Aramingo Avenue Interchange area, the Allegheny Avenue Interchange area, and the Girard Avenue Interchange area. Planning and design work is proceeding for Sector B between the Girard Point Bridge and Spring Garden Street to improve the Broad Street, Walt Whitman Bridge, and Penn's Landing area interchanges. Additional planning activities are occurring in both Sector C (Delaware State line to Girard Point Bridge) and Sector D (Academy Road to NJ State line).

Over the last several years, DVRPC prepared traffic data and forecasts throughout the I-95/I-295 corridor to analyze the traffic volume impacts of alternative interchange configurations, support the screening of construction staging and closure alternatives, mitigate congestion along detour routes, address community concerns, and support point-of-access studies.

During the next several years, new traffic data and forecasts will be needed for additional tasks, as planning, design, and construction occurs throughout the corridor. A wide range of data collection, analysis, and forecasting is anticipated. These include collecting traffic volumes, compositions, and travel times; processing origin-destination data; analyzing freight movements; preparing travel model inputs to micro-simulation models; updating traffic forecasts with new long-range demographic and employment projections; preparing transit ridership forecasts; analyzing local street network impacts associated with I-95/I-295 construction; and providing data collection and forecasting services to support coordination and planning activities associated with the Bellwether District, Penn's Landing, Philadelphia International Airport, Sports Complex, Navy Yard, and waterfront ports.

This is an annual project and may require the purchase of goods or services.

**Tasks:**

1. Coordinate with PennDOT and their consultants on all aspects of the project. Attend meetings and make presentations as needed.
2. Collect ATR, vehicle classification, and turning movement traffic counts, as needed, at selected locations along I-95, I-295, their interchanges, and local streets and arterials throughout the corridor.
3. Collect, tabulate, and/or process origin-destination and travel time data, as needed.
4. Focus and calibrate the regional travel demand model for the I-95/I-295 corridor.
5. Prepare updated travel demand model inputs for 2045 and 2050 horizon years.
6. Prepare average weekday daily traffic (AWDT) traffic volumes for I-95 and I-295 mainline, ramps, and selected facilities, as needed.
7. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements, as needed.
- 8.

Prepare forecasts to evaluate the impact of new or improved transit connections on I-95/I-295 travel patterns, volumes, and interchange operations, as needed.

9. Prepare forecasts to evaluate the impacts of new redevelopment on I-95/I-295 travel patterns, volumes, and interchange operations, as needed.
10. Coordinate with freight industry representatives on construction activities and detour routes.
11. Prepare maps, tables, and figures for transmittal of the data and forecasts to PennDOT and their consultants.
12. Prepare technical memorandums documenting the results of the travel forecasts, as needed

**Products:**

1. Maps, tables, and figures displaying traffic volumes and forecasts, as needed.
2. Process Memos, as needed.

**Beneficiaries:**

PennDOT; Member Governments; SEPTA, Residents and Businesses in the Corridor.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$155,000				\$155,000
2025	\$155,000				\$155,000
2026	\$155,000				\$155,000

FY2026 Other Funding Details:

PA TIP - MPMS #117934 - \$155,000 STP-IM/Toll Credit

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Sean Greene**Project Manager(s):** Matthew Brahms**Supports LRP Goals:****Goals:**

Support the region's transition to an electrified transportation system by sharing data and information, participating in federal, state, and local electrification coordination efforts, and supporting electrification efforts by providing planning assistance and support for funding opportunities.

**Description:**

The past few years have seen tremendous growth in the use of electricity in transportation. This includes private passenger vehicles, e-bikes, public transit buses, and delivery vehicles. This project leads planning efforts to prepare the region for the anticipated increase in the number of battery electric vehicles (EVs) in the DVRPC region by assisting with planning for, and funding of, electric vehicle supply equipment (EVSE).

The electrification of the transportation sector presents a wide range of planning challenges. DVRPC will leverage existing planning tools and data to assist planning partners in identifying logical locations for investing in EV infrastructure. DVRPC will promote federal, state, and utility funding programs for EVSE and offer data and technical support to assist member governments and partners in funding applications and EVSE deployment plans.

This project supports both states' National Electric Vehicle Infrastructure (NEVI) deployment plans as well as the goals of the State of New Jersey P.L. 2019, c. 362, and PennDOT and PA DEP programs and policies that serve to increase electric vehicles including passenger vehicles, medium and heavy duty vehicles, and transit vehicles.

**Tasks:**

1. Facilitate EV coordination and discussion among partner organizations within the region.
2. Investigate and promote funding opportunities for EV fleet replacement and publicly accessible EVSE.
3. Work with municipalities and counties to provide guidance on EVs through online municipal resource guides, workshops, technical assistance, and charging infrastructure analyses.
4. Update and maintain the DVRPC EV webpages. Distill and streamline the webpages to reference NJ and PA state web resources.
5. Use the available data to assist planning partners in identifying locations for public EVSE. Work specifically with Camden and Chester counties to prioritize public EVSE locations.
6. Participate in relevant local, regional, state, and national efforts related to electric vehicles and electric vehicle charging, including work with PA DEP, PennDOT, NJ DEP, NJ DOT, and NJ BPU. Coordinate as needed with planning partners to share consistent messaging around EVs and EVSE adoption.
7. Work with both states to update electric vehicle registration data and make this data available for planning purposes.

Completion of these tasks may require the purchase of equipment or services.

**Products:**

1. Updated online EV resources and revising the scope of the resource as appropriate.
2. Responses to advice and technical assistance requests from counties and municipalities in the region.
3. EV charging infrastructure analyses for DVRPC counties, as requested.



4. Workshops and presentations for planning partners on electric vehicles.
5. Promotion and support for state, federal, and utility funding and education programs, serve on EV planning and funding task forces.
6. Lead and support EV and EV infrastructure funding applications.

**Beneficiaries:**

Member governments; state and federal agencies; transit authorities, municipal officials; and citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$150,000				\$150,000
2025	\$150,000				\$150,000
2026	\$150,000				\$150,000

FY2026 Other Funding Details:

PA TIP - MPMS #117936 \$75,000 STU/Toll Credit NJ TIP- DB# X30A- \$75,000 STBGP-PHILA

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Fang Yuan**Project Manager(s):** Fang Yuan, Will Tsay**Supports LRP Goals:****Goals:**

Develop a tool that can account for the impact of different Transit Oriented Communities (TOC) projects aimed at creating vibrant, walkable neighborhoods around transit stations, and estimate the resulting ridership and parking demand at the station level.

**Description:**

SEPTA is advancing its Transit Oriented Communities (TOC) Program by fostering joint development projects aimed at creating vibrant, walkable neighborhoods around transit stations. These initiatives are designed to enhance access to public transportation while promoting sustainable development. These projects will have various impacts on parking demand and ridership at transit stations near the project sites. It is desirable to have a model that helps SEPTA and municipalities to estimate the optimal mix of commuter parking, shared parking, and parking for private developments, ensuring that station areas are effectively planned to support both transit use and surrounding community needs.

It is commonly believed and observed that the built environment has a significant impact on transit use. There have been various studies that explored the relationship between the built environment and transit ridership based on observations at other regions. For example, a tool was developed to estimate ridership and revenue from transit-oriented development projects near Metrorail stations in Washington DC. However, the model was calibrated to the WMATA rail system and limited to estimating direct-walk ridership only. For parking demand, there are Trip Generation and Parking Generation informational reports from The Institute of Transportation Engineers (ITE), but the ITE models were developed based on limited observations and/or relatively outdated data. The goal of this study is to develop a tool that can estimate the impacts of TOC projects on both parking demand and transit ridership, estimated and calibrated using the local data.

In this project, DVRPC will conduct a comprehensive literature and practice review on existing studies, tools, or models that examine the relationship between development, parking demand, and transit use; and determine what is transferable to the region, including explanatory variables that are commonly used or found to be statistically important in other studies. DVRPC will develop a data collection plan to collect necessary data for estimating and calibrating the model that is useful to the region. The data collection and model development will leverage several existing DVRPC tools, datasets, and studies, including DVRPC's activity-based regional travel forecasting model, the sidewalk inventory and other GIS datasets, the Co-Star real estate and the NETS Employment databases, and DVRPC's recent work to develop Trip Generation Rates for Smart Growth and Transit-Oriented Developments. DVRPC will test different model types and specifications, estimate and develop a model that meets the requirements of this project, potentially with assistance of or in partnership with universities or consultants. The developed model will be tested and validated with observed data. DVRPC will also develop a web tool for planning partners to access the developed model. The web-based tool will allow users to select a station, input the proposed dwelling units and square footage at the development site, and provide the estimated parking and ridership demand at the station level. The tool development will leverage DVRPC's model visualization tool—TIM viewer. DVRPC will customize and enhance the TIM viewer to make it accessible or transferable to SEPTA and other planning partners as needed.

This project may require the purchase of goods and/or services.

**Tasks:**

1. Conduct a literature and practice review on the relationship of build environment, parking demand, and transit ridership.
2. Develop a model design plan.
3. Develop a data collection plan.
4. Collect field data.
5. Test and estimate a station-level parking and ridership forecasting model.
6. Calibrate and validate the model with the local data.
7. Develop software design plan.
8. Customize TIM Viewer for model access and visualization.
9. Develop the model documentation.

**Products:**

1. A station-level parking demand and ridership forecasting model.
2. A web-based model visualization tool.
3. Model documentation.

**Beneficiaries:**

SEPTA, municipalities, commercial developers

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2026	\$200,000				\$200,000

FY2026 Other Funding Details:  
PennDOT Connects

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Bernknopf**Project Manager(s):** Stacy Bartels**Supports LRP Goals:****Goals:**

This project supports ongoing administration, strategic planning, and priority-setting work for the regional competitive Travel Options Program (TOP), which funds implementation of TDM projects in Southeastern PA and NJ. This program also supports efforts to incorporate TDM more frequently into DVRPC and partner plans and projects, and encourages cooperation among partners on these efforts—contributing to more efficient and affordable use of our region’s multimodal transportation infrastructure for improved access and equity overall.

**Description:**

In FY2021, DVRPC convened a Regional TDM Advisory Committee with partner agencies, which developed and helped reach regional consensus on goals, objectives, and an initial vision for a new regional approach to prioritizing and funding the development of TDM strategies in the DVRPC region, and to implement new efforts and promote TDM in different ways. This Committee also helped develop and prioritize strategies to guide the selected pilot projects for testing, and helped determine ways to measure performance and impact.

Since then, this committee oversaw a reconstitution of regional TDM efforts at DVRPC into two programs: TripSmart PA that funds ongoing work for long-time grantees, and the Travel Options Program (TOP) competitive program which is intended to fund experimental or pilot initiatives. This project supports ongoing planning, evaluation, and program development work for TOP, including administration and evaluation of current projects, and development and oversight of the competitive program. DVRPC manages the contracts and invoicing activities with each of the selected grantees under this program.

This work also includes ongoing peer/best practice assessment for successful historic and current TDM plans and programs, here and in other regions, and evaluation of current plans and data that can be used to inform new priorities. A performance-based and outcome-driven approach to developing, evaluating, selecting, and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and determine new longer-term initiatives that can serve as a foundation for the regional TDM portfolio in future years. Completion of this work may require the purchase of equipment or services.

**Tasks:**

1. Convene regular meetings and/or workshops of the Regional TDM Advisory Committee, comprised of DVRPC member governments, State DOTs, transit agencies, partner MPOs and others, as appropriate, to continue providing input to and support for the Regional TDM Program.
2. Manage administrative functions associated with grants and reporting, as well as contract management and accounting activities.
3. Based on the outcomes of funded projects, further develop and prioritize strategies and pilot programs for broader testing in the DVRPC region, as well as ways to measure performance.
4. Document historic and ongoing TDM activities, in our region and nationally, as applicable, and consider relevant, available plans and data that can be used to inform new regional priorities for action. Share this information with committee members as relevant.
5. Review and revise, if necessary, the Regional TDM Plan (vision, goals, outcomes, and strategies) as a guide for our approach to TDM in the DVRPC region.
- 6.

Document TDM projects that build on current activities and success, and also cultivate new strategies for trial, evaluation, and growth.

7. Advertise, promote, market, design, and products to promote TOP.
8. Work with Regional TDM Advisory Committee to create a smoother, more intuitive project evaluation process.
9. Manage and evaluate projects that are submitted for TOP funds.
10. Maintain and update project sponsor database.

**Products:**

1. Progress reports; meeting summaries; technical briefs/white papers as appropriate.
2. Maintain the strategic plan for regional TDM activities, that can be updated as needed and required.
3. Application materials, releases, and evaluation materials.
4. Contracting and reporting materials as appropriate.
5. Ongoing updates to the program’s web pages on the DVRPC web site for applicants to view information on upcoming applications and previous projects and case studies.

**Beneficiaries:**

DOTs; State, County, and City partners; transit agencies; TMAs; employers; commuters; residents.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$300,000			\$20,000	\$280,000
2025	\$300,000	\$72,091	\$27,909	\$20,000	\$180,000
2026	\$200,000				\$200,000


**FY2026 Other Funding Details:**

PA TIP - MPMS # 117931 - \$50,000 STU/Toll Credit NJ TIP- DB# D02005- \$50,000 STBGP-PHILA DVRPC local -\$100,000

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Kevin Murphy

**Project Manager(s):** Keith Hartington

**Supports LRP Goals:** 

**Goals:**

To measure the impacts of changing parking restrictions along North Broad Street to address crashes and speeding along a priority corridor identified on the Philadelphia Vision Zero High Injury Network.

**Description:**

As part of the City’s Vision Zero 2025 plan, the City identified priority corridors and intersections for future improvement under a Vision Zero Capital Plan. North Broad Street from City Hall to Roosevelt Boulevard is a top ten corridor and has experienced one of the most persistent crash trends in the City. This project would focus on the conversion of the current peak hour traffic lanes to all day parking and loading to calm traffic. Work would include documentation of current curb regulations, existing conditions analysis, and future condition traffic analysis to measure the impact of lane conversion (full scope, tasks, and timeline to be determined). Close coordination between the City and PennDOT on analysis approach and details will ensure statistically defensible analysis.

**Tasks:**

1. Convene steering committee of relevant partners
2. Document current curb regulations (e.g.: PA state law regarding curbs and parking)
3. Collaborate on analysis details and deliverables, (e.g.: project limits and number of intersections, availability and usefulness of existing data, and analysis considerations like diversion, modal shift, and unmet demand)
4. Collect needed traffic counts (e.g.: turning movement)
5. Conduct traffic analysis (e.g.: existing conditions, future conditions)
6. Summarize findings

**Products:**

Summary memorandum of the project process and findings.

**Beneficiaries:**

The traveling public, especially the residents in the neighborhoods along North Broad Street.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2026	\$175,000				\$175,000

FY2026 Other Funding Details:  
PennDOT Connects

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Cassidy Boulan**Project Manager(s):** Amy Bernknopf, Betsy Mastaglio, Marissa Volk**Supports LRP Goals:****Goals:**

The goal of this program is to assist generally member governments and roadway users of all modes, ages, and abilities in improving safety of and access to the region's transportation network.

**Description:**

In November 2021, President Joe Biden signed into law the new Infrastructure Investment and Jobs Act (IIJA), insuring greater levels of investment in our roads, bridges, transit, rail, ports, broadband, and drinking water and wastewater infrastructure. Included in the act was an increase in federal PL, or planning, funds, for Metropolitan Planning Organizations (MPOs) to carry out eligible transportation planning activities. A new set-aside program for PL funds was created: Increasing Safe and Accessible Transportation Options (ISATO). This program aims to support planning activities that increase safe and accessible options of multiple travel modes for users of all ages and abilities.

For FY2026, DVRPC will use these funds to continue our Expo program which assists communities (counties, municipalities, community/neighborhood groups, or partnerships therein) in the region with implementing innovative solutions to transportation problems through demonstration, pop-up, and/or quick build projects that aim to increase a streets' accessibility for multiple modes. The program will work with communities to develop, implement, and measure projects that apply various pedestrian, bicycle, transit, and roadway strategies that work towards creating complete streets in their respective communities.

**Expo program description:**

Communities are increasingly moving toward planning and engineering projects that can be implemented without unduly long project timelines and high costs. These projects, sponsored by community groups, activists, municipalities, and counties, aim to raise awareness of safety, mobility, and/or placemaking issues and solutions by demonstrating a proposed design in context. By piloting and building lightweight projects that increase access for pedestrians, bicyclists, drivers, transit operators and riders, delivery people and anyone else using the street, communities can:

- Test a complete streets improvement strategy;
- Engage and educate stakeholders;
- Shorten project delivery timelines;
- Minimize disruption and cost;
- Conduct data-driven analysis; and
- Gather community support for future funding applications.

DVRPC staff will work with selected communities to advance interventions that address safety, mobility, and/or placemaking goals on local roads (non-state, non-federal aid). DVRPC assistance may take many shapes. Staff may work directly with a community coalition to provide technical assistance in developing concept design(s) for the project, identifying and coordinating with appropriate agencies, assisting with public outreach, creating educational and promotional materials, identifying performance measures, and creating and implementing data

collection through intercept surveys, online polling, and/or multimodal traffic counts. DVRPC will lead a project through some, or all of these tasks based on project sponsor capacity and the needs of the project. Following the implementation, DVRPC will summarize the project in an easy-to-understand format, either as a memo, webpage, slide show, handout, or brochure. Summaries can be used by project sponsors to pursue permanent installation and to share with other regional partners that may be considering similar strategies. DVRPC may also take an advisory or participatory role while the project is led by others.

These projects and their outcomes will engage and educate the public, agency staff, and elected leaders throughout the DVRPC region so that they may advance their own Complete Streets strategies. This program has been ongoing for several years, and part of DVRPC's role is also to share lessons learned from regional projects with or without DVRPC's involvement, in order to increase awareness of demonstration projects. Some of these activities may require DVRPC to purchase materials and supplies or other services to meet program goals.

The activities in the ISATO project may include the purchase of services and equipment to complete tasks.

**Tasks:**

Expo Tasks:

1. Identify at least two communities with whom DVRPC can partner and provide technical assistance from project start to finish aiming for at least one demonstration project in both PA and NJ. Projects must: have a motivated project sponsor, have a direct transportation or placemaking solution to be tested/piloted, and can be designed and implemented by the sponsor within 6-9 months with available community/stakeholder resources (materials and funding).
2. As capacity and interest among communities warrants, provide support to other demonstration projects in the region through design and process feedback, travel monitoring counts, marketing and sharing of resources.
3. Identify and purchase materials to support the goals, outreach, education and analysis of the project.
4. Share lessons learned from regional projects that summarize demonstration project processes and outcomes.

**Products:**

Project summaries including plans, photos, and performance measures of projects. Memorandums, webinars, presentations and/or a dedicated web page sharing regional demonstration project processes and outcomes.

**Beneficiaries:**

DVRPC partners, community and arts groups, traveling public, residents, and local businesses.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$426,072				\$426,072
2025	\$219,364				\$219,364
2026	\$218,991				\$218,991

FY2026 Other Funding Details:

PA Safe and Accessible funds \$136,000, NJ Safe and Accessible funds \$82,991



**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Bernknopf**Project Manager(s):** Andrew Svekla**Supports LRP Goals:****Goals:**

1. Assist the Borough of Pottstown and its planning partners to prepare for the restoration of rail service by assessing local station infrastructure needs.
2. Work with Pottstown stakeholders to establish a vision for the future of the Pottstown Station Area.

This project supports the implementation of goals outlined in the Pottstown Metropolitan Regional Comprehensive Plan. This project supports PennDOT's Planning Priorities of "Land Use / Transportation Linkages/Economic Development/Modernization," specifically to "identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as; access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation," and to "provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders," on topics such as smart growth, complete streets, implementation tools, transit-oriented development, and healthy communities.

**Description:**

The Schuylkill River Passenger Rail Authority (SRPRA) is working to facilitate the return of passenger rail service between Philadelphia and Reading with a stop in Pottstown, an objective supported by the Pottstown Metropolitan Regional Comprehensive Plan. The SRPRA has submitted an application to the Federal Railroad Administration's (FRA) Corridor ID (CID) Program and is preparing to conduct an Alternative Routes Analysis study under an already-obtained FRA grant.

DVRPC will support this effort by examining Pottstown's local station infrastructure as well as the potential impacts and opportunities of restored rail service on the larger community. This planning work is expected to take place over the course of two years with the creation of deliverables that will be responsive to timelines established through the Alternative Routes Analysis and/or CID program. We expect the two phases will overlap.

**Phase One: Pottstown Station Facility Planning**

Although the SRPRA has taken a leadership role in the effort to restore rail passenger service in the Reading – Philadelphia Corridor segment, local communities will largely be responsible for planning and developing passenger rail stations suitable for Amtrak intercity passenger train operations. The Amtrak Station Planning and Development Guidelines addresses the planning and development process and describes design standards generally required by Amtrak and specifically required for compatibility with freight trains in a shared-track environment such as is proposed between Reading and Philadelphia. DVRPC, in coordination with local station partners, will use these Guidelines as a starting point to assess local rail infrastructure needs and develop conceptual plans illustrating potential station location(s), parking facilities, and multimodal connections.

**Phase Two: Pottstown Station Vision Plan**

The second phase of this study will use a community visioning process to assess the implications of restored rail service for the larger station area and the Pottstown community. The boundaries of the vision plan could differ slightly from that in phase one. This work will seek to gather feedback from local station partners as well as the general public that can be used to create a vision for the future of the Pottstown Station Area. DVRPC will lead a visioning process focused on identifying ways that the Borough can leverage rail service and investment in the station area to help achieve community goals. The framework of this Vision Plan will be responsive to local needs, but may include elements dedicated to community form, mobility, and economic development. The study will help identify ways local municipalities can guide growth and encourage transit-oriented housing development (not just affordable housing). This work will be coordinated with a planned update of the Pottstown Metropolitan Regional Comprehensive Plan where possible.

**Tasks:**

1. Identify and interview subject matter experts and local stakeholders and assemble a steering committee that represents these diverse interests and perspectives.
2. Convene steering committee at regular intervals to review and guide the work of the project team.
3. Conduct fieldwork to understand the existing conditions of the Pottstown Station Area. Map and document this information.
4. Document local infrastructure and passenger facility needs based on a comparison of existing conditions to Amtrak’s Station Planning and Development Guidelines.
5. Conduct engagement activities to determine principles that should guide future development in the station area.
6. Share key findings from engagement activities with elected officials and stakeholders as needed.
7. Develop a work product that summarizes the community vision for the Pottstown Station Area.

**Products:**

1. Memo summarizing local infrastructure needs and the improvements that will be necessary to make the Pottstown Station suitable for rail service.
2. Document(s) and presentation(s) summarizing community vision for the Pottstown Station Area.

**Beneficiaries:**

SRPRA; Montgomery County; Chester County; Pottstown Metropolitan Regional Planning Committee; Pottstown Borough; Douglass Township; East Coventry Township; Lower Pottsgrove Township; North Coventry Township; Upper Pottsgrove Township; West Pottsgrove Township; and local residents, institutions, and businesses.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2025	\$75,000	\$75,000			
2026	\$75,000	\$72,500		\$2,500	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Sarah Moran**Project Manager(s):** Alyson Dressman, Betsy Mastaglio, Christopher Mulroy, Jesse Buerk, Kendra Nelson, Thomas Stead**Supports LRP Goals:****Goals:**

Work with planning partners to identify and prioritize roadway improvement projects that can be implemented as part of regularly scheduled resurfacing projects, with the goal of improving safety for all road users and making the street more complete. Coordinate screening and analysis processes, assist with outreach efforts, and support implementation of roadway improvements.

**Description:**

PennDOT paving projects provide the City of Philadelphia and the surrounding suburban counties an opportunity to re-evaluate the operations, safety, and striping configurations of state roads. This program supports two parallel, ongoing PennDOT Connects project development pipelines: one in the City of Philadelphia, and one in the suburban counties. Design for suburban projects is funded through a TIP line item (MPMS #63406).

In the City of Philadelphia, DVRPC will support continued expansion of the bicycle network and renewed focus on safety through Vision Zero street redesigns by first, assisting the City and PennDOT in identifying roadways on the PennDOT resurfacing plan that are the best candidates for bike-friendly redesign. This will be based on factors like timing, favorability for redesign based on an initial screening-level review, and role in the planned network. Next, staff will conduct technical work to develop planning-level design concepts. Staff will collect data about existing conditions through traffic counts and fieldwork, which will be used to inform model calibration. Depending on the characteristics of a given corridor, concept refinement typically requires capacity analysis in Synchro to assess the impacts of lane configuration changes on traffic movements, and sometimes network analysis to assess the likely impact of capacity changes on other roadways. An initial scoping review in collaboration with City and PennDOT staff will determine the complexity of the priority projects and level of analysis required, which will in turn determine the number and extents of locations to be evaluated--with a target of 2 projects to be evaluated in detail during the course of the fiscal year.

In the suburban counties, DVRPC will support PennDOT and County Partners in identifying opportunities to make streets more complete and improve safety for all road users through or building on existing resurfacing projects. DVRPC will continue to support PennDOT District 6 in coordinating communication between the District, county planners, the Bicycle Coalition of Greater Philadelphia (BCGP), SEPTA, and municipalities to identify, prioritize, and screen segments for potential improvements that can be implemented as part of resurfacing projects, such as bicycle lanes, road diets, bus lanes, and crosswalk improvements. DVRPC will also work with program partners to identify segments that require more detailed analysis to determine the traffic impact of the proposed treatments. For selected segments, DVRPC will collect data and provide traffic analysis and modeling support to evaluate these impacts. DVRPC will also assist PennDOT and the counties with outreach to municipalities to facilitate the process of submitting any necessary official requests to implement improvements, including maintenance agreements.

Priority improvements identified through this process that are beyond the scope of a resurfacing/restriping project will be documented and coordinated separately, with the DVRPC Office of Project Implementation. DVRPC staff will coordinate with PennDOT, County partners, and project sponsors to identify appropriate funding opportunities, develop high-quality projects, and submit grant applications to pursue these improvements.

Efforts under this program may require the purchase of hardware, software, equipment, and/or services.

**Tasks:**

1. City of Philadelphia Program

- Work with City and PennDOT staff to identify up to two candidates for bike-friendly redesign on PennDOT's 5-year paving plan.
- Work with City and PennDOT staff to develop initial concept plans or build scenarios for these candidate corridors.
- Collect data and provide traffic analysis and modeling support to evaluate the facility and network-level traffic impacts of the initial concepts, as necessary.
- Refine initial concepts as appropriate based on traffic analysis findings.
- Prepare memos for City and PennDOT staff review and documentation of each evaluated corridor's proposed configuration, traffic impacts, and anticipated benefits.

2. Suburban Program

- Coordinate priority and feasibility screening process with PennDOT District 6, county planners, the BCGP, SEPTA, and DVRPC staff for segments on PennDOT's 5-year resurfacing program.
- Work with program partners to identify segments in need of traffic modeling to determine whether proposed improvements that would impact vehicle capacity will result in acceptable levels of service in the corridor (depending on scale and complexity, this project has the capacity to accommodate one location in each County).
- For selected segments, collect data and provide traffic analysis and modeling support to evaluate the facility and network level traffic impacts of the concepts.
- Assist PennDOT and counties with outreach to municipalities and coordination with projects as needed. Develop and update tools and collect information to assist with these efforts.
- For projects that are beyond the scope of resurfacing, coordinate prioritization and project development with PennDOT, the Counties, and DVRPC's Offices of Project Implementation and Capital Programs to identify relevant funding opportunities, and develop high-quality grant applications or advance projects as capital improvements by other means.
- Enhance project tracking database based on user feedback and evolving program needs.

3. Support partner agencies in using the DVRPC LINK webtool, with continued updates and enhancements.

**Products:**

1. Continued maintenance of suburban project tracking database.
2. For segments selected for capacity analysis, memoranda documenting each evaluated corridor's proposed configuration, traffic impacts, and anticipated benefits, as appropriate.
3. Identification of resurfacing projects, with demonstrated benefit and local support, that are good candidates for new striping plans funded by MPMS #63406, "Retrofit for Bike Lanes and Shoulders" prior to resurfacing.
4. Identification and documentation of projects that are beyond the scope of resurfacing.

**Beneficiaries:**

PennDOT, counties, municipalities, pedestrians, bicyclists, the commuting public, and all users of roadways.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$250,000				\$250,000
2025	\$250,000				\$250,000
2026	\$275,000				\$275,000

FY2026 Other Funding Details:

PennDOT Connects

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Gregory Krykewycz**Project Manager(s):** Alyson Dressman, Jesse Buerk, Shoshana Akins, Thomas Stead**Supports LRP Goals:****Goals:**

Conduct analysis and outreach work at various scales to identify, develop, and program transportation projects which are suitable for available federal funding, consistent with regional planning principles, and which would particularly benefit historically marginalized communities.

**Description:**

The purpose of the Supporting Communities program is to make DVRPC's transportation planning and project programming more responsive to the wants and needs of disadvantaged communities, on an ongoing basis. We will do this by:

- Listening to community residents' and leaders' preferences and needs for transportation improvements, in collaboration with trusted local partners.
- Developing planning or capital projects based on what we hear from residents and local leaders, and informed by relevant transportation data (such as asset condition or crash history) as appropriate.
- Following through on those projects by providing assistance to deliver them through available funding programs.
- Adapting what we learn through these targeted efforts with specific communities, to benefit other communities across our full portfolio of work.

DVRPC's Supporting Communities program was established in FY2024, and consists of three levels or Tiers of work: Tier 1 listening sessions, to understand the transportation preferences and priorities of communities we have not heard from before; Tier 2 concept development, to turn that listening session feedback into achievable projects with municipal and county support; and Tier 3 project delivery, to follow through on those projects by connecting them with established grant or program pipelines for design and construction funding. We anticipate this structure will continue to evolve in FY2026, advancing and following through on FY2024 and FY2025 priorities, and hearing from new communities entering the Supporting Communities pipeline.

**Tasks:**

1. Reconvene advisory committee (DVRPC member county, member city, state DOT, federal, and transit agency partners) to review program accomplishments in FY2025, discuss status of projects under development, and consider new communities for outreach in FY2026.
2. In partnership with community partners, conduct Tier 1 "Listen" outreach with approximately three to four new communities in FY2026, including focus group(s) and interviews with community leaders, as appropriate.
3. Conduct briefing workshops with each of FY2025's Tier 1 communities to highlight interview and focus group feedback for municipal and county partners, and work together to develop initial ideas for ways to respond to that input through programs or projects.
4. Work with county and municipal partners to develop achievable project concepts (Tier 2) to benefit approximately three communities, drawing on what we heard from Tier 1 listening sessions in FY2025.
5. Work with county and municipal partners to advance FY2025's Tier 2 project concepts toward implementation, via grant or programming pipelines. This could include technical assistance supporting local application development for competitive funding programs.

6. Continue working with Tier 3 communities from FY2025 to advance concepts discussed during FY2024.
7. Consider other opportunities to assist qualifying disadvantaged communities with discrete project needs, wherever possible and as capacity permits.
8. Continue to evaluate program structure and achievements on an ongoing basis, adjusting approach as necessary and seeking ways to apply Supporting Communities principles to other DVRPC workflows.

**Products:**

Meeting notes; survey, focus group, and/or interview findings; maps, memos, or diagrams illustrating project concepts; resources for local applications for competitive grant programs.

**Beneficiaries:**

DVRPC member counties and cities, local municipalities, local nongovernmental organizations, regional residents and workers, particularly of historically marginalized communities.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2025	\$250,000	\$50,000			\$200,000
2026	\$250,000	\$50,000			\$200,000

FY2026 Other Funding Details:

PennDOT Connects \$200,000

**PROJECT: 26-52-170**      **Transportation Systems Management and Operations (TSMO)**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Christopher King

**Project Manager(s):** Justin Neff

**Supports LRP Goals:** 

**Goals:**

Ease traffic congestion and improve the efficiency and safety of existing transportation facilities and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) with Transportation Systems Management and Operations (TSMO).

**Description:**

The Transportation Systems Management and Operations (TSMO) Project incorporates strategies to help proactively manage the transportation system by addressing recurring and nonrecurring congestion. Strategies such as traffic incident management, traveler information services, safety service patrols, work zone management, and freight management improve system efficiency, enhance public safety, help reduce traveler delays and improve information access. Successful integration of these and other TSMO strategies will help to make the region more cohesive, and enhance communications and collaboration among transportation partners.

DVRPC's TSMO program encompasses a wide range of activities including the coordination of multi-agency regional initiatives. This year's efforts continue manage and facilitate the Digital Alerting Program.

In FY 2025, DVRPC began the implementation of a digital alerting program for the region's emergency responders. Digital alerting is a technology that alerts approaching motorists of an upcoming incident scene. When Digital Alerting is activated, an alert is sent from the emergency vehicle to approaching motorists via their navigational app (Apple Maps, Waze, etc.) about a roadway incident ahead. This alert gives drivers time to slow down and/or move over safely. Digital Alerting or Responder-to-Vehicle (R2V) technology is also endorsed as a technology by the FHWA under the program EDC-7: Next-Generation Traffic Incident Management, and is currently in use on NJDOT, PennDOT, and PA Turnpike vehicles.

In the first year of the program, DVRPC was able to connect with to over 100 agencies and equip over 450 emergency vehicles with the Safety Cloud HAAS Alert System automatically digitally alert drivers to slow down and move over and help improve the safety both responders and motorists by reducing the risk of collisions by getting drivers' attention earlier and more effectively. For this year, DVRPC will look to expand the program and provide additional devices, installation, and a multiyear service subscription to local response agencies. DVRPC will handle all the financial and logistical components of this program for any involved response agency. DVRPC will also work closely with its partners to determine the most effective and impactful way to distribute the devices throughout the region.

DVRPC Staff will continue to promote the usage for the MView Video Sharing platform. MView provides responders with the opportunity to view live regional video providing situational awareness from most anywhere (i.e.) desktops, laptops, tablets, and smartphones. It was developed by the Maryland Coordination and Analysis Center - Department of Homeland Security. Currently there are 15,000+ cameras from over 200 agencies in the MidAtlantic region who participate. Currently PennDOT, NJDOT and the Burlington County TOC uses this platform to share their CCTV Cameras. Different from publicly available 511 sites, MView allows agencies to create unique video walls, specific to their response areas. Staff will act as a liason between local response agencies and Mview in setting up agency and individual accounts for the system.



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

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

Other focus areas of DVRPC's TSMO program include maintaining DVRPC's Interactive Detour Route Mapping (IDRuM) application, providing training programs for emergency response personnel, monitoring performance measures, security planning, and providing technical assistance to agencies.

Some of these activities may require DVRPC to purchase equipment and/or services.

#### **Tasks:**

##### DVRPC Digital Alerting Tasks

1. Coordinate vendors Digital Alerting activities.
2. Supervise the Digital Alerting vendor's adherence to its contract.
3. Identify and coordinate with existing and potential first responder agencies interested in participating in the program.
4. Handle all invoicing and accounting of the digital alerting costs.
5. Serve as liaison between the region's response agencies and the designated digital alerting vendor.
6. Use data compiled from each device to create reports concerning number of alerts sent to motorists, incident duration, and other applicable performance metrics.

##### Digital Alerting Vendor Tasks

1. Determine necessary compatibility requirements for each agency and vehicle.
2. Handle all installation, testing and equipment maintenance over the life of the program.
3. Provide documentation of installation logs.

4. Designate a specific customer support team to address issues for all agencies involved in the program.
5. Continue to provide and maintain HAAS SafetyCloud subscription for all agencies involved in the program.

### Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

### Other TSMO Tasks

1. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies.
2. Continue to promote and coordinate accounts with emergency responders for the use of the MView platform for video sharing.
3. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM).
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Continue to maintain the region's ITS Infrastructure Inventory.
6. Participate in appropriate security planning efforts by attending external meetings, webinars and other events such as the Delaware Valley Intelligent Center (DVIC) security roundtable quarterly meetings.
7. Continue to promote and provide training programs on TSMO and ITS strategies.
8. Continue coordination and participation with local and regional partners and their committees, such as The Eastern Transportation Coalition, Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee.
9. Continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our region's performance measures.
10. Continue to actively serve on both the boards of ITSNJ and ITSPA. Task include, but are not limited to: planning annual conferences, coordinating multi-agency technical events, advocating the use of ITS and TSMO strategies to solve mounting transportation challenges.

### Products:

1. Operation and maintenance of MView.
2. Operation and maintenance of IDRuM.
3. Digital Alerting devices.
4. Implementation of programs to foster interagency cooperation.
5. Materials related to PA and NJ signal retiming programs.
6. Technical assistance to agencies.

### Beneficiaries:


ITS operators, emergency responders, motorists, and transit users. Member governments and agencies, including PennDOT, NJDOT, transit operators, County Emergency Management and Planning Agencies; and citizens served by a more efficient and reliable transportation network.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$554,000				\$554,000
2025	\$554,000				\$554,000
2026	\$554,000				\$554,000

**FY2026 Other Funding Details:**

PA TIP - MPMS #115971 - \$310,400 STU/\$77,600 PA State 581 NJ TIP - DB #01300 - \$166,000 STBGP-PHILA

**Responsible Agency:** Delaware Valley Regional Planning Commission  
**Program Coordinator:** Ryan Gallagher  
**Project Manager(s):** Joseph Banks, Joseph Natale, Shawn Megill Legendre  
**Supports LRP Goals:** 

**Goals:**

To provide technical assistance (TA) to build a strong, viable pipeline of TASA eligible projects, particularly in Justice 40 communities; to accelerate completion of the Circuit Trails; and to effectively manage projects post-award.

This program supports PennDOT’s planning priorities by proactively addressing questions related to future TASA applications to ensure the best allocation of limited program resources.

**Description:**

The IJA allows 5% of statewide Transportation Alternatives Set-Aside (TASA) funding to be dedicated to providing technical assistance (TA) for TASA projects. DVRPC recognizes the importance, value and need for more TA to build a strong, viable pipeline of TASA eligible projects, particularly in Justice 40 communities; to accelerate completion of the Circuit; and to effectively manage projects post-award. DVRPC coordinated with southeastern Pennsylvania partners including PennDOT District 6 and Bucks, Chester, Delaware, Montgomery and Philadelphia counties to identify an appropriate strategy for technical assistance for TASA for our region. This strategy will be supported by \$450,000 each year for FY2026 and FY2027 from PennDOT’s statewide allocation of TASA funds to support a consultant for TASA engineering (pre-design) and planning services and to support work conducted by DVRPC project implementation engineers, for the tasks below.

**Tasks:**

1. Consultant for TASA engineering and planning services for pre-design activities (ROW, environmental clearances, developing credible cost estimates) to get good projects across the region ready for applications. Activities could include, but are not limited to:
  - Development of detailed cost estimates.
  - ROW deed or title investigations to support project sponsor ROW negotiations.
  - Detailed environmental input pertaining to Historic Properties, Permitting, Archaeology, or any NEPA support.
  - Marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.
  
2. DVRPC's Project Implementation team will expand their work with project sponsors to develop stronger projects up front, provide attention and assistance to Justice40 communities, and to manage post grant awards. Specifically, this project will support these TASA tasks:
  - Coordinate with partners across the region to identify good projects to advance, with a particular focus on Justice40 communities.
  - Assist with the marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.
  - Work with DVRPC staff and County Planners to identify specific TASA projects in our region to support TASA applications.
  - Meet with potential project sponsors in our region to ensure compliance with Justice40.
  -

Help project sponsors understand and strategize for funding the pre-construction phases of the design development process.

- Identify and revise project scope as needed in order to advance through the requirements for PennDOT's Policies and Procedures.
- Support the advancement of projects and project concepts by local project sponsors to submit applications to the TASA funding cycle.
- Help sponsors follow federal rules and delivery requirements post award.
- Craft an RFP, conduct a competitive solicitation process, procure the consultant, and administer the contract.
- Oversee the consultant's milestones and deliverables.
- Help interface between the consultant and project sponsors, prioritize needed tasks, and convene regular progress meetings.

**Products:**

1. Marketing and outreach materials for the TASA program.
2. Lists of municipalities, including Justice40 communities, with candidate projects.
3. Support for project applications to the TASA program.
4. Materials needed for the procurement process to bring a consultant on retainer for TASA program assistance.
5. Meeting minutes from coordination with member governments and project sponsors.

**Beneficiaries:**

PennDOT, counties and municipalities in southeastern Pennsylvania, nonprofits with the mission to promote the Circuit, Title VI and environmental justice communities.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$450,000				\$450,000
2025	\$450,000				\$450,000
2026	\$450,000				\$450,000

FY2026 Other Funding Details:

PA Transportation Alternatives Set-Aside Fund

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Stacy Bartels**Project Manager(s):** Sean Greene**Supports LRP Goals:****Goals:**

Improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

**Description:**

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers), social media (ads, sponsored posts, short videos, and text messages), and place-based advertisements.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast to be unhealthy for people susceptible to ozone and PM 2.5 pollution.

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index; focus of materials may change depending on the audience and messaging from EPA/DEP. This includes management of the Air Quality Partnership (AQP) to advise on activities for each AQ season.

**Tasks:**

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials including social media posts, texts messages and videos.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

**Products:**

1. Advertisements and educational materials.
2. Materials to support educational initiatives such as the Flags for Schools and anti-idling signage programs at schools and public facilities.
3. Event and organization sponsorships.

**Beneficiaries:**

Member governments and residents of the region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$125,000				\$125,000
2025	\$125,000				\$125,000
2026	\$125,000				\$125,000

**FY2026 Other Funding Details:**

PA TIP - MPMS #81227 - \$100,000 CMAQ/\$25,000 PA DEP State Match

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Stacy Bartels**Project Manager(s):** Sean Greene**Supports LRP Goals:****Goals:**

Improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

**Description:**

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers), social media (ads, sponsored posts, short videos, and text messages), and place-based advertisements.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast to be unhealthy for people susceptible to ozone and PM 2.5 pollution.

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index. This includes management of the Air Quality Partnership (AQP) to advise on activities for each AQ season.

**Tasks:**

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials including social media posts, texts messages and videos.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

**Products:**

1. Advertisements and educational materials.
2. Materials to support the educational initiatives such as the Flags for Schools and anti-idling signage programs at schools and public facilities.
3. Event and organization sponsorships.

**Beneficiaries:**

Member governments and residents of the region.



**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$50,000			\$10,000	\$40,000
2025	\$50,000			\$10,000	\$40,000
2026	\$50,000			\$10,000	\$40,000

**FY2026 Other Funding Details:**

NJ TIP - DB #D0407 - \$40,000 CMAQ/\$10,000 DVRPC local Match

**PROJECT: 26-53-020/025 HPMS and Functional Classification System (PA & NJ)**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Joshua Rocks

**Project Manager(s):** Jonathan Ferullo

**Supports LRP Goals:** 

**Goals:**

Improve efficiency of the region’s transportation system by providing an updated Highway Performance Monitoring System and Functional Classification System to meet FHWA requirements and determine improvement.

**Description:**

This project will collect and update traffic characteristics of the HPMS links and Highway Functional Classification System. HPMS is a database system designed to annually assess the physical and operational characteristics of approximately 300 selected non-interstate highway links. This and other urban area information will be used at the national level to assess system condition and usage and to allocate highway funding.

The Highway Functional Classification is a system of highway designations by area type and facility type. One use of a link's classification is to determine federal funding eligibility for improvement projects. DVRPC works with member governments and state DOTs in updating the highway classifications to reflect changing conditions.

**Tasks:**

1. Collect traffic information, geometric, and operational characteristics for approximately 300 sample links of the HPMS network in the Pennsylvania portion of the region.
2. Gather volume/classification counts for 100 non-interstate links.
3. Prepare field forms and collect traffic counts for 40 links on the New Jersey portion of the region.
4. Enter counts collected during the year into the DVRPC Traffic Count system.
5. Transmit data to PennDOT and NJDOT by specified dates.
6. Review, coordinate, and process requests for functional classification changes from state, county, and local governments.
7. Revise the functional classification system based on these requests.

**Products:**

1. Updated HPMS data files of physical and operational characteristics.
2. Database of counts taken in New Jersey and Pennsylvania.
3. Record of requests for functional classification changes.
4. Updated functional classification maps.

**Beneficiaries:**

States, counties, and cities.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$200,000	\$200,000			
2025	\$215,000	\$215,000			
2026	\$215,000	\$210,000		\$5,000	

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Project Manager(s):** Jonathan Ferullo**Supports LRP Goals:****Goals:**

Improve efficiency of the region's transportation network by providing travel mode volume data to design highway improvements in the Pennsylvania portion of the Delaware Valley region.

**Description:**

This continuing project provides PennDOT District 6-0 with specific volume data at locations in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties for studies primarily related to traffic signals and controls. Depending on the location and type of information required, these data may include one or more of the following: manual vehicle classification counts; turning-movement counts; bicycle counts; pedestrian counts; physical characteristics of the intersection; descriptions of adjacent land use, particularly schools; and other appropriate information. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations.

**Tasks:**

1. Review PennDOT District 6-0 requests and prepare assignments for field personnel to collect data.
2. Collect data for one of the following types of studies:
  - video or manual intersectional vehicle turning movements recorded in 15-minute time increments;
  - 48-hour portable traffic recorder counts by hour;
  - video or manual truck classification hourly counts; and
  - weeklong bicycle/pedestrian counts in 15-minute time increments.
3. Review, process, and tabulate field count data. Convert recorder counts to average annual daily traffic (AADT) (motorized) and average annual daily bicycles (AADB) and average annual daily pedestrians (AADP) (non-motorized).
4. Enter counts into DVRPC Traffic Count System and transmit to PennDOT and member governments.
5. Transmit appropriate field data to PennDOT District 6-0 office and other entities as appropriate.

**Products:**

1. Data Files.
2. Responses to specific District 6-0 requests.

**Beneficiaries:**

PennDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$300,000				\$300,000
2025	\$300,000				\$300,000
2026	\$300,000				\$300,000

FY2026 Other Funding Details:

PA State Appropriation 582 Funds

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Joshua Rocks

**Project Manager(s):** John Coscia, Jonathan Ferullo, Michael Ruane

**Supports LRP Goals:**



**Goals:**

Provide current and accurate operations activity data for aviation system planning to encourage preservation and improvement of regional aviation facilities.

**Description:**

Aircraft operations counting is an important ongoing regional effort designed to support Greater Philadelphia's network of airports and heliports, and regional air travel. Objectives and tasks include the collection of aircraft operations counts at non-towered airports; the provision of technical assistance to various stakeholders; and the identification of continuing and new studies.

The primary component of this project will continue DVRPC's long-standing non-towered aircraft operations counting program. Working with the Federal Aviation Administration (FAA) and its aviation partners from the 12-county area that makes up the Delaware Valley Regional Airport System, DVRPC has been conducting non-towered aircraft operations counts since 1986. The aircraft counting program is largely based on a rotating schedule, with the greatest emphasis placed on those airports that are designated National Plan of Integrated Airport Systems (NPIAS) facilities. This counting cycle will conduct annual counts over two years for New Garden Flying Field (N57), Trenton-Robbinsville (N87), Brandywine (OQN), South Jersey Regional (VAY), Doylestown (DYL), Pottstown Municipal (N47), Pennridge (PTW), and Quakertown (UKT) airports.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Provide assistance to states, local governments, operators, and consultants on issues pertaining to regional facilities and the interpretation of operations counting data.
2. Annual operations counting at selected regional general aviation airports.A. Deploy and monitor aircraft counting equipment in consultation with airport operators.B. Review interim data and provide regular updates on counting activity to partners and airports throughout the count year.C. Download the collected data to the aircraft counting system software and review the data for possible errors.D. Use the collected operations data to project estimates of seasonal and annual operations.E. Collect relevant weather, based aircraft, facility inventory, and helicopter activity data for each airport.F. Prepare summary figures and tables and a narrative synopsis of annual operations for each airport.G. Compile all relevant materials into a final report, and update the existing aviation database and web portal with outputs.H. Circulate final report to the FAA, State DOTs, and interested parties.

**Products:**

1. Airport operations counting reports for the identified airports.
2. Updated operations data to the aviation database and online tool.

**Beneficiaries:**

Member governments, regional and local airports, and regional residents and businesses.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2026	\$225,000				\$225,000

FY2026 Other Funding Details:  
Federal Aviation Administration

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Gregory Krykewycz**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by preparing special sub-regional studies to supplement core planning efforts.

**Description:**

Through the Supportive Regional Highway Planning Program (SRHPP) and Transit Support Program (TSP), DVRPC passes through federal funds to member governments to support their core planning functions and their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs, and data, which helps inform the development of regional plans and programs such as the TIP, long-range plan, and Congestion Management Program. In addition to providing direct support, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients. In some cases, the recipients pass back the Special Study funding and request that the studies be conducted by DVRPC staff because of specific expertise or staff capacity. Detailed individual scopes of work for each Special Study are found in Chapters Three and Four of this document. This project represents the tasks and combined budgets of those Special Studies to be conducted by DVRPC.

**Tasks:**

1. City of Philadelphia Traffic Counting Program (26-60-051)
2. Camden County Traffic Counting Program (26-61-070)
3. Gloucester County Traffic Counting Program (26-61-080)
4. Mercer County Traffic Counting Program (26-61-090)
5. Burlington County Traffic Counting Program (26-61-100)
6. Reimagining Regional Rail Corridor Modeling Assistance (26-63-007)
7. Southeastern Pennsylvania Transit Planning and Technical Assistance (26-63-008)
8. Chester County Transit Surveys and Outreach (26-63-009)
9. Complete Streets Implementation Support for NJ Counties (26-61-060)
10. GCL Multimodal Station Access (Gloucester County) (26-63-025)
11. Transit Survey Program for New Jersey (26-63-026)

**Products:**

1. Technical memo, database, mapping, or report for each study, as noted in individual project scopes.

**Beneficiaries:**

Member governments and other partner agencies.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$991,944				\$991,944
2025	\$1,146,944				\$1,146,944
2026	\$1,146,944				\$1,146,944

FY2026 Other Funding Details:

TSP and SRHPP special studies projects



**PROJECT: 26-59-701**      **New Projects and Misc. Carryover**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Gregory Krykewycz

**Project Manager(s):**

**Goals:**

Improve the efficiency of the region's infrastructure by preparing special studies for collecting data, improving the existing transportation system and other infrastructure, environmental clearance process, and related planning and coordination needs as required.

**Description:**

This project represents work that was initiated in FY2025 and will carry over into FY2026 as well as new projects that added to the UPWP via amendment during the year, after the final UPWP has been approved by the DVRPC Board. Each new project that is added, includes a specific funding source which is additional funding to DVRPC's budget and is presented to the RTC and Board for approval as a Work Program amendment. These projects may include development of traffic forecasts on a specific facility, a grant from a state or federal agency that supports a program or project, or a grant from a foundation or non-profit organization to provide technical services or guidance.

**Tasks:**

1. Conduct studies or provide services as required.

**Products:**

1. Technical memo or report for each study.

**Beneficiaries:**

Member governments and other agencies.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$466,633			\$234,833	\$231,800
2025	\$820,827			\$162,333	\$658,494
2026	\$572,386			\$79,311	\$493,075

FY2026 Other Funding Details:

Projects to be defined



FY 2026 | Unified Planning Work Program

# Chapter 3A: PA Supportive Regional Highway Planning Program (SRHPP)





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**Table 6: PA Supportive Regional Highway Planning Program**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>Cash Amount</b>
26-60-010	Bucks County	Supportive Regional Highway Planning	\$104,200
26-60-020	Chester County	Supportive Regional Highway Planning	\$155,300
26-60-030	Delaware County	Supportive Regional Highway Planning	\$84,200
26-60-040	Montgomery County	Supportive Regional Highway Planning	\$156,700
26-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	\$247,600
26-60-051 <sup>1</sup>	City of Philadelphia/DVRPC	Philadelphia Traffic Counting Program	\$80,000
<b>Program Total</b>			<b>\$828,000</b>

<sup>1</sup> Project work will be performed by DVRPC staff.

**Responsible Agency:** Bucks County Planning Commission**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by participating in sub-regional transportation core planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects. Completion of this project may require the purchase of equipment or services.

**Tasks:****Task I - Program Administration and Coordination**

1. Participate in the development of DVRPC's Planning Work Program and Bucks County SRHPP for next fiscal year.
2. Review transportation reports and correspondence and provide responses.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
5. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
6. Respond to information requests, including those from the public.
7. Conduct public participation outreach as appropriate.

**Task II - Transportation Planning Data and Analysis**

1. Monitor traffic count data.
2. Disseminate transportation information and data.
3. Integrate traffic information into GIS databases. Provide periodic maintenance of these databases.
4. Maintain the online Transportation-related GIS Interactive Mapping Applications, and provide periodic maintenance of these Mapping Applications.
5. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.
6. Assist with local asset data collection, as requested.

**Task III - Transportation Improvement Program (TIP)**

1. Maintain an inventory of proposed transportation improvements in Bucks County for the TIP.
2. Review and evaluate new or existing proposals for inclusion in the TIP.
3. Inventory and prioritize all existing and new projects for the TIP.

4. Participate and assist in the TIP update and maintenance processes.
5. Assist PennDOT in the maintenance and update of the Twelve Year Program.
6. Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
7. Coordinate with DVRPC, PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
8. Participate and assist PennDOT and DVRPC with PennDOT Connects.
9. Participate in competitive project selection and evaluation processes, as appropriate.

#### Task IV - Transportation System Program

1. Work with DVRPC and PennDOT on congestion management strategies (CMP).
2. Provide technical assistance to municipalities concerning CMP implementation.
3. Promote inter-municipal coordination for transportation planning and other development-related issues.
4. Provide technical guidance to municipalities concerning the need for access controls along arterial highways.

#### Task V - Transportation Plan Maintenance

1. Maintain a comprehensive transportation plan.
2. Determine a strategy to implement transportation plan objectives that meet transportation improvements and clean air standards.
3. Coordinate with municipalities and regional planning agencies to implement transportation and clean air standards.
4. Provide input to DVRPC for short-range and long-range transportation planning studies.

#### Products:

1. Quarterly progress and expenditure reports and invoices.
2. Up-to-date inventory of proposed highway improvements.
3. Recommendations to DVRPC for regional TIP submissions and to PennDOT's Twelve Year Program.
4. Maintained regional TIP.
5. Input on various transportation task forces.
6. Input to municipal requirements for new development.
7. Participate in municipal transportation planning efforts.
8. GIS databases and mapping Applications.
9. Sample corridor evaluation and recommended improvements.
10. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
11. County project proposals for consideration in next year's UPWP, if available.

#### Beneficiaries:

Bucks County, state, municipalities, region, and public.



**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$104,200				\$104,200
2025	\$104,200				\$104,200
2026	\$104,200				\$104,200

FY2026 Other Funding Details:

PA TIP- MPMS# 117912 \$104,200 STU/Toll Credit

**Responsible Agency:** Chester County Planning Commission**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county-level transportation projects. Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Task I - Program Administration and Coordination

1. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
2. Participate in the development of the DVRPC Planning Work Program and Chester County SRHPP for next fiscal year.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
5. Respond to information requests, including those from the public.
6. Perform public participation as appropriate.
7. Review transportation reports and correspondence and provide responses.

## Task II - Transportation Improvement Program (TIP)

1. Maintain an inventory of proposed transportation improvements in Chester County for the TIP.
2. Review and evaluate new and/or existing proposals for inclusion in the TIP.
3. Inventory and prioritize all existing and new projects for the TIP.
4. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.
5. Coordinate with DVRPC, PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
6. Monitor transportation funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
7. Participate and assist PennDOT and DVRPC with PennDOT Connects.
8. Participate in competitive project selection and evaluation processes, as appropriate.

## Task III - Transportation Plan Maintenance

1. Participate in DVRPC committees and provide input to DVRPC for studies concerning short-range and long-range transportation planning.
2. Maintain the county transportation plan and other county-wide plans or studies related to transportation.
3. Assist in the development of local transportation plans and studies. Coordinate with municipalities, DVRPC, PennDOT, TMAs, and developers.
4. Review traffic impact studies, land development plans, zoning changes, and Comprehensive Plans that impact the county and regional transportation plans.
5. Assist with local asset data collection, as requested.

**Products:**

1. Quarterly progress and expenditure reports and invoices.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. County project proposals for consideration in next year's UPWP, if available.
4. Ongoing updates to county inventory of proposed transportation improvements.
5. Twelve Year Program and TIP submissions, including an updated regional TIP.
6. Input on various transportation plans and studies.
7. Correspondence on meetings and seminars attended related to highway planning.

**Beneficiaries:**

Chester County, state, municipalities, region, and public.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$155,300				\$155,300
2025	\$155,300				\$155,300
2026	\$155,300				\$155,300

FY2026 Other Funding Details:

PA TIP- MPMS# 117912 \$155,300 STU/Toll Credit

**Responsible Agency:** Delaware County Planning Department**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects.

**Tasks:**

## Task I – Program Administration and Coordination

1. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
2. Participate in the development of the next fiscal year's DVRPC Planning Work Program and Delaware County SRHPP.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Respond to information requests, including those from the public.
5. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies, such as DVRPC and Delaware County TMA meetings that are not for specific projects or studies.
6. Perform public participation as appropriate.
7. Review transportation reports and correspondence and provide responses.

## Task II – Transportation Improvement Program (TIP)

1. Maintain an inventory of proposed transportation improvements in Delaware County for the TIP.
2. Review and evaluate new or existing proposals for inclusion in the TIP, and participate in competitive project selection and evaluation processes, as appropriate
3. Inventory and prioritize all existing and new projects for the TIP.
4. Survey municipalities every two years for potential TIP funded projects.
5. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.
6. Monitor transportation funding programs and opportunities, inform municipalities of funding programs and provide assistance to them, and advocate Delaware County's position on this issue.
7. Provide programming information to county council, county executive director, legislative delegation, and municipal officials.
8. Coordinate with PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
9. Participate and assist PennDOT and DVRPC with PennDOT Connects.

### Task III – Transportation Plan Maintenance

1. Participate in DVRPC long-range plan discussions, as needed.
2. Prepare highway/bicycle/pedestrian components of Delaware County Comprehensive Plan.
3. Work with a consultant to prepare Delaware County Vision Zero Plan.
4. Work with a consultant to prepare Route 291 Road Diet Feasibility Study.
5. Prepare highway, bicycle, and pedestrian mobility components of municipal comprehensive plans (under contract with municipalities); review highway/bicycle/pedestrian components of draft municipal comprehensive plans (under Act 247 reviews).
6. Review land developments and traffic impact studies and provide comments on highway, bicycle, and pedestrian access to the Delaware County Planning Commission.
7. Participate in Delaware County, DVRPC, PennDOT, and municipal highway, bicycle, and pedestrian studies and planning efforts.
8. Assist with local asset data collection, as requested.
9. Develop a Complete Streets model ordinance and work with municipalities to customize to their needs.
10. Prepare an Active Transportation Plan. Prepare a bikeshare/micromobility feasibility study.

#### Products:

1. Quarterly progress and expenditure reports and invoices.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. Inventory of proposed transportation improvements.
4. Updated TIP and 12 Year Program submissions.
5. Correspondence on meetings and seminars attended related to highway planning.
6. Comments on land development plans.
7. Input on various transportation plans and studies.
8. County project proposals for consideration in next fiscal year's UPWP, if available.
9. Model Complete Streets Ordinance.
10. Active Transportation Plan and Bikeshare/Micromobility Feasibility Study.

#### Beneficiaries:

Delaware County, municipalities, state, region, and public.

#### Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$84,200				\$84,200
2025	\$84,200				\$84,200
2026	\$84,200				\$84,200

FY2026 Other Funding Details:

PA TIP- MPMS# 117912 \$84,200 STU/Toll Credit

**Responsible Agency:** Montgomery County Planning Commission**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by participating in sub-regional transportation planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects. Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Task I – Program Administration and Coordination

1. Perform general administrative duties, including liaison and interagency coordination.
2. Review transportation reports and correspondence and provide responses.
3. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
4. Participate in the development of the DVRPC Planning Work Program and Montgomery County SRHPP for next fiscal year.
5. Respond to information requests, including those from the public.
6. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
7. Perform public participation as appropriate.

## Task II – Transportation Improvement Program (TIP)

1. Maintain an inventory of proposed transportation improvements in Montgomery County for the TIP.
2. Review and evaluate new or existing proposals for inclusion in the TIP.
3. Inventory and prioritize all existing and new projects for the TIP.
4. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.
5. Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
6. Coordinate with DVRPC, PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
7. Participate and assist PennDOT and DVRPC with PennDOT Connects.

## Task III – Transportation Plan Maintenance and Implementation

- 1.

Review traffic impact studies, zoning changes and new/revised comprehensive plans that impact the county and regional transportation plans.

2. Participate in various transportation study task forces and competitive project selection and evaluation processes, as appropriate.
3. Enforce the county comprehensive plan, as well as Walk Montco and Bike Montco plans, and assist in the preparation of the upcoming new county comprehensive plan.
4. Participate in federal regional transportation planning efforts such as the long-range plan (LRP) and the Congestion Management Process (CMP).
5. Assist with local asset data collection, as requested.
6. Organize and lead meetings among departments to implement the county's Complete Streets policy.

**Products:**

1. Updated regional TIP, LRP, and CMP.
2. County Comprehensive plan implementation.
3. Public participation and outreach activities for transportation planning and programming.
4. SRHPP work program for inclusion in next fiscal year's DVRPC Planning Work Program.
5. Quarterly progress reports, closing report, and invoices.
6. County project proposals for consideration in next fiscal year's UPWP, if available.
7. Correspondence on meetings and seminars attended related to highway planning.

**Beneficiaries:**

Montgomery County, municipalities, state, region, and public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$156,700				\$156,700
2025	\$156,700				\$156,700
2026	\$156,700				\$156,700

FY2026 Other Funding Details:

PA TIP- MPMS# 117912 \$156,700 STU/Toll Credit

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects.

**Tasks:****Task I: Program Administration and Coordination**

1. Review and comment on the Commission's staff reports.
2. Continue development of Certification Acceptance or Modified Certification Acceptance documents, standards, and/or procedures.
3. Identify and resolve differences among city and regional highway planning agencies.
4. Develop a work program for future "pass through" funds.
5. Participate in the development of the Philadelphia SRHPP and DVRPC Planning Work Program for the next fiscal year.
6. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
7. Perform general administrative duties, including liaison and interagency coordination.
8. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
9. Respond to information requests, including those from the public.
10. Perform public participation as appropriate.
11. Review transportation reports and correspondence and provide responses.

**Task II: Transportation Improvement Program (TIP)**

1. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.
2. Develop, collect, and maintain information and data on individual transportation projects under construction for inclusion in the TIP and maintain an inventory of projects for capital program consideration.
3. Assist in developing project descriptions.
4. Coordinate preparation of the TIP with local community groups, elected officials, DVRPC, state agencies, and the public for the purpose of developing a regional TIP. This includes participation in various competitive funding programs.
5. Coordinate candidate projects with other city agencies to ensure that transportation capital projects are consistent with overall city and regional goals and objectives.
6. Develop a prioritization of projects and facilities under consideration for inclusion in the Capital Program.
7. Review and comment on the TIP with federal, state, and regional agencies.



8. Coordinate city involvement for PennDOT's Twelve-Year Program.
9. Monitor and update the TIP as it relates to county and regional transportation objectives.
10. Coordinate and review projects with implementing agencies, including PennDOT and DVRPC.
11. Review certain "milestone" data for city federal-aid projects and provide updates to PennDOT.
12. Review and coordinate project cost estimates and breakdowns for programming with the PennDOT Program Management Committee (PMC).
13. Monitor funding programs and opportunities, and provide programming information to city officials and legislators.
14. Participate and assist PennDOT and DVRPC with PennDOT Connects.

#### Task III: TSMO Planning

1. Develop, maintain, and prioritize an inventory of TSMO-type projects.
2. Identify TSMO deficiencies and candidate projects.
3. Review literature on TSMO planning.
4. Coordinate the City of Philadelphia TSMO programs.
5. Coordinate and participate in TSMO public forums.
6. Review and comment on TSMO studies and proposals for the county and region. Provide county input to the regional TSMO effort.
7. Review and comment, as required, on the recommended TSMO Plan report and assist and coordinate with DVRPC in the adoption of the plan, as may be appropriate.
8. Participate, coordinate, and assist in the implementation of regional TSMO strategies.
9. Assist and coordinate in the maintenance of the Regional TSMO plan through periodic update and plan amendments.
10. Assist and coordinate corridor-level analysis of a selected TSMO corridor for incorporation in the TIP in cooperation with PennDOT and DVRPC.

#### Task IV: Transportation Plan Maintenance/Technical Coordination

1. Analyze and evaluate the impact of proposed developments on transportation facilities.
2. Coordinate the city highway network with the regional highway network.
3. Identify and update those links of the city highway system that augment the regional system.
4. Review existing functional classification system.
5. Participate in development and implementation of a county and regional transportation planning work program, including participation at intra-city planning strategy meetings.
6. Participate in regional transportation study meetings, committees, community meetings, teams, panels, etc. Review and comment on data and reports developed as part of these studies.
7. Participate in the corridor analysis of locations, corridors, neighborhood commercial streets, and other highways.
8. Participate in local and regional intermodal improvement efforts such as "Transit First" and park/ride facilities, pedestrian/bicycle facilities, and goods movement strategies.
9. Manage and oversee selected competitive grant awards.
10. Attend transportation-planning-related meetings and conferences sponsored by organizations such as PennDOT, FTA, APA, Urbanism Next, NACTO, and TRB.

#### Task V: Transportation Facilities/Data Files

1. Collect, coordinate, update, and process traffic flow/volume information.
2. Review, analyze, and evaluate traffic flow/volume data.

3. Inventory and assemble appropriate physical transportation facility data and put such information into an easily accessible and usable form.
4. Process automatic traffic recorder information through the MPO to ensure compatibility of data collection efforts with those in the surrounding areas.
5. Provide federal, state, county, and regional agencies with traffic flow/volume data.
6. Assemble traffic information files that accurately reflect existing physical conditions resulting in more efficient revisions to the functional classification system and an equitable allocation of funding.
7. Expand traffic counting coverage throughout the city.
8. Perform technical coordination of studies, plans, committee reports, analyses, etc. concerning the city's highways and highway program.
9. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.
10. Assist with local asset data collection, as requested.

**Products:**

1. Correspondence on meetings and seminars attended related to highway planning.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. Successful completion of capital improvements.
4. An up-to-date highway capital improvement program for the City of Philadelphia.
5. Advancement of high-priority TSMO projects.
6. A plan showing any updated transportation facility data, functional class revisions, or other transportation system changes.
7. County project proposals for consideration in next fiscal year's UPWP, if available.
8. Quarterly progress reports, closing report, and invoices.
9. A program TIP document for use by the Commission and others.

**Beneficiaries:**

City of Philadelphia, state, region, and public.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$247,600				\$247,600
2025	\$247,600				\$247,600
2026	\$247,600				\$247,600

FY2026 Other Funding Details:

PA TIP- MPMS # 117912 \$247,600 STU/Toll Credit

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Joshua Rocks

**Project Manager(s):** Jonathan Ferullo

**Supports LRP Goals:**



**Goals:**

Obtain data needed for transportation, engineering, and pavement management studies.

**Description:**

The City of Philadelphia has requested that DVRPC perform a travel mode counting program. This information will be used for the city’s transportation, planning, engineering and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian and crosswalk count information as well as speed studies at locations determined by the City’s planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in the City of Philadelphia.

**Tasks:**

1. Schedule meetings with City of Philadelphia representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle, crosswalk counts and speed studies where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send count data to Philadelphia City Planning Commission, Streets Department, and Office of Transportation, Infrastructure, and Sustainability.

**Products:**

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

**Beneficiaries:**

Philadelphia City Planning Commission, City of Philadelphia Streets Department, City of Philadelphia Office of Transportation, Infrastructure, and Sustainability (OTIS), PennDOT, residents, and businesses, and DVRPC project managers.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$50,000				\$50,000
2025	\$80,000				\$80,000
2026	\$80,000				\$80,000

FY2026 Other Funding Details:

PA TIP- MPMS# 117912- \$80,000 STU/Toll Credit



FY 2026 | Unified Planning Work Program

# Chapter 3B: NJ Supportive Regional Highway Planning Program (SRHPP)





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**Table 7: NJ Supportive Regional Highway Planning Program**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>Cash Amount</b>
26-61-010	Burlington County	Supportive Regional Highway Planning	\$39,755
26-61-020	Camden County	Supportive Regional Highway Planning	\$44,015
26-61-030	Gloucester County	Supportive Regional Highway Planning	\$39,100
26-61-040	Mercer County	Supportive Regional Highway Planning	\$34,130
26-61-050	City of Camden	Supportive Regional Highway Planning	\$24,000
<b>Subtotal</b>			<b>\$181,000</b>
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>Cash Amount</b>
26-61-060 <sup>1</sup>	NJ Counties/DVRPC	Complete Streets Implementation Support for NJ Counties	\$123,000
26-61-070 <sup>1</sup>	Camden County/DVRPC	Traffic Counting Program	\$80,000
26-61-080 <sup>1</sup>	Gloucester County/DVRPC	Traffic Counting Program	\$80,000
26-61-090 <sup>1</sup>	Mercer County/DVRPC	Traffic Counting Program	\$80,000
26-61-100 <sup>1</sup>	Burlington County/DVRPC	Traffic Counting Program	\$80,000
<b>Subtotal</b>			<b>\$443,000</b>
<b>Program Total</b>			<b>\$624,000</b>

<sup>1</sup> Project work will be performed by DVRPC staff.



**Responsible Agency:** Burlington County Engineer's Office**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by participating in sub-regional transportation core planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects.

**Tasks:****Task I - Program Administration and Coordination**

1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit Biannual progress reports/invoices.
3. Participate in the development of the DVRPC Planning Work Program and Burlington County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Conduct public participation outreach as appropriate.

**Task II - Transportation Improvement Program (TIP)**

1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
4. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
5. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
6. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests.
7. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

**Task III - Transportation Plan Maintenance**

1. Coordinate local governments' land use and transportation policies.
2. Periodically review and update the Burlington County Highway Master Plan.

3. Review proposed development to ensure compliance with the transportation plan and to assess its impact on existing and proposed transportation systems.
4. Update the priority list of projects generated by the transportation plan.
5. Participate in Transit-Oriented Development Plans to further the goals of the Burlington County Highway Master Plan and DVRPC long-range plan.
6. Produce and review maps and conceptual plans to be used for transportation planning.
7. Review regional, state, and municipal transportation plans for consistency with the transportation plan.

**Task IV - Transportation Planning Data and Analysis**

1. Update and maintain the County Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county.
2. Maintain crash files and analyze crash reports as a data source for the transportation planning effort.
3. Take traffic counts at selected locations to support transportation studies, to gauge the effectiveness of implemented or proposed transportation improvements, and to maintain the county's traffic count map.
4. Attend DVRPC SLUAC, IREG, DVGMTF, and other steering committee meetings.

**Products:**

1. Biannual progress and expenditure reports and invoices.
2. Correspondence on meetings and seminars attended related to highway planning.
3. County project proposals for consideration in next fiscal year's UPWP, if available.
4. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
5. Commentary on transportation reports when appropriate.
6. A federally-approved TIP to maintain with DVRPC.
7. Various maps and/or plans used in planning transportation improvements.
8. Coordination of various transportation studies and projects to ensure an integrated transportation system.
9. Traffic Volume Map, available for public use.
10. Updated crash files.

**Beneficiaries:**

Burlington County, municipalities, state, region, and public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$39,755				\$39,755
2025	\$39,755				\$39,755
2026	\$39,755				\$39,755

FY2026 Other Funding Details:

NJ TIP - DB #X30A - \$39,755 STBGP-PHILA/Toll Credit

**Responsible Agency:** Camden County - Department of Public Works - Division of Planning**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

To improve the efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county-level transportation projects. Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Task I - Program Administration and Coordination

1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices.
3. Participate in the development of the DVRPC Planning Work Program and Camden County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

## Task II - Transportation Improvement Program (TIP)

1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Maintain and provide DVRPC with an inventory of project candidates to be considered for inclusion in the local capital improvement program.
4. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
5. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
6. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests.
7. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

## Task III - Transportation Plan Maintenance

- 1.

Coordinate local governments' land use and transportation policies with the regional and state long-range plans.

2. Prepare modifications, as required to update the county's transportation planning process and coordinate with DVRPC.
3. Monitor and evaluate the impact of existing and proposed residential, commercial, and industrial development in terms of short- and long-range transportation facility improvements, including social, economic, and environmental considerations, population growth, and business growth.
4. Evaluate proposed Senate and Assembly bills pertaining to highway planning.
5. Estimate future land use activities (e.g. corridor delineation) including identification of high growth areas. Coordinate the activity with the growth center development patterns during the New Jersey State Development and Redevelopment Planning (SDRP) process, and "Smart Growth" grants.
6. Assist with the development and update of CMS corridors and strategies.

**Task IV - Transportation Planning Data and Analysis**

1. Develop and maintain a GIS-based Highway Asset Management database.
2. Field collection of highway asset data.
3. Participate in DVRPC Steering committee meetings, as needed.

**Products:**

1. Quarterly progress and expenditure reports and invoices.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. Federally-approved and maintained TIP.
4. Correspondence on meetings and seminars attended related to highway planning.
5. Inventory and status of TIP projects.
6. Aerial photographs, DVRPC CMS and PMS updates, sign and signal management data updates.

**Beneficiaries:**

Camden County, municipalities, state, region, and public.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$44,015				\$44,015
2025	\$44,015				\$44,015
2026	\$44,015				\$44,015

FY2026 Other Funding Details:

NJ TIP - DB #X30A - \$44,015 STBGP-PHILA/Toll Credit

**Responsible Agency:** Gloucester County Planning Department**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by participating in sub-regional transportation core planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county-level transportation projects.

**Tasks:**

## Task I - Program Administration and Coordination

1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices.
3. Participate in the development of the DVRPC Planning Work Program and Gloucester County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

## Task II - Transportation Improvement Program (TIP)

1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion in the local capital improvement program.
4. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
5. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
6. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests.
7. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

## Task III - Transportation Plan Maintenance

1. Coordinate county transportation policies with the regional and state long-range plans.
- 2.

Monitor and evaluate the impact of proposed land development on existing and proposed highway and transit facilities.

3. Monitor certain state highway improvements and proposals.
4. Update the Gloucester County Official Map.
5. Maintain an update of the functional classification system.
6. Review regional, state, and municipal transportation policies for consistency with the county’s plan.

**Task IV - Transportation Planning Data and Analysis**

1. Prepare and maintain a traffic volume map using data supplied by DVRPC as well as counts taken by the county and share traffic count data with interested parties.
2. Maintain data files supplied by NJDOT as a data source for the transportation efforts.
3. Maintain information on Management Systems such as Bridge, Pavement, Safety, etc.
4. Take traffic counts at selected locations to support transportation studies and to maintain the county's traffic map.
5. Develop and maintain a GIS database for traffic counts.
6. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

**Products:**

1. Quarterly progress and expenditure reports and invoices.
2. Correspondence on meetings and seminars attended related to highway planning.
3. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
4. A federally approved TIP to maintain with DVRPC.
5. A brief report on the activities that were undertaken in the planning/implementation of TIP projects.
6. Current and up-to-date version of the Official Map of County Highways and related transportation planning documents, as necessary.
7. Traffic Information available for public use.
8. Updated traffic counts at selected locations to support transportation planning efforts.
9. County project proposals for consideration in next year's UPWP, if available.

**Beneficiaries:**

Gloucester County, municipalities, state, region, and public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$39,100				\$39,100
2025	\$39,100				\$39,100
2026	\$39,100				\$39,100

FY2026 Other Funding Details:

NJ TIP - DB #X30A - \$39,100 STBGP-PHILA/Toll Credit

**Responsible Agency:** Mercer County Planning Department**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

**Description:**

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities and provides technical assistance to local governments on regional, state, and county-level transportation projects. Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Task I - Program Administration and Coordination

1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices.
3. Participate in the development of the DVRPC Planning Work Program and Mercer County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

## Task II - Transportation Improvement Program (TIP)

1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Identify locations and mitigation concepts for safety- and congestion-related capital projects.
4. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
5. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
6. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
7. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests.
8. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

## Task III - Transportation Plan Maintenance

1. Develop and maintain a master plan for improvements to transportation facilities under County jurisdiction.
2. Coordinate local governments' land use and transportation policies with the regional and state long-range plans.
3. Communicate with the public about the master plan.
4. Review master plans being updated by municipalities to determine their consistency with the county transportation plan and resolve any differences, and ensure alternative modes of transportation are considered and compatible with the regional transportation system.
5. Prepare modifications as required to the master plan and present to the planning board for public hearing and adoption.
6. Review regional, state, and local plans, particularly with respect to long-range plans, as required.
7. Review land development proposals for conformity with the master plan and with the County's highway design standards.

**Task IV - Transportation Planning Data and Analysis**

1. Review and compile statistical data and inventories as provided by state agencies, DVRPC, and private sources.
2. Manage enterprise GIS to support transportation planning, transportation asset management, and land use planning.
3. Compile and analyze land use, economic, and demographic data to support transportation planning.
4. Create and update transportation-related maps.
5. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

**Products:**

1. Quarterly progress and expenditure reports and invoices.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. A federally approved TIP to maintain with DVRPC.
4. Highway data and analysis to the county and other governmental agencies, developers, and citizens.
5. Correspondence on meetings and seminars attended related to highway planning.
6. Highway project analyses as they relate to new highway construction, functional classification, and future planning activities.
7. Selective reports and new technical data files.
8. County project proposals for consideration in next fiscal year's UPWP, if available.
9. Maps, data, and/or studies used in planning transportation improvements.

**Beneficiaries:**

Mercer County, municipalities, state, region, and public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$34,130				\$34,130
2025	\$34,130				\$34,130
2026	\$34,130				\$34,130

**FY2026 Other Funding Details:**

NJ TIP - DB #X30A - \$34,130 STBGP-PHILA/Toll Credit



**Responsible Agency:** City of Camden**Program Coordinator:** Amani Bey**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by participating in subregional transportation planning efforts.

**Description:**

Manage and maintain the general administration of the program and maintain coordination and cooperation with federal, state, regional, and local agencies. Maintain public participation in the transportation planning process. Identify, prioritize, and analyze a capital program of federal- and state-funded transportation improvements reflecting local input and coordination with state and regional agencies. Monitor implementation of the capital improvements. Assess impact of proposed land use on transportation facilities and recommend Camden City's position on certain regional transportation improvements and programs. Maintain and update data files required for the comprehensive transportation planning effort. Monitor various transportation indicators (e.g., traffic counts and turning movements). Retrieve and disseminate information as required. Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Task I - Administration

1. Perform general and contract administrative duties.
2. Prepare quarterly progress reports, expenditure reports, annual completion report, and participate in the development of the DVRPC Planning Work Program and Camden City SRHPP for the next fiscal year.
3. Perform public participation as appropriate.
4. Review transportation reports and correspondence and provide feedback.
5. Attend meetings, including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required. Present data to Camden City for its use.
6. Respond to information requests.
7. Conduct interagency liaison and coordination.
8. Attend Training Modules, Workshop, and Seminars – CEU opportunities.

## Task II - Transportation Improvement Program

1. Monitor Federal Aid and STATE-DVRPC Program progress.
2. Maintain and inventory TIP projects and update project status. Maintain channels of communication with DVRPC, NJDOT, and the public regarding project status.
3. Participate and assist in the TIP update and maintenance processes.
4. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests.
5. Participate in project selection and evaluation processes, as appropriate.

## Task III – Transportation Plan Maintenance

1. Monitor Certain County and Municipal Capital Improvement Programs/Projects
2. Monitor certain state improvements.

Task IV - Transportation Planning Data and Analysis

1. NJDOT’s Safety Voyager or NJDHTS’s Numetric Crash Analysis tool. Maintain data supplied by NJDOT as a data source for transportation planning effort.
2. Maintain information on roadways and bridges, such as condition, cartway width, rights of way, age, etc.
3. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

**Products:**

1. Quarterly progress and expenditure reports.
2. Brief reports on meetings and seminars attended related to highway planning.
3. Annual completion report.
4. SRHPP for the subsequent fiscal year.
5. Adopted Transportation Improvement Program.
6. City project proposals for consideration in next fiscal year's UPWP, if available.

**Beneficiaries:**

Camden City, Camden County, residents, businesses, and the region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$24,000				\$24,000
2025	\$24,000				\$24,000
2026	\$24,000				\$24,000

FY2026 Other Funding Details:

NJ TIP - DB #X30A - \$24,000 STBGP-PHILA/Toll Credit

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Sarah Moran**Project Manager(s):** Kelsey McElduff, Mark Morley, Thomas Stead**Supports LRP Goals:****Goals:**

Conduct technical analysis to support the implementation of projects to make County-owned roads more complete and safer for all road users in Camden, Burlington, Gloucester, and Mercer Counties.

**Description:**

## Mercer County

For the past several years, Mercer County has continued to make investments to improve its bicycle network. In some locations, however, the existing infrastructure cannot physically or safely accommodate bicycle-related improvements within the existing right-of-way. DVRPC staff will work with the County in identifying these problematic locations. The project team will conduct technical work to develop planning-level design concepts that improve the safety and connectivity of the current multimodal network. Concept refinement may require capacity analysis to assess the impacts of lane configuration changes on traffic movements. Specific tasks are outlined below.

## Burlington County

Burlington County is interested in improving its bicycle network, providing safe connections across the County. In FYs 24 and 25, DVRPC conducted capacity analyses along a selected corridors and developed recommendations to make the streets more complete and safe for all road users. Building on this work, DVRPC will continue to support Burlington County in analyzing roadway reconfigurations along selected corridors. Specific tasks are outlined below.

In addition to supporting Burlington and Mercer counties, this program will also support efforts to develop similar programs in other New Jersey counties.

Efforts under this program may require the purchase of hardware, software, equipment, and/or services.

**Tasks:**

## 1. Mercer County:

- Coordinate with Mercer County to identify study locations for analysis (this project is expected to accommodate 1 corridor in FY26) .
- Perform a crash analysis, speed study, and conduct field work as appropriate to better understand existing issues.
- Collect turning movement traffic counts at key intersections to be used in modeling efforts.
- Identify and document existing or planned transportation infrastructure (roadway geometry, signals, transit) in the area.
- Prepare a microsimulation model including roadway and intersection geometry, traffic control, and signal timing plans.
- Determine potential alternatives for analysis and concept design.
- Evaluate the impact of proposed treatments on traffic flow, producing performance measures such as delay/level of service and queuing.

- Evaluate the impact of proposed treatments on multimodal network accessibility, safety, and quality.
- Develop conceptual plans and diagrams for roadway configuration alternatives and other treatments incorporating bicycle striping and other infrastructure.

2. Burlington County:

- Gather and review existing plans and data, and coordinate with Burlington County planners and engineers to identify priority locations along the County-owned road network for on-road bike facilities or lane reconfiguration.
- Work with Burlington County to identify segments (this project is expected to accommodate 1 corridor in FY26) for capacity analysis.
- For selected corridors, collect traffic counts, signal plans, and geometry information
- Prepare existing conditions graphics in Remix
- Develop Synchro network for capacity analysis and analyze existing conditions
- Prepare concept plans for a proposed alternative in Remix
- Meet with stakeholders and incorporate feedback
- Develop and analyze alternatives in Synchro
- Prepare memo with capacity analysis results

3. Camden and Gloucester counties:

- Meet with counties to discuss opportunities for comparable complete streets implementation support to work conducted in Burlington and Mercer counties; provide technical assistance on a pilot basis as appropriate.

**Products:**

Technical memos summarizing modeling methods and results and improvement recommendations.

**Beneficiaries:**

Mercer County, Burlington County, Camden County, Gloucester County, the traveling public

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	0				
2025	\$123,000				\$123,000
2026	\$123,000				\$123,000

FY2026 Other Funding Details:

NJ TIP - DB #X30A - \$123,000 STBGP-PHILA/Toll Credit

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Joshua Rocks

**Project Manager(s):** Jonathan Ferullo

**Supports LRP Goals:**



**Goals:**

Obtain data needed for transportation, engineering, and pavement management studies.

**Description:**

Camden County has requested that DVRPC perform a travel mode counting program. This information will be used for the county’s transportation, planning, engineering and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian and crosswalk count information at locations determined by the county’s planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Camden County.

**Tasks:**

1. Schedule meetings with Camden County representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send data to Camden County for their use.

**Products:**

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

**Beneficiaries:**

Camden County, Camden City, NJDOT, residents, businesses, and DVRPC project managers.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$60,000				\$60,000
2025	\$80,000				\$80,000
2026	\$80,000				\$80,000

FY2026 Other Funding Details:

NJ TIP - DB #X30A - \$80,000 STBGP-PHILA/Toll Credit

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Joshua Rocks

**Project Manager(s):** Jonathan Ferullo

**Supports LRP Goals:** 

**Goals:**

Obtain new traffic count data and compare with existing data in GIS format for transportation, engineering, and pavement management studies.

**Description:**

The Gloucester County Planning Division has requested that DVRPC continue to perform a traffic counting program within Gloucester County. This information will be used for the county’s transportation, planning, engineering, and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian, and crosswalk count information at locations determined by the county’s planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Gloucester County.

**Tasks:**

1. Schedule meetings with county planning and engineering representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send count data for the county’s GIS file and prepare traffic count map showing new locations.
7. Update the county’s GIS traffic count file and map.

**Products:**

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.
2. An updated traffic information file and GIS map.

**Beneficiaries:**

Gloucester County, municipalities, NJDOT, residents, businesses, and DVRPC project managers.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$60,000				\$60,000
2025	\$80,000				\$80,000
2026	\$80,000				\$80,000

**FY2026 Other Funding Details:**

NJ TIP - DB #X30A - \$80,000 STBGP-PHILA/Toll Credit

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Project Manager(s):** Jonathan Ferullo**Supports LRP Goals:****Goals:**

Obtain new traffic count data and compare with existing data in GIS format for transportation, engineering, and pavement management studies.

**Description:**

To supplement existing counts in the Transportation Development District, the county needs DVRPC to annually collect approximately 200 counts throughout the county.

In addition to vehicular counts, DVRPC will provide requested bicycle, pedestrian and crosswalk count information at locations determined by the county's planning and engineering staff.

Additionally, the county will incorporate developer traffic study count data into the County's GIS system so that the traffic count data collected as a result of this project will be linked to that produced by others. In this way the county will obtain the most accurate representation of traffic flow in the county. Once compiled, this data will be shared with municipalities in order to enhance their transportation study efforts.

This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Mercer County.

**Tasks:**

1. Schedule meetings with county planning and engineering representatives to determine locations for conducting counts in addition to cyclical vehicle counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average annual daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Update the county's GIS traffic count file and map.
6. Prepare and send count data for the county's GIS file and prepare traffic count map showing new locations.

**Products:**

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.
2. Maps, tables, and text for transportation element of the master plan.

**Beneficiaries:**

Mercer County, municipalities, NJDOT, residents, businesses, and DVRPC project managers.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$60,000				\$60,000
2025	\$80,000				\$80,000
2026	\$80,000				\$80,000

FY2026 Other Funding Details:

NJ TIP - DB #X30A - \$80,000 STBGP-PHILA/Toll Credit



**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Joshua Rocks

**Project Manager(s):** Jonathan Ferullo

**Supports LRP Goals:**



**Goals:**

Obtain new traffic count data and compare with existing data in GIS format for transportation, engineering, and pavement management studies.

**Description:**

Burlington County has requested that DVRPC perform a travel mode counting program. This information will be used for the county’s transportation, planning, engineering and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian and crosswalk count information at locations determined by the county’s planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Burlington County.

**Tasks:**

1. Schedule meetings with Burlington County representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send data to Burlington County for their use.

**Products:**

Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

**Beneficiaries:**

Burlington County, NJDOT, residents, businesses, and DVRPC project managers.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$60,000				\$60,000
2025	\$80,000				\$80,000
2026	\$80,000				\$80,000

FY2026 Other Funding Details:

NJ TIP - DB #X30A - \$80,000 STBGP-PHILA/Toll Credit



FY 2026 | Unified Planning Work Program

# Chapter 4A: PA Transit Support Program (TSP)





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**Table 8: PA Transit Support Program**

<b>Core Projects</b>					
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2026 Budget</b>		
			<b>Cash</b>	<b>Match</b>	<b>Total</b>
26-63-001	Bucks County	Transit Planning and Programming	\$61,734	\$15,434	\$77,168
26-63-002	Chester County	Transit Planning and Programming	\$46,069	\$11,517	\$57,586
26-63-003	Delaware County	Transit Planning and Programming	\$107,504	\$26,876	\$134,380
26-63-004	Montgomery County	Transit Planning and Implementation	\$77,400	\$19,350	\$96,750
26-63-005	Philadelphia Office of Transportation, Infrastructure, and Sustainability	Transit Planning and Programming	\$98,535	\$24,633	\$123,168
26-63-006	Philadelphia City Planning Commission	Short-Range Planning	\$119,758	\$29,940	\$149,698
<b>Subtotal</b>			<b>\$511,000</b>	<b>\$127,750</b>	<b>\$638,750</b>
<b>Special Studies</b>					
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2026 Budget</b>		
			<b>Cash</b>	<b>Match</b>	<b>Total</b>
26-63-007 <sup>1</sup>	SEPTA/DVRPC	Reimagining Regional Rail Corridor Modeling Assistance	\$175,000	\$43,750	\$218,750
26-63-008 <sup>1</sup>	DVRPC	Southeastern PA Transit Planning and Technical Assistance	\$144,000	\$36,000	\$180,000
26-63-009 <sup>1</sup>	SEPTA/DVRPC	Chester County Transit Surveys and Outreach	\$90,000	\$22,500	\$112,500
<b>Subtotal</b>			<b>\$409,000</b>	<b>\$102,250</b>	<b>\$511,250</b>
<b>Program Total</b>			<b>\$920,000</b>	<b>\$230,000</b>	<b>\$1,150,000</b>

<sup>1</sup> Project work will be performed by DVRPC staff. An in-kind match (\$17,042) will be added to all PA core agreements.

**Responsible Agency:** Bucks County Planning Commission

**Program Coordinator:** Christopher Mulroy

**Project Manager(s):**

**Supports LRP Goals:**



**Goals:**

To improve the efficiency of the region’s transportation network by carrying out a comprehensive local transit planning program.

**Description:**

Examine the need for public transportation services, specifically in areas of rapid traffic volume increases and escalating traffic congestion. Advocate and coordinate the implementation of activities and services that support public transit usage and help improve suburban mobility.

Rapid development and minimal public transportation services have led to an overburdened highway network in Bucks County. The county's geographic location between the New Jersey to New York corridor to the east, Philadelphia to the south, and the Allentown-Bethlehem-Easton areas to the north makes it likely that development pressures will continue. The county's comprehensive plan, Bucks2040: Building Our Future, Together, aims to guide and coordinate development to minimize its adverse impacts.

This project will allow staff to examine opportunities to minimize traffic impacts and enhance suburban mobility through an expanded public transportation system. Public transportation objectives will be pursued through coordination with local governments, the business community, and area service providers.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

Administration

1. Program administration and inter-agency coordination to include general program correspondence and public information requests.

Planning and Programming

1. Assist the business community in identifying unique transportation needs and provide information about public transportation alternatives.
2. Review existing and proposed developments to identify areas capable of supporting public transportation services or areas that need expanded transit services.
3. Review county and municipal growth management policies to ensure access to public transportation services is included where feasible.
4. Review existing paratransit services for evaluation and compliance with ADA Requirements.

Coordination

1. Maintain liaison with the Bucks County Transportation Management Association.

**Products:**

1. Monthly and quarterly progress reports.
2. Quarterly invoices.
3. Expanded and modified transit service proposals.
4. Recommendations for improving transit services throughout Bucks County.
5. Proposed TSP Work Program for FY2027.

**Beneficiaries:**

Operating agencies and utilities; economic development agencies; private sector; and municipalities.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$94,210		\$61,734		\$32,476
2025	\$94,210		\$61,734		\$32,476
2026	\$94,210		\$61,734		\$32,476

FY2026 Other Funding Details:

\$32,476 Local SILOC Match (\$15,434 for 26-63-001, \$17,042 for special studies projects)



**Responsible Agency:** Chester County Planning Commission**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Supports LRP Goals:****Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

This project aims to provide comprehensive planning, programming, monitoring, and coordination of public transit services in Chester County. It provides staff support to respond to technical and policy assistance requests on regional public transportation issues and projects. It enables staff to coordinate with PennDOT, SEPTA, TMAAC, GVFTMA, Amtrak, and other public transit service providers and stakeholders.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Administration

1. Prepare quarterly progress reports and invoices.
2. Participate in DVRPC's Annual Planning Work Program development.
3. Perform general administration and respond to information requests.

## Planning and Programming

1. Monitor existing transit services and evaluate the need and potential for new public transportation services. Participate in various transportation study advisory committees related to public transit.
2. Participate in developing and amending the Transportation Improvement Program.
3. Review and provide input to SEPTA's capital budget, operating budget, and annual service plan. Monitor service changes and capital projects.
4. Monitor transportation funding programs and opportunities.

## Coordination

1. Participate in regional or multi-county interest meetings to discuss issues related to public transportation services or policies. Coordinate with PennDOT, SEPTA, TMAAC, GVFTMA, Amtrak, and other organizations that plan or provide transit and paratransit services.
2. Provide technical assistance and policy input to the county commissioners and SEPTA board members.
3. Participate in meetings and activities of the TMAAC and GVFTMA.

**Products:**

1. Quarterly progress reports and invoices.
2. Proposed TSP Work Program for FY2027.

**Beneficiaries:**

State, county, municipalities, transit operating agencies, private sector, and Chester County residents and employees.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$74,628		\$46,069		\$28,559
2025	\$74,628		\$46,069		\$28,559
2026	\$74,628		\$46,069		\$28,559

**FY2026 Other Funding Details:**

\$28,559 Local SILOC Match (\$11,517 for 26-63-002, \$17,042 for special studies projects)

**Responsible Agency:** Delaware County Planning Department**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Supports LRP Goals:****Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

This project will enhance the mobility of the residents of Delaware County by providing comprehensive planning, programming, monitoring, and coordination of transit services in the county.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Administer projects and prepare required invoices, progress reports, and completion reports.
2. Continue to build and maintain a transit database and needs improvement inventory.
3. Monitor transit service through performance analysis and service improvement requests.
4. Provide input to SEPTA operating budgets and determine impacts on fares, subsidies, and service levels.
5. Provide input on SEPTA and PennDOT's capital budgets and monitor capital projects and subsidies.
6. Promote transit initiatives through marketing strategies, service planning, and travel demand management.
7. Prepare public transit components of Delaware County's Comprehensive Plan and municipal comprehensive plans.
8. Review land development proposals and provide recommendations for improved public transit access.
9. Plan and coordinate paratransit services.
10. Maintain liaison with SEPTA, PennDOT, Community Transit, the Delaware County TMA, and private providers.
11. Develop a strategy for how the DCPD Transportation Planning staff could assist with managing county employee transportation programs for employees working in Media, including streamlining the commuter benefit enrollment process and providing relevant transit information through transit fairs, new employee packets, etc.
12. Provide technical assistance support to the City of Chester to improve access to transit.
13. Work with our planning partners and legislators to improve the safety, accessibility, and overall conditions of bus stops throughout Delaware County.
14. Work with Delaware County's community engagement specialist to ensure that Delaware County bus riders are aware and prepared for routing and schedule changes during SEPTA's Bus Revolution.

**Products:**

1. Quarterly progress reports.
2. Quarterly invoices.
3. Closing report.
4. TSP Work Program for FY2027.

**Beneficiaries:**

Member governments, operating agencies, the private sector, and citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$126,422		\$87,504		\$38,918
2025	\$151,422		\$107,504		\$43,918
2026	\$151,422		\$107,504		\$43,918

**FY2026 Other Funding Details:**

\$43,918 Local SILOC Match (\$26,876 for 26-63-003, \$17,042 for special studies projects)

**Responsible Agency:** Montgomery County Planning Commission**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

This project aims to partially fund staff participation in transit planning with SEPTA, DVRPC, and Pottstown Area Rapid Transit (PART). It will fund planning activities dealing with route and service modifications, new route planning, capital and operating budget review, policy development, and data gathering and analysis.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Administration

1. Prepare TSP submittal and participate in DVRPC's Annual Planning Work Program development.
2. Prepare quarterly progress, financial reports, and general correspondence and respond to public information requests.

## Planning and Programming

1. Provide policy analysis and liaison with county commissioners and SEPTA Board members.
2. Review new or modified transit service proposals, subdivisions, and land development plans for transit access.
3. Enforce the Montgomery County Comprehensive Plan, WalkMontco, and BikeMonto plans. Assist in preparing the upcoming county comprehensive plan.

## Coordination

1. Participate in the activities of the Greater Valley Forge and The Partnership TMAs.
2. Provide inter-agency coordination with DVRPC, SEPTA, and PART.
3. Participate in various transportation study task forces.
4. Participate in the development of new transit services and improved facilities.
5. Establish and communicate Montgomery County's capital priorities to SEPTA and PART.
6. Participate in the development of the Transportation Improvement Program.
7. Review SEPTA and PART operating and capital budgets.
8. Organize and lead department meetings to implement Montgomery County's Complete Streets policy.

**Products:**

1. Monthly progress and financial reports.
2. Route and service plans.
3. County transportation plan update.

- 4. Proposed TSP Work Program for FY2027.
- 5. County project proposals for annual UPWP.

**Beneficiaries:**

Operating agencies, the private sector, county, and municipalities.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$113,792		\$77,400		\$36,392
2025	\$113,792		\$77,400		\$36,392
2026	\$113,792		\$77,400		\$36,392

**FY2026 Other Funding Details:**

\$36,392 Local SILOC Match (\$19,350 for 26-63-004, \$17,042 for special studies projects)

**Responsible Agency:** Office of Transportation and Infrastructure Systems**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Supports LRP Goals:****Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

The major purpose of this program is to reimburse the Philadelphia Office of Transportation and Infrastructure Systems (OTIS) for expenses incurred due to its input and participation in the regional transit planning and capital programming processes.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Administration

1. Participate in DVRPC's annual Planning Work Program development.
2. Prepare TSP quarterly progress and financial reports.

## Planning and Programming

1. Manage, analyze, develop, and evaluate the City of Philadelphia's short-range, low-capital-intensive transportation projects under various stages of implementation, emphasizing coordination with the city's neighborhood and commercial corridor improvement programs.
2. Prepare necessary inputs into the regional transportation plan and Transportation Improvement Program (TIP)
  - Assist in the development and coordination of city and regional transit plans.
  - Assist in planning for compliance with and implementing strategies related to the Clean Air Act Amendments and the Americans with Disabilities Act.
  - Participate in the development of regional TSM planning.
  - Review and evaluate short-range transit plans.
  - Participate in the Commission's transit planning projects.
  - Participate in SEPTA's transit planning technical studies and projects such as route analysis and comprehensive bus network redesign.
  - Participate in transit planning studies sponsored by other agencies, such as the Delaware River Port Authority, NJ TRANSIT, PennDOT, and the Central Philadelphia TMA.
3. Conduct site visits as needed.
4. Identify and resolve issues requiring coordination with the Commission and member agencies.
5. Collect data for each city transit improvement project, including purpose, justification, physical description, status, and implementation schedule.
6. Prepare and review the City of Philadelphia's long-range Capital Budget and Program for transit projects.

7. Update and present to the Commission and member agencies the city's portion of the regional TIP updates and updates to the state Twelve Year Transit Capital Program.
8. Assist with local asset data collection, as requested.

**Coordination**

1. Assist in updating and modifying the transportation elements of DVRPC's long-range plan.
2. Attend transportation-planning-related meetings and conferences sponsored by FTA, PennDOT, APTA, TRB, PTI, NACTO, IMPACTS, or other transportation organizations.
3. TIP Coordination and Development:
  - Review and analyze the current regional TIP, including the status of the current budget year and the two- to six-year program of the City of Philadelphia's Transportation Capital Budget and Program.
  - Coordinate the TIP's progress and status with the Commission and member agencies.
4. Review and analyze the draft regional TIP in light of the Long-Range Plan.
5. Prioritize and stage the elements of the TIP within fiscal funding constraints.
6. Develop suggestions to improve and revise the city's and SEPTA's Transit Capital budgeting process.
7. Participate in preparing and coordinating city submissions for Transportation Enhancements, CMAQ, TCDI, and TCSP funding.
8. Assist the Commission's staff in analyzing and implementing the City of Philadelphia's TIP projects.

**Products:**

1. Transit Capital Project element of the city's long-range Capital Budget and Program.
2. Proposed TSP Work Program for FY2027.
3. Updated regional TIP.

**Beneficiaries:**

City of Philadelphia, Pennsylvania, SEPTA, PATCO, and NJ TRANSIT.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$140,210		\$98,535		\$41,675
2025	\$140,209		\$98,535		\$41,674
2026	\$140,209		\$98,535		\$41,674

**FY2026 Other Funding Details:**

\$41,674 Local SILOC Match (\$24,633 for 26-63-005, \$17,042 for special studies projects)



**Responsible Agency:** Philadelphia City Planning Commission**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Supports LRP Goals:****Goals:**

To support the Philadelphia City Planning Commission's (PCPC) transportation planning and programming efforts at both city and regional levels, and to develop recommendations on specific issues, as needed.

**Description:**

The City of Philadelphia's Home Rule Charter requires the City Planning Commission to prepare an annual Capital Program and Budget. This work also provides input into the development of the regional TIP. Support is needed for the proper analysis, ranking, and determination of cross-functional priorities of the projects submitted for review, as well as for continued capital program maintenance. The Charter also requires the City Planning Commission to prepare and maintain a Comprehensive Plan for the City. Staff supports integrating inter-departmental transportation needs and priorities into the citywide and district level of this work. Support is also needed for analyses of proposed developments and the development of transportation improvement proposals for immediate implementation. This project will also include participation in the regional planning process.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Administration

1. Develop, prepare, and submit quarterly invoices and progress reports for TSP.
2. Participate in DVRPC's Annual Planning Work Program development.

## Planning and Programming

1. Evaluate requested transportation projects and make recommendations about their inclusion and level of funding in the city's Capital Budget and Program and the regional Transportation Improvement Program (TIP).
2. Develop supporting data, tables, and text for the Capital Program and contribute to Capital Program maintenance, including the evaluation and processing of Modifications and Amendments.
3. Review and make recommendations regarding studies and plans for transportation capital projects. These recommendations may include improvements based on diversity, equity, and inclusion initiatives.
4. Work with the CONNECT Committee to improve the effective operation of surface transit, especially with its Real Estate subcommittee, to advance transit-supportive development throughout Philadelphia.
5. Continue non-motorized transportation planning activities, including a planned overhaul of the city's Trails Master Plan in 2026 and the advancement of trails recommended in that plan.
6. Work with the Office of Transportation and Infrastructure Systems and the Department of Streets to identify priority transportation safety and improvement projects and to solicit State and Federal funding to implement those projects.
7. Evaluate proposed development projects for potential impacts on transportation systems through Complete Streets Reviews for Civic Design Review cases.
8. Data collection and technical analysis for ongoing multimodal projects.

- Evaluate transportation-related projects for consistency with the city’s comprehensive plan and provide letters of plan compliance for grant-funded projects.

**Coordination**

- Participate in developing and maintaining the transportation elements of the city’s comprehensive and district plans.
- Provide City Planning Commission input to DVRPC’s transportation planning projects, including maintaining the Long-Range Plan.
- Attend transportation-planning-related meetings and conferences sponsored by organizations such as PennDOT, FTA, MPact, Urbanism Next, NACTO, and TRB.
- Review plans and participate in planning efforts of other agencies, including SEPTA, the Streets Department, OTIS, PennDOT, PATCO, Clean Air Council, and University City TMA.
- Participate in the Regional Technical Committee of DVRPC and the SEPTA city-county meetings.
- Participate in the development and maintenance of the regional Transportation Improvement Program.

**Products:**

- Recommended Capital Budget and Program.
- Final Capital Program Report.
- Memos and reports on individual transportation issues.
- Proposed TSP Work Program for FY2027.
- Updated regional TIP.

**Beneficiaries:**

General public/residents, DVRPC, and SEPTA.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$166,740		\$119,758		\$46,982
2025	\$166,739		\$119,758		\$46,981
2026	\$166,739		\$119,758		\$46,981

FY2026 Other Funding Details:

\$46,981 Local SILOC Match (\$29,940 for 26-63-006, \$17,042 for special studies projects)

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Benjamin Loeb**Project Manager(s):** Meijun Liu**Supports LRP Goals:****Goals:**

Increase and improve access to opportunity by creating a reliable and predicatble regional rail system that prioritizes an inuitive rider experience.

**Description:**

SEPTA's vision for its regional rail system is a lifestyle network that works for all types of trips across the region and provides a consistent, integrated, and reliable all-day all-week service. The Reimagining Regional Rail study provided a master plan that transforms the system and makes it more useful for more people. That plan included a network vision, phasing, and implementation plan. The master plan identified opportunities to provide more equitable fares and increase access to regional rail service some of the region's historically disadvantaged communities. SEPTA will next create a regional rail service development plan for the next decade that evaluates the availability of train crews and trainsets, investiages major infrasstruktur projects, incorporates the "early action" service goals of the master plan, and strives toward new service standands of clock-face scheduling and on-time performance.

This project will provide ridership forecasts and other planning assistance needed to support a series of corridor-specific infrastructure plans. These corridor plans will include more detailed service plans, analysis of alternatives to address infrastructure constraints, conceptual design, cost-benefit analysis, and identification of right-of-way needs. The Paoli-Thorndale, Trenton, and Wilmington line corridors will be addressed under this project.

This work will build on DVRPC's previous efforts to update service concepts with interim operating plans, including potential station modifications or infill stations, including a new station in (or near) Morrisville Borough, Bucks County. DVRPC will provide transit ridership forecasts for existing and proposed regional rail stations under a variety of timetables, fare policies, and parking capacity and costs.

**Tasks:**

1. Participate on SEPTA's stakeholder and steering committees; attend meetings as needed.
2. Coordinate with SEPTA, AMTRAK, consultants, and county planning commissions, as needed.
3. Collect base year ridership, parking utilization, and other data needed to calibrate DVRPC's travel demand model.
4. Determine analysis years, define alternatives to model, and specify modeling needs.
5. Calibrate DVRPC's regional travel demand model on the specified corridors and the regional rail system.
6. Code and run future-year alternatives.
7. Prepapre maps, tables, and figures as needed to transmit ridership forecasts.
8. Draft Process Memo documenting the travel modeling process and results.

**Products:**

1. Maps, tables, and graphics displaying ridership projections.
2. Process Memo summarizing methodology and results.

**Beneficiaries:**

SEPTA and transit riders in the Paoli-Thorndale, Wilmington, and Trenton regional rail line corridors.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$185,000		\$185,000		
2025	\$185,000		\$185,000		
2026	\$175,000		\$175,000		

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Amy Bernknopf

**Project Manager(s):** Kelsey McElduff, Sarah Moran

**Goals:**

Support transit planning, design, and analysis work for transit agencies and member governments in Southeastern Pennsylvania.

**Description:**

Work conducted under this program will help to implement the planning goals and policies of Connections 2050, the region's adopted Long Range Plan, while assisting Southeastern Pennsylvania public transit agencies in the implementation of their planning and project agendas. Work under this program may include tasks or projects in their entirety, and may also supplement transit planning work by DVRPC staff for projects funded under other programs.

Project tasks may include existing conditions analysis, identification of potential transit improvements through conceptual design or evaluations of multimodal access improvements, as well as evaluations of feasibility and network operations impacts of proposed interventions. DVRPC will take advantage of skills and expertise from across the agency in a collaborative effort to best meet the needs of the project sponsor and to further the goal of establishing an increasingly-multimodal transportation system for Southeastern Pennsylvania. Completion of work undertaken through this program may require the purchase of equipment or services.

In 2023, SEPTA was awarded an Areas of Persistent Poverty (AoPP) grant to study, plan, and design transportation improvements for the Erie Avenue corridor from Broad Street to Kensington Avenue, called the Erie Avenue Transit Priority Study. SEPTA is partnering with the City of Philadelphia to advance the design and implementation of transit priority improvements on this critical transit corridor. In FY25, DVRPC began developing existing and alternative traffic models to support this project. This program supports the continuation and completion of this effort.

In FY26, this program will also provide support to the development of SEPTA's Transit Oriented Communities Modeling tool (26-34-210).

**Tasks:**

1. Continuation of Erie Avenue Modeling
  - Building on the existing conditions models developed in FY25, develop up to two (2) traffic models based on alternatives developed in the Erie Avenue Transit Priority Study.
  - Prepare a memo to share the results of the modeling analysis.
2. Conduct technical analysis as required to support transit planning work by DVRPC staff for projects funded under other programs.

**Products:**

Technical memo, outlining methods and describing results of modeling analysis.

**Beneficiaries:**

SEPTA, City of Philadelphia, the traveling public

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$144,000		\$144,000		
2025	\$144,000		\$144,000		
2026	\$144,000		\$144,000		

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Bernknopf**Project Manager(s):****Supports LRP Goals:****Goals:**

Chester County is growing in population and is forecasted to continue to do so. Data collection through this effort will make the transportation planning processes and project programming responsibilities more responsive to the wants and needs of the communities in the county, specifically those that have previously been ignored. The goal is to better direct capital and operating resources to improve multimodal transit connections to and from SEPTA services and partner agency services, including Amtrak and ChescoBus.

**Description:**

With modifications coming to the transit network in Chester County (SEPTA's planned bus network implementation, the introduction of SEPTA GO, rail investments, and changes in the operations for the ChescoBus) transit customers will have access to expanded multimodal connections in the next few years. This survey and outreach project aims to better understand transit customer demographics, trip origins and destinations, and attitudes and behavior towards the different transit modes available in Chester County.

This project could include on-board surveying and focus groups to document customer's attitudes and behaviors towards different transit modes as well as their sensitivity towards the fare structures associated with different modes. The focus groups would be designed to capture transit customers often not represented in SEPTA Key data, in particular, Chester County's Spanish-speaking population and cash fare or unbanked riders. Survey work under this project would be coordinated with the systemwide survey to be conducted with the household travel survey (26-34-200). The questions that may be helpful to understand are:

- Why do individuals use the modes of travel that they do?
- Which modes of travel would they use if they had access to them or the appropriate infrastructure to use them safely?
- Why does the mode or modes of travel they use feel like the best or safest option for them?
- Why do other modes not feel like the best or safest option to them?
- Do individuals travel less frequently because of infrastructure, service or safety needs?

Some of these activities may also require DVRPC to purchase equipment or services to meet program goals.

**Tasks:**

1. Create a core stakeholder committee including SEPTA, TMACC, and Chester County.
2. Work with core stakeholders to develop a list of agencies, nonprofits, and advocates in Chester County to advise who to include and how to conduct focus groups.
3. Gather and synthesize findings from prior regional surveys that shed light on this topic.
4. Work with SEPTA, Chester County and TMACC to identify locations and services to be surveyed.
5. Develop a plan for surveys that would complement DVRPC's concurrent 2025 On-Board and Household Household Travel Surveys (Year 2 of 3) (26-34-200).
6. Conduct focus groups. Listen to community residents' and leaders' preferences and needs for transportation improvements, in collaboration with trusted local partners.
7. Write a memo with the findings from the focus group sessions and surveys.

**Products:**

A technical memo outlining the project process and findings.

**Beneficiaries:**

SEPTA, Chester County, Transit riding public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$80,000		\$80,000		
2025	\$80,000		\$80,000		
2026	\$90,000		\$90,000		



FY 2026 | Unified Planning Work Program

# Chapter 4B: NJ Transit Support Program (TSP)





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**Table 9: NJ Transit Support Program**

<b>Core Projects</b>					
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2026 Budget</b>		
			<b>Cash</b>	<b>Match</b>	<b>Total</b>
26-63-020	Burlington County	Transit and Ridesharing	\$37,392	\$9,348	\$46,740
26-63-021	Camden County	Transit Planning and Programming	\$41,500	\$10,375	\$51,875
26-63-022	Gloucester County	Transportation Systems Planning	\$38,680	\$9,670	\$48,350
26-63-023	Mercer County	Transit Planning and Programming	\$33,284	\$8,321	\$41,605
26-63-024	Camden City	Transit Planning Program	\$20,800	\$5,200	\$26,000
26-63-027	Trenton City	Transit Planning Program	\$20,000	\$5,000	\$25,000
<b>Subtotal</b>			<b>\$191,656</b>	<b>\$47,914</b>	<b>\$239,570</b>
<b>Special Studies</b>					
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2026 Budget</b>		
			<b>Cash</b>	<b>Match</b>	<b>Total</b>
26-63-025 <sup>1</sup>	NJ Regional/ DVRPC	GCL Multimodal Station Access (Gloucester County)	\$114,944	\$28,736	\$143,680
26-63-026 <sup>1</sup>	NJ Regional/ DVRPC	Transit Survey Program for New Jersey	\$100,000	\$25,000	\$125,000
<b>Subtotal</b>			<b>\$214,944</b>	<b>\$53,736</b>	<b>\$268,680</b>
<b>Program Total</b>			<b>\$406,600</b>	<b>\$101,650</b>	<b>\$508,250</b>

<sup>1</sup> Project work will be performed by DVRPC staff. An in-kind match (\$8,956) will be added to all NJ Core agreements.

**Responsible Agency:** Burlington County Engineer's Office**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Supports LRP Goals:****Goals:**

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

**Description:**

Identify, provide, promote, and maintain transit and ridesharing opportunities within Burlington County by encouraging patterns that link use with transit. Work with NJ TRANSIT, NJDOT, the Cross County Connection TMA (CCCTMA), developers, large employers, and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to, transit buses, local buses, park and rides, and van or carpooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ TRANSIT, employers, and developers for new services.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Administration

1. Participate in DVRPC's annual Planning Work Program development.
2. Prepare TSP bi-annual progress and financial reports.

## Planning and Programming

1. Assist NJ TRANSIT in establishing legal bus stops and installing shelters throughout the county.
2. Make recommendations to NJ TRANSIT on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and CCCTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Implement the transit portion of the Burlington County Highway Master Plan.
7. Serve on the executive committee of the CCCTMA.

## Coordination

1. Coordinate programs with local, county, state, and regional agencies.
2. Draft regulations and sample ordinances to implement transportation demand management at county and municipal levels.
3. Coordinate with the operators of light rail transit in Burlington County.

**Products:**

1. Bi-annual progress reports.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in moving people within the transportation system, including preparation of reports and memos as appropriate.
4. Updates to transit section of Burlington County Transportation Master Plan if appropriate.
5. TSP Work Program for FY2027.

**Beneficiaries:**

Burlington County, local governments, private citizens, developers, transportation engineers, and NJDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$57,487		\$37,392		\$20,095
2025	\$55,696		\$37,392		\$18,304
2026	\$55,696		\$37,392		\$18,304

FY2026 Other Funding Details:

\$18,304 Local Match (\$9,348 for 26-63-020, \$8,956 for special studies projects)

**Responsible Agency:** Camden County - Department of Public Works - Division of Planning**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Supports LRP Goals:****Goals:**

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

Maintain current local and regional transportation activities and provide the means to develop future public transportation plans that meet changing local and regional transportation needs. Conduct research and prepare reports on public transportation matters as required. Coordinate with Cross County Connection TMA, other counties, and state agencies. Serve on various corridor study task forces.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Administration

1. Administer the project, including submitting a progress report, final billing, and report.

## Planning and Programming

1. Keep abreast of NJ TRANSIT service within the county.
2. Assist communities in identifying their transportation needs and provide information as to their transportation alternatives through participation in TMA activities.
3. Provide technical assistance and program coordination with local, regional, and New Jersey state agencies.
4. Participate in transportation planning meetings and conferences.
5. Develop and maintain GIS to include the development and update of asset management data on county roadways.

## Coordination

1. Coordinate planning activities with various county and state agencies.
2. Provide technical support to the CMAQ Subcommittee of the DVRPC RTC.
3. Develop the Camden County Work Program for inclusion in the DVRPC Unified Planning Work Program.
4. Respond to public information requests.
5. Continue to work with transit agencies to ensure that barrier-free access and ADA compliance are maintained around transit stops and shelters.
6. Work with SJTA on the Human Services Transportation Plan.

**Products:**

1. TOD GIS data and reports.

2. Progress reports and final report.
3. Proposed TSP Work Program for FY2027.

**Beneficiaries:**

Citizens, private sector, and operating agencies.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$62,622		\$41,500		\$21,122
2025	\$60,831		\$41,500		\$19,331
2026	\$60,831		\$41,500		\$19,331

FY2026 Other Funding Details:

\$19,331 Local Match (\$10,375 for 26-63-021, \$8,956 for special studies projects)



**Responsible Agency:** Gloucester County Planning Department**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

**Description:**

Improve the efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program to maintain current local and regional public transportation activities and to provide the means to develop future public transportation plans that meet changing local and regional needs. Serve on steering committees and the Local Citizens Transportation Advisory Committee. Conduct research and prepare reports on public transportation matters as required. Attend meetings, seminars, and public hearings related to public transportation.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Administration

1. Submission of quarterly progress reports, quarterly invoices, and a final report.

## Planning and Programming

1. Monitor NJ TRANSIT service within the county, perform detailed analysis, and submit recommendations to NJ TRANSIT.
2. Continue regional marketing and area marketing activities.
3. Provide technical assistance and program coordination with regional, state, and local agencies.

## Coordination

1. Participate in transportation meetings and conferences.
2. Respond to public information requests.
3. Assist NJDOT, NJ TRANSIT, and DVRPC in investigating potential transportation improvements.
4. Assist the business community in identifying their transportation needs and provide information about their alternatives.

**Products:**

1. Service improvement recommendations.
2. Quarterly reports and billings and a final report.
3. TSP Work Program for FY2027.

**Beneficiaries:**

Gloucester County, municipalities, the private sector, and citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$59,097		\$38,680		\$20,417
2025	\$57,306		\$38,680		\$18,626
2026	\$57,306		\$38,680		\$18,626

FY2026 Other Funding Details:

\$18,626 Local Match (\$9,670 for 26-63-022, \$8,956 for special studies projects)

**Responsible Agency:** Mercer County Planning**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Supports LRP Goals:****Goals:**

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

**Description:**

Identify, provide, promote, and maintain transit and ridesharing opportunities within Mercer County by encouraging patterns that link use with transit. Work with NJ TRANSIT, NJDOT, the Greater Mercer TMA, developers, large employers, and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to, transit buses, local buses, park-and-ride lots, and van or carpooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ TRANSIT, employers, and developers for new services, including light rail, where possible.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

## Administration

1. Attend DVRPC Board and Regional Technical Committee (RTC) meetings, RTC subcommittee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare TSP quarterly progress and financial reports.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Respond to reviewed transportation reports correspondences.
5. Respond to information requests, including those from the public.
6. Perform public participation as appropriate.

## Planning and Programming

1. Assist NJ TRANSIT in establishing legal bus stops and installing shelters throughout Mercer County.
2. Make recommendations to NJ TRANSIT on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and GMTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transit-specific transportation control measures suitable for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Ensure that transit services are compatible with the regional transportation system by reviewing municipal master plans and state, county, and local roadway projects.
6. Work with municipalities, county government, and other appropriate agencies to plan for bicycle and pedestrian improvements along or within five miles of the existing transit network.
7. Participate in developing and maintaining DVRPC's Annual Planning Work Program, NJ TIP, TIP Evaluation Criteria, and DVRPC LRP.
8. Participate in CMP project meetings as appropriate.

9. Assist DVRPC with license plate survey data collection at NJ TRANSIT park-and-ride lots.

Coordination

1. Coordinate programs with local, county, state, and regional agencies.
2. Coordinate bi-annual CMAQ flex amounts for county paratransit services.

**Products:**

1. Quarterly progress reports and invoices.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in moving people within the transportation system.
4. Proposed TSP Work Program for FY2027.

**Beneficiaries:**

Mercer County, local governments, residents, developers, transportation engineers, NJ TRANSIT, and NJDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$52,352		\$33,284		\$19,068
2025	\$50,561		\$33,284		\$17,277
2026	\$50,561		\$33,284		\$17,277

FY2026 Other Funding Details:

\$17,277 Local Match (\$8,321 for 26-63-023, \$8,956 for special studies projects)

**Responsible Agency:** City of Camden

**Program Coordinator:** Christopher Mulroy

**Project Manager(s):**

**Supports LRP Goals:**



**Goals:**

To improve the efficiency of the region’s public transportation network by carrying out a comprehensive local transit planning program.

**Description:**

This project will enhance the mobility of the residents of the City of Camden by providing comprehensive planning, programming, monitoring, and coordination of public transit services in the city.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

Administration:

1. Administer the project and prepare required invoices and progress reports.

Planning and Programming

1. Monitor and provide input for NJ TRANSIT and PATCO capital projects within the City of Camden.
2. Promote transit initiatives in the City of Camden pertaining to residents, employees, employers, developers, and event spaces.
3. Evaluate upcoming land development and recommend measures to increase public transit use.

Coordination

1. Provide input into NJ TRANSIT operating budgets and determine impacts on fares, subsidies, and levels of service.
2. Participate in activities of the Cross County Connection TMA.
3. Maintain liaison with NJ TRANSIT, PATCO, NJDOT, and other transit service providers in the City of Camden.
4. Monitor certain county and municipal road projects that affect public transit service.

**Products:**

1. Quarterly progress reports and invoices.
2. Closing report.
3. Proposed TSP Work Program for FY2027

**Beneficiaries:**

New Jersey TMAs, NJDOT, and commuters in the DVRPC region in New Jersey.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$36,747		\$20,800		\$15,947
2025	\$34,956		\$20,800		\$14,156
2026	\$34,956		\$20,800		\$14,156

**FY2026 Other Funding Details:**

\$14,156 Local Match (\$5,200 for 26-63-024, \$8,956 for special studies projects)

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Bernknopf**Project Manager(s):** Cassidy Boulan**Supports LRP Goals:****Goals:**

Evaluate two to three proposed Glassboro-Camden Line (GCL) station area locations and make recommendations to allow for better multimodal access.

**Description:**

The GCL is a proposed 18-mile passenger rail line restoring passenger rail service along the existing rail corridor between Glassboro and Camden in South Jersey. The GCL corridor traverses Gloucester and Camden counties including the communities of Glassboro, Pitman, Sewell, Mantua Township, Deptford Township, Wenonah, Woodbury Heights, Woodbury, Westville, Brooklawn, Gloucester City, and Camden.

The GCL will connect people to opportunities throughout Camden and Gloucester counties, providing transit access for workers, students, and those who want easy access to cultural, recreational, educational, economic, and medical resources on both sides of the Delaware River. There will be the ability to transfer to other transit services: PATCO, NJTransit, Amtrak, and SEPTA. There are 14 proposed stations approximately every one-to-two miles along the corridor. As planning advances, it's important for communities along the proposed line, to plan for improved multimodal access to the proposed stations.

DVRPC staff will use existing planning resources such as DVRPC's LINK and Sidewalk Construction Index to provide an overview of the proposed line station access proclivity. This context-setting overview will be used to select up to (3) proposed GCL stations and their associated municipality for further analysis. Municipal and transit agency commitment and interest will be a required factor for further analysis. The team will document the infrastructure that exists and that's missing to facilitate pedestrian, bicycle, transit, and vehicle access to proposed station areas. Staff will make recommendations for improved multimodal access such as new pedestrian infrastructure to create a network (crosswalks and sidewalks), traffic calming elements, signage (safety and directional), ADA improvements, bicycle infrastructure and parking, drop-off and pick-up circulation (both personal vehicle and transit or shuttle vehicles), and personal vehicle parking. Staff will also recommend policy updates and grant applications that could help implement infrastructure costs, and pilot ideas to help the community see the benefits capital infrastructure could create. Efforts under this project may require the purchase of hardware, software, equipment, and/or services.

With continued interest from GCL planning partners, there is potential to complete similar station area concept plans for other locations along the GCL in future fiscal years.

**Tasks:**

1. Compile existing pedestrian and bicyclist planning tool analysis and recommendations to create an overview of each station areas' ability to support access to proposed stations, and to compare stations along the entire line.
2. Identify the station location(s) with Gloucester County and the municipalities (up to 3 stations) for a multimodal station area concept design. Existing plans, policy, infrastructure, and municipal interest will determine station selection.
3. Confirm commitment and preliminary goals with the selected municipality (s).
4. Create a stakeholder committee for each station location.

5. Conduct fieldwork and collect existing datasets to understand the existing conditions around each station.
6. Speak to local advocates and stakeholder groups in each municipality about the community. This could be through surveys, workshops, or focus groups.
7. Conduct vehicle, pedestrian, and bicycle counts as warranted.
8. Develop concept plans and recommendations and share them with the stakeholders for feedback.
9. Write and compile a final report outlining the existing conditions, tasks completed, and recommendations and share this with stakeholders for comment.

**Products:**

A final report summarizing recommendations.

**Beneficiaries:**

Glocester County, Camden County, transit riders in the DVRPC region

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	0				
2025	\$79,944		\$79,944		
2026	\$114,944		\$114,944		



**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Project Manager(s):** Amy Bernknopf, Betsy Mastaglio, Christopher Mulroy, John Coscia, Leea Kelly, Matthew Gates**Supports LRP Goals:****Goals:**

This project is part of a continuing multi-year project performing survey work, license plate surveys, and/or observational data collection in order to better understand passenger origins and destinations and identify future service issues or needs, and assist transit agencies in meeting Title VI requirements.

**Description:**

The purpose of this project is to collect and analyze data from NJ TRANSIT and PATCO bus and rail services in South Jersey within the DVRPC region in order to better understand passenger travel patterns, issues and needs. DVRPC will assist NJ TRANSIT and PATCO in identifying timely planning questions that can be answered through survey and observational work at stops/stations.

This project supports the following types of data collection, with specific methods and locations varying year by year:

- On-board passenger survey data collection on select NJ TRANSIT and PATCO bus and rail routes. This would update existing data and would support identification of travel patterns, customer preferences, and operational issues or needs, and help meet Title VI requirements. DVRPC will work with the transit agencies to identify routes to be surveyed, design the sampling plan and survey instrument and agent schedules. Collected data will be processed and cleaned to ensure high data quality.
- License plate surveys at transit stations. DVRPC will work with NJ TRANSIT, PATCO, and NJ counties to identify stations in which to survey, or record, license plates of the vehicles that are parked at each station and map the addresses that are associated with those plates. This data determines the geographic areas from which park-and-ride customers originate. Rider origins are obtained from license plates, address matched by NJDOT/DMV, and mapped. The resulting station catchment area information, from which personally identifiable information is removed, provides clear and accurate data used to support planning functions by the transit agencies, counties, and local municipalities for changes in marketing, route operations, and capital planning (changes to parking and station facilities).
- Observational data collection of passenger access and station facilities. DVRPC will conduct on-site observations at stations that might include: passenger arrival mode and path, existing sidewalk, bicycle facility, parking, lighting, and station amenity condition. This data provides transit agencies with a window into the on-site conditions passengers experience and the travel behavior that occurs at stations.

Data collected from this project will be used to update the regional travel demand model and the DVRPC hosted passenger origins website. This project may involve the purchase of goods and/or services. This project is coordinated alongside a parallel project, Transit Survey Program for Southeastern PA (25-63-009), for our Pennsylvania counties.

**Tasks:**

Ridership survey, license plate survey analysis, park and ride passenger origin mapping, and observational analysis as needed.

**Products:**

1. Survey and data collection recorded through photos, tables, web and narrative, as appropriate.
2. Updated data to the DVRPC hosted passenger origins website <https://www.dvrpc.org/webmaps/parkride/>.

**Beneficiaries:**

New Jersey Transit, PATCO, Camden, Gloucester, Mercer and Burlington counties, municipalities, and commuters.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$135,000		\$135,000		
2025	\$135,000		\$135,000		
2026	\$100,000		\$100,000		

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Christopher Mulroy**Project Manager(s):****Supports LRP Goals:****Goals:**

To improve the efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program.

**Description:**

This project will enhance the mobility of the City of Trenton's residents by providing comprehensive planning, programming, monitoring, and coordination of public transit services.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

Administration:

1. Administer the project and prepare required invoices and progress reports.

Planning and Programming:

1. Monitor and provide input for NJ TRANSIT, SEPTA, and Amtrak capital projects within the City of Trenton.
2. Promote public transit initiatives in the City of Trenton to residents, employees, employers, developers, and event spaces.
3. Promote micro-transit initiatives in the City of Trenton, such as GoTrenton!
4. Implement Trenton Transit Oriented Development Strategic Plan action items.
5. Plan and implement improvements to intersections around the Trenton Transit Center.
6. Plan and implement land use, infrastructure, and policy projects that improve access and usage of the Trenton Transit Center, light rail stations, and bus stops.

Coordination:

1. Provide input into NJ TRANSIT and SEPTA operating budgets and determine impacts on fares, subsidies, and levels of service.
2. Participate in activities of the Greater Mercer TMA.
3. Participate in relevant DVRPC meetings, including but not limited to, long-range plan, TIP, Congestion Management, Air Quality, UPWP, and transit performance.
4. Maintain liaison with NJ TRANSIT, SEPTA, NJDOT, and other transit service providers in the City of Trenton.
5. Monitor specific county and municipal road projects that affect public transit service.

Public Engagement

1. Performing or participating in public engagement activities to promote transit and transit-oriented development.
2. Attending conferences related to transit or transit-oriented development.

**Products:**

1. Quarterly progress reports and invoices.
2. Closing report.
3. TSP Work Program for FY 2027.

**Beneficiaries:**

New Jersey transit operators, NJDOT, and commuters in the DVRPC region in New Jersey.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2025	\$33,956		\$20,000		\$13,956
2026	\$33,956		\$20,000		\$13,956

FY2026 Other Funding Details:

\$13,956 Local Match (\$5,000 for 26-63-024, \$8,956 for special studies projects)

FY 2026 | Unified Planning Work Program

# Chapter 5A: Other Member Government Projects





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**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Matthew Gates**Project Manager(s):** Brad Lane, Fang Yuan**Supports LRP Goals:****Goals:**

Support the economic vitality of the DVRPC region; improve accessibility and equity; enhance connectivity between modes; promote the efficient management and operation of the transportation system; and support the development and use of transportation, air quality, economic development, and land use models by collecting data on the system's users and their travel-related behavior.

**Description:**

On-Board and Household Travel Surveys are necessary both to understand the travel behavior of a region's residents and workers, and also to build and validate travel models that reflect that behavior. They provide up-to-date trip and tour rates by purpose and household or person type; insights into the interactions between transportation and land use; origin, destination, and trip length frequency data; detailed statistics on the factors that affect mode choice and transit ridership; and information on how auto operating costs, tolls, fares, and parking charges impact the transportation system. As the COVID pandemic recedes, several structural changes that impact trip making behavior and the transportation system are likely to endure, including a greater propensity to work-from-home, a greater reliance on e-commerce, and less of a traditional downtown/CBD focus for work trips. Long-term impacts to transit ridership and trip rates by purpose, day of week, and time of day are less well understood.

Planning for new federal, state, and local transportation policies and programs would also benefit from new survey data. These include the federal Carbon Reduction Program and Justice40 Initiative, expanded efforts to improve equity through transportation projects, and Vision Zero programs to improve safety. All of these are likely to lead to changes in the types and locations of transportation programs and projects that are pursued over the next several decades. Accurate, up-to-date data on the characteristics of the users of the system and how they use the system will be essential to forecast the impacts of these projects, and to plan for their implementation.

There are several new and emerging technologies that may offer significant benefits over traditional pen and paper surveys in terms of easier facilitation and implementation of the data collection process, higher survey response rates, and more accurate survey results. These include the use of smartphone applications and tracking devices by survey respondents, purchasing cell phone location data from Location Based Service (LBS) vendors, purchasing add-on surveys to the National Household Travel Survey (NHTS) program, and mining SEPTA Key data. It is anticipated that the most effective and efficient data collection program will combine elements of these programs with traditional survey diaries and on-board interviews.

In FY2024, data collection plans for both a comprehensive On-Board Transit Survey (OBTS) and a Household Travel Survey (HHTS) were developed. This project implements those plans. Survey data will be collected, tabulated, cleaned, processed and analyzed over the course of three fiscal years (FY2025, FY2026, and FY2027). DVRPC will draft and release RFPs for data collection for both surveys; evaluate and rank the proposals, and hire consultants to perform data collection. Data collection will begin in FY2025 - pilot surveys targeting small segments of the population will be used to test the survey questions and methodology, and determine if any adjustments or refinements need to be made before official launch. Once the On-Board and Household Travel surveys are officially underway, DVRPC will monitor and supervise data collection and perform other administrative tasks as needed. Data collection will continue throughout FY2026 and FY2027. The project will culminate in FY2027 with consultant

delivery of cleaned and processed databases for both the On-Board and Household Travel surveys. Following delivery of the databases, the final tasks will be divided between DVRPC and the consultants in an as yet to be determined way, and will include geocoding survey responses, survey expansion, summarizing the results, and writing the technical reports documenting the survey methodologies and results.

This project will require the purchase of goods and/or services including any/all of the following: Hiring consultants, hiring temp agency workers, purchasing NHTS add-on data, purchasing cell phone location data from LBS vendors.

**Tasks:**

1. Create steering committee to evaluate and rank proposals.
2. Draft RFP for On-Board Survey data collection.
3. Review, evaluate, and rank consultant proposals for On-Board Survey data collection.
4. Hire consultant team for On-Board Survey data collection.
5. Draft RFP for Household Travel Survey data collection.
6. Review, evaluate, and rank consultant proposals for Household Travel Survey data collection.
7. Hire consultant team for Household Travel Survey data collection.
8. Monitor and supervise data collection for both the On-Board and Household Travel surveys
9. Review consultants' work products.
10. Expand On-Board Survey to represent regional universe of transit riders.
11. Write technical report documenting On-Board survey methodology and results.
12. Expand Household Travel Survey to represent regional universe of households.
13. Write technical report documenting Household Travel Survey methodology and results.

**Products:**

1. On-Board Survey database.
2. Expansion factors for On-Board Survey.
3. Technical Memo for On-Board Survey.
4. Household Survey database.
5. Expansion factors for Household Travel Survey.
6. Technical Memo for Household Travel Survey.

**Beneficiaries:**

State DOTs, transit operators, member counties and cities, and local governments.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	\$1,500,000				\$1,500,000
2026	\$1,500,000				\$1,500,000



FY2026 Other Funding Details:

PA TIP MPMS#81237- STU/Toll Credit (\$1,095,000) NJ TIP DB# X30A- STBGP-PHILA (\$405,000).

**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Christopher Pollard

**Project Manager(s):** Mark Gatti, Sean Lawrence

**Supports LRP Goals:**  

**Goals:**

Advance the development and maintenance of GIS infrastructure to support integrated and coordinated planning in the region.

**Description:**

This pass-through program enables the regional planning partners to expand their GIS capabilities to maintain a level of technical sophistication that guarantees interoperability and compatibility between NJDOT, PennDOT, DVRPC, and other member governments. Transportation GIS data continues to be enhanced and maintained by each planning partner as needed. Updates to these datasets and subsequent data sharing are critical to effective decision-making throughout the planning process. Efforts to promote and enhance GIS data sharing are encouraged.

Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Provide input related to project direction and attend meetings as needed.
2. Review submitted quarterly progress reports, including budgets and receipts.
3. Acquire and maintain GIS hardware, software, and training as approved for use in the project.
4. Augment in-house staff as necessary to complete tasks.
5. Contribute existing transportation-related data as necessary.
6. Assist in the development of new transportation-related data as required.
7. Ensure that all contributing data meets project standards.
8. Share methodologies related to effective and innovative use of transportation data to project participants as requested.

**Products:**

1. Submitted purchase invoices and progress reports.
2. Hardware, software, and training necessary for project participation.
3. Regional transportation-related data available to all project participants to support their GIS programs.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$300,000				\$300,000
2025	\$300,000				\$300,000
2026	\$300,000				\$300,000

**FY2026 Other Funding Details:**

PA TIP - MPMS #115969 - STU/Toll Credit Match (\$150,000) NJ TIP - DB #X30A - STBGP-PHILA (\$150,000).

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** John Coscia**Project Manager(s):** Daniel Snyder**Supports LRP Goals:****Goals:**

Improve the efficiency of the region's transportation network by providing federal funds to the New Jersey subregions to advance projects through New Jersey Local Concept Development.

**Description:**

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the Concept Development (CD) phase by consultant forces. The CD Phase involves drafting a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed. CD Phase elements include, but are not limited to, data collection, coordination with New Jersey Department of Transportation (NJDOT) subject matter experts/local stakeholders, risk identification, development of a reasonable number of sensible and practical conceptual alternatives and investigation of all aspects of a project. These aspects may include environmental, right of way, access, utilities, design, community involvement, and constructability.

The major objectives of the CD Phase are to identify and compare reasonable alternatives and strategies that address the Purpose and Need Statement and select a Preliminary Preferred Alternative.

The CD Phase will provide the information to determine whether or not the study can be advanced to the next phase of the Project Delivery Process and to procure a designer to take the potential project through Preliminary Engineering (PE), Final Design (FD) and Construction (CON). The CD Phase provides the framework for advancing the project into the PE phase. Considerable coordination among parties requires a 3-year cycle for expenditure of these funds. Completion of this work may require the purchase of equipment or services.

Current/New projects for Concept Development include:

1. CR 686 (Hartford Road) and Conrow Road Intersection Improvements Delran Township, Burlington County

**Tasks:**

1. Select Consultant
2. Kickoff meetings
3. Stakeholder Meetings
4. Public meetings
5. Perform data collection: traffic/crash data, management systems, utility identification, etc.
6. Complete Environmental Screening. Initiate early coordination with SHPO, if appropriate.
7. Perform analysis of collected data, review data, prepare collision diagram, and other needed engineering analysis.
8. Perform HSM Analysis (when required)
9. Develop Conceptual Plans for Preliminary Preferred Alternative (PPA)
10. Confirm the environmental document that will be obtained in PE
11. Develop Construction Cost Estimates of various alternatives
12. Prepare CD Report

### 13. Project Management

**Products:**

1. Clearly defined Purpose and Need Statement for each project.
2. Concept Development Report for each project.

**Beneficiaries:**

Member and local governments and the traveling public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$400,000				\$400,000
2025	\$400,000				\$400,000
2026	\$350,000				\$350,000

FY2026 Other Funding Details:

NJ TIP- DB #- X30A STBGP-PHILA \$350,000

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Christopher King**Project Manager(s):****Supports LRP Goals:****Goals:**

Reduce congestion and improve air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties.

**Description:**

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials and traffic signal retiming is one of the most cost-effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion, improve the mobility and safety of the street system, and contribute environmental benefits. This type of improvement also promotes an integrated corridor management approach, which looks at corridors as multimodal systems and makes operational decisions for the benefit of the entire corridor, regardless of who owns the signals.

The New Jersey Regional Signal Retiming Initiative Project will be used to make improvements to the transportation network by optimizing select traffic signal systems on signalized 500 and 600 routes in Burlington, Camden, Gloucester and Mercer counties. The chosen consultant will make improvements based on traffic data, observed conditions, and input from stakeholders. Implementation of the proposed timing plans is included with this project, but hardware upgrades are not. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended.

**Tasks:**

1. Form project teams for selected corridors.
2. Perform data acquisition and analysis.
3. Develop proposed signal timing plans.
4. Perform "before" and "after" analyses.
5. Implement signal timing plans.
6. Project management.

**Products:**

1. MOU (if required) and Concept of Operations for each corridor
2. Proposed and final signal timing plans
3. Implementation of signal timing plans
4. A technical memorandum documenting the signal optimization analysis with appropriate recommendations

**Beneficiaries:**

Burlington, Camden, Gloucester and Mercer Counties, various local cities, townships and/or municipalities in New Jersey's DVRPC Region, NJDOT, DVRPC, and motorists

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$380,000				\$380,000
2025	\$380,000				\$380,000
2026	\$380,000				\$380,000

**FY2026 Other Funding Details:**

NJ TIP- DB #- D1601 CMAQ (\$30,000)/STBGP-PHILA (\$350,000)

**PROJECT: 26-66-100**      **New Jersey Transportation and Community Development Initiative (TCDI) (2 Years)**

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**Responsible Agency:** Delaware Valley Regional Planning Commission

**Program Coordinator:** Spencer Gober

**Project Manager(s):** Karen Cilurso

**Supports LRP Goals:**



**Goals:**

Implement Connections 2050 Plan for Greater Philadelphia by providing funding for early stage planning projects that advance the long-range plan and enhance the region's multi-modal transportation infrastructure.

**Description:**

The Transportation and Community Development Initiative (TCDI) is a grant program that supports smart growth in the individual municipalities of the Delaware Valley through initiatives that implement the region's Long-Range plan, Connections 2050 Plan for Greater Philadelphia. Central to the effort is the objective to enhance quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning. TCDI provides a mechanism for our planning partners to undertake locally-directed actions to improve their communities, which in turn implements their local county comprehensive plans and supports the goals and vision of the region's long-range plan. This grant program seeks to support and leverage state and county programs, by providing funding to undertake planning, analysis or early-stage design projects which improve the efficiency of the regional transportation system. Through a competitive selection process, DVRPC will award \$600,000 to select projects in the 4-county New Jersey region which includes the counties of Burlington, Camden, Gloucester, and Mercer.

**Tasks:**

1. Distribute \$600,000 dollars to selected projects within Burlington, Camden, Gloucester, and Mercer Counties.

**Products:**

1. Contracts with selected consultants/project sponsors as a result of the competitive selection process.
2. Progress reports from the selected consultants/project sponsors.

**Beneficiaries:**

Counties, municipalities, transit agencies, transportation professionals, community development professionals, and economic development agencies, private sector and public.

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	\$600,000				\$600,000
2026	\$600,000				\$600,000

FY2026 Other Funding Details:

NJ TIP- DB# TBD



FY 2026 | Unified Planning Work Program

# Chapter 5B: New Jersey CRRSAA- funded Projects





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## Chapter 5B: New Jersey CRRSAA-funded Projects

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**Table 10: New Jersey CRRSAA-funded Projects**

**Coronavirus Response and Relief Supplemental Appropriations Act (HIP CRRSAA)**

Funding Source/Activity: CRRSAA Fund/Central Staff (Obligated in June 2023)      Job Number: 2207438  
 NJDOT Contract: Task Order No. PL-DV 23-01      Funding End Date: 12/31/2028  
 Federal Agreement: Z972D00S601      Total Amount: **\$8,881,374**

NJDOT Task Order No. PL-DV 23-01				FY23 Task Order Obligated	Trenton Urbanized Area	PHL Urbanized Area
Project #	Fiscal Year	Project Name	End Date	\$8,881,374	\$2,102,143	\$6,779,231
23-23-081	FY24	Technical Assistance and Coordination of NJ CRRSAA Funding	6/30/2028	\$110,000	\$27,500	\$82,500
23-23-082	FY24	Procurement and Contracts Administration - NJ Transportation Programs	6/30/2028	\$125,000	\$31,250	\$93,750
23-23-083	FY24	Trenton Area Complete and Safe Streets for All Implementation	6/30/2028	\$112,500	\$112,500	\$0
23-62-200	FY24	NJ Local Concept Development: Rancocas Creek Greenway, Route 130 (MP40-42), Burlington County (4 years)	12/31/2027	\$700,000	\$0	\$700,000
23-62-302	FY24	NJ Local Concept Development: Burlington County Bridge D4.56 Church Road (CR616), Burlington County - (4 years)	12/31/2027	\$400,000	\$0	\$400,000
23-64-100	FY24	Traffic Signal Document Control Software- Burlington County (3 years)	12/31/2026	\$500,000	\$0	\$500,000
23-23-085	FY25	Technical Assistance and Coordination of NJ CRRSAA Funds (4 years)	6/30/2028	\$360,000	\$90,000	\$270,000
23-23-086	FY25	Procurement and Contracts Administration - NJ Programs (4 years)	6/30/2028	\$1,125,000	\$281,250	\$843,750
23-23-087	FY25	Trenton Area Complete & Safe Streets for All Implementation (4 years)	6/30/2028	\$1,012,500	\$1,012,500	\$0
23-23-081	FY25	Technical Assistance and Coordination of NJ CRRSAA Funding	6/30/2028	\$700,000	\$175,000	\$525,000
23-23-100	FY25	Support for Implementation of RAISE Award for Construction of LINK Trail, Camden County	6/30/2028	\$400,000	\$0	\$400,000
23-62-400	FY25	New Jersey Local Concept Development: Dinosaur Trail, Gloucester County	6/30/2028	\$700,000	\$0	\$700,000
23-23-300	FY25	Mercer County Master Plan - Mobility Element Update (MEU) (4 years)	6/30/2028	\$320,000	\$320,000	\$0
23-23-310	FY25	Mercer County: Fleet Transition Plan (4 years)	6/30/2028	\$100,000	\$52,143	\$47,857
23-23-320	FY25	Camden County Transportation Planning Services (4 years)	6/30/2028	\$500,000	\$0	\$500,000
23-23-330	FY25	Gloucester County Master Plan Update (4 years)	6/30/2028	\$500,000	\$0	\$500,000
23-23-340	FY25	Gloucester County Enterprise GIS Support (4 years)	6/30/2028	\$100,000	\$0	\$100,000
23-23-350	FY25	Burlington County: Environmental Resource Inventory for 11 municipalities (4 years)	6/30/2028	\$150,000	\$0	\$150,000
<b>Total Allocated</b>				<b>\$7,915,000</b>	<b>\$2,102,143</b>	<b>\$5,812,857</b>
<b>Total Available Funding</b>				<b>\$8,881,374</b>	<b>\$2,102,143</b>	<b>\$6,779,231</b>
<b>Remaining Balance (unallocated)</b>				<b>\$966,374</b>	<b>\$0</b>	<b>\$966,374</b>

FY 2026 | Unified Planning Work Program

# Chapter 6: Continuing Projects





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## Introduction

This chapter provides a summary of New Jersey Transportation Improvement Program (TIP) funded projects that are conducted to benefit New Jersey Counties. These projects typically span multiple fiscal years due to project scope of work, competitive procurement due diligence, and the extent of review and approval required from various NJ member governments and municipalities. DVRPC staff continue to work with stakeholders to provide administrative and technical support including a competitive consultant selection process, project management, and communication to ensure the project deliverables are met timely and within budget. These multi-year projects include NJ Local Concept Development (LCD) studies, NJ Regional Signal Retiming projects, PA/NJ Transportation and Community Development Initiatives (TCDI), and other planning studies.

## NJDOT Project No Cost Time Extension\_Initial List

Due to unforeseen circumstances, the below projects may require additional time beyond the originally established expiration timeline to ensure adequate completion of the approved scope of work. The progress of these projects is driven by consultant planning studies in collaboration with member governments from New Jersey counties. These continuing planning studies were fully obligated and will be carried over into FY 2026 UPWP. Table 11A provides a summary of the preliminary list of projects that may need no cost time extensions:

Delaware Valley Regional Planning Commission  
Fiscal Year 2026 | Unified Planning Work Program

**Table 11A: NJDOT Initial No Cost Time Extension List\***

Project Number	Project Title	Funding Amount	Carryover Estimate	Current End Date	Requested End Date	Task Order Number
25-34-200	2025 On-Board and Household Travel Surveys - Phase I	\$ 405,000	\$ 200,000	6/30/2025	6/30/2026	PL-DV-25-01
25-52-160	Supporting Communities	\$ 170,000	\$ 75,000	6/30/2025	6/30/2026	PL-DV-25-01
24-64-100	NJ Signal Retiming (2 years)	\$ 380,000	\$ 150,000	6/30/2025	6/30/2026	PL-DV-24-01
24-68-100	Concept of Operations for Traffic Operation Center - Camden City (2 Years)	\$ 275,000	\$ 75,000	6/30/2025	6/30/2026	PL-DV-24-01
22-65-100	NJ HSIP (2-years)	\$ 220,000	\$ 100,000	6/30/2025	6/30/2026	PL-DV-22-01
	<b>Total:</b>	<b>\$1,450,000</b>	<b>\$600,000</b>			

\* Task orders from prior years that continue into DVRPC's Fiscal Year 2026 (July 1, 2025 - June 30, 2026).

## NJDOT Multi-Year Projects

Multi-year projects can be initiated in the current FY2025 Unified Planning Work Program or ongoing projects with multi-year project duration. Table 11B provides a summary of current multi-year projects and previous multi-year projects that will continue into Fiscal Year 2026 and beyond. The listing contains the fiscal year, project number, project title, funding amount, current project end date, and requested project end date.

Delaware Valley Regional Planning Commission  
Fiscal Year 2026 | Unified Planning Work Program

**Table 11B: NJDOT Multi-Year Projects**

Fiscal Year	Project Number	Project Title	NJ Funding Amount	Current End Date	Anticipate End Date
2025	25-62-100	New Jersey Local Concept Development (3 Years)	\$400,000	6/30/2027	N/A
2025	25-64-100	New Jersey Signal Retiming (2 Years)	\$380,000	6/30/2026	N/A
2025	25-80-100	Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Years)	\$225,000	6/30/2026	N/A
2025	25-33-170	Aerial Imagery (5 Years)	\$363,000	6/30/2029	N/A
2025	25-34-200	2025 On-Board and Household Travel Surveys - Phase I	\$405,000	6/30/2025	6/30/2026
2025	25-33-210	Transportation Analysis for NJ Economic and Workforce Development (2 years)	\$245,416	6/30/2026	N/A
2025	25-34-210	2025 On-Board and Household Travel Surveys - SJTPO Region (3 years)	\$825,000	6/30/2027	N/A
2025	25-34-220	Software development and improvement for TIP administration (4 years)	\$170,000	6/30/2028	N/A
2024	24-62-100	New Jersey Local Concept Development- (3 Years)	\$400,000	6/30/2026	N/A
2024	24-64-100	New Jersey Signal Retiming (2 Years)	\$380,000	6/30/2025	6/30/2026
2024	24-68-100	Concept of Operations for Traffic Operation Center - Camden City (2 Years)	\$275,000	6/30/2025	6/30/2026
2022	22-65-100	NJ HSIP (2-years)	\$220,000	6/30/2025	6/30/2026
<b>Total:</b>			<b>\$4,288,416</b>		

FY 2026 | Unified Planning Work Program

# Appendix A: NJDOT Funding







Delaware Valley Regional Planning Commission | Fiscal Year 2026 | Unified Planning Work Program

**Schedule A: NJDOT Funding Summary**

		STIP:											TOTAL FEDERAL FUNDS	LOCAL MATCH
		X30A FY24 FHWA-PL	X30A FY24 FTA-PL FLEX*	X30A Increasing Safe & Accessible Transportation Options (IIJA)	X30A STBGP-PHILA	# D1601 CMAQ/STBGP- PHILA	#01300 STBGP-PHILA / TSMO	#D0204 STBGP-PHILA / TCDI	#D0407 CMAQ / OZONE	#D2004 STBGP-PHILA/ TRANSP. OPERATIONS	#D2005 STBGP-PHILA/ Regional TOP Admin			
<b>TOTAL AVAILABLE FUNDS:</b>		\$ 3,316,195	\$ 1,491,481	\$ 82,991	\$ 2,201,500	\$ 380,000	\$ 166,000	\$ 600,000	\$ 40,000	\$ 130,000	\$ 50,000	\$ 8,458,167	\$ 111,650	
<b>TOTAL DVRPC PROGRAM &amp; BUDGET FOR FY26 UPWP:</b>														
<b>CENTRAL STAFF</b>	Various Programs and Projects	\$ 4,401,076	\$ 3,316,195	\$ 1,084,881								\$ 4,401,076		
NJ Regional GIS	26-24-100				\$ 200,000							\$ 200,000		
NJ Regional GIS Impl Coordination	26-53-300 (Chapter 5)				\$ 150,000							\$ 150,000		
Enhance and Maintain Travel Forecasting Tools	26-34-130				\$ 247,500							\$ 247,500		
Regional Electric Vehicle Planning Program	26-34-190				\$ 75,000							\$ 75,000		
2025 On-Board and Household Travel Surveys Continuation (3 years)	26-34-200				\$ 405,000							\$ 405,000		
NJ Local Concept Development Admin/Competitive Program & Project Mgmt	26-52-060				\$ 150,000							\$ 150,000		
Increasing Safe and Accessible Transportation Options	26-52-130			\$ 82,991								\$ 82,991		
NJ Supp Reg. Hwy Plan Program (SRHPP)	Project # 26-61-010 to 26-61-100 (Chapter 3B)				\$ 624,000							\$ 624,000		
Transportation Operations	26-52-050	\$ 130,000								\$ 130,000		\$ 130,000		
Transp Syst Mngmt & Ops (TSMO)	26-52-170	\$ 166,000					\$ 166,000					\$ 166,000		
New Jersey Signal Retiming (2 Years)	26-64-100; DB#: D1601 (CMAQ \$350K/STBGP-PHILA \$30K)	\$ 380,000				\$ 380,000						\$ 380,000		
Regional TOP Competitive Program Administration (NJ)	26-52-100	\$ 50,000									\$ 50,000	\$ 50,000		
NJ Transportation and Community Development Initiatives (TCDI)	26-66-100	\$ 600,000						\$ 600,000				\$ 600,000		
Local Concept Development- 3 Years (CR 686 Hartford Road, Burlington County)	26-62-100	\$ 350,000			\$ 350,000							\$ 350,000		
NJ AIR QUALITY	26-52-200	\$ 40,000							\$ 40,000			\$ 40,000		
(+MATCH)		\$ 10,000											\$ 10,000	
NJ Transit Support	Project # 26-63-020 to 26-63-026 (Chapter 4B)	\$ 406,600	\$ 406,600									\$ 406,600		
(+MATCH)		\$ 101,650											\$ 101,650	
<b>Total Project Costs:</b>		\$ 8,569,817	\$ 3,316,195	\$ 1,491,481	\$ 82,991	\$ 2,201,500	\$ 380,000	\$ 166,000	\$ 600,000	\$ 40,000	\$ 130,000	\$ 50,000	\$ 8,458,167	\$ 111,650



FY 2026 | Unified Planning Work Program

# Appendix B: Acronyms







# Acronyms

## Commonly Used Terms in DVRPC's Regional Planning Process

AADB – Annual Average Daily Bicycles

AADP – Annual Average Daily Pedestrians

AADT – Annual Average Daily Traffic

AASHTO – American Association of State Highway and Transportation Officials

AB Model – Activity-Based Model

ACS – American Community Survey

ACT – American Communities Survey

ADA – Americans with Disabilities Act

APTA – American Public Transportation Association

AQA – Air Quality Action

AQP – Air Quality Partnership

ATR – Automatic Traffic Recorder

AV – Autonomous Vehicle

AWDT – Average Weekday Daily Traffic

BCTMA – Bucks County Transportation Management Association

BID – Business Improvement District

BIL – Bipartisan Infrastructure Law

BRT – Bus Rapid Transit

CAAA – Clean Air Act Amendments

CAC – Clean Air Council

CBD – Central Business District

CBNR – Comprehensive Bus Network Redesign

CCCTMA – Cross County Connection Transportation Management Association

CD – Concept Development

CDC – Community Development Corporation

CEDS – Comprehensive Economic Development Strategy

CHSTP – Comprehensive Human Services Transportation Plan

CMAQ – Congestion Mitigation and Air Quality Improvement Program

CMP – Congestion Management Program

CPTMA – Central Philadelphia Transportation Management Association

CR – County Route

CRRSAA – Coronavirus Response and Relief Supplemental Appropriations Act

CTPP – Census Transportation Planning Package

CZAC – Coastal Zone Advisory Committee

CZM – Coastal Zone Management

DBE – Disadvantaged Business Enterprise

DCA – Department of Community Affairs

DCTMA – Delaware County Transportation Management Association

DECZ – Delaware Estuary Coastal Zone

DEP – Department of Environmental Protection

DOD – Department of Defense

DOT – Department of Transportation

DRPA – Delaware River Port Authority

DRWI – Delaware River Watershed Initiative

DVGMTF – Delaware Valley Goods Movement Task Force

ECG – East Coast Greenway

EDA – Economic Development Administration

EDD – Economic Development District

EJ – Environmental Justice

ERH – Emergency Ride Home

ETA – Equity through Access

FAA – Federal Aviation Administration

FAST Act – Fixing America’s Surface Transportation Act

FASTLANE – Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies

FEMA – Federal Emergency Management Agency

FHWA – Federal Highway Administration

FLMA – Federal Land Management Agency

FTA – Federal Transit Administration

FY – Fiscal Year

GHG – Greenhouse Gas

GIS – Geographic Information Systems

GMTMA – Greater Mercer Transportation Management Association

GVFTMA – Greater Valley Forge Transportation Management Association

HAV – Highly Autonomous Vehicle

HCTF – Healthy Communities Task Force

HDV – Heavy-duty Diesel Vehicle

HIP – Highway Infrastructure Program

HOV – High Occupancy Vehicle

HPMS – Highway Performance Monitoring System

HSIP – Highway Safety Improvement Program

HSM – Highway Safety Manual

HUD – US Department of Housing and Urban Development

ICG – Interagency Consultation Group

ICM – Integrated Corridor Management

IDRuM – Interactive Detour Route  
Mapping

IJA – Infrastructure Investment and Jobs  
Act

IMTF – Incident Management Task Force

IPD – Indicators of Potential Disadvantage

IREG – Information Resources Exchange  
Group

ISATO – Increasing Safe and Accessible  
Transportation Options

ITE – Institute of Transportation Engineers

ITS – Intelligent Transportation Systems

JARC – Job Access Reverse Commute

LCD – Local Concept Development

LED – Light Emitting Diode

LEED – Leadership in Energy and  
Environmental Design

LEP – Limited English Proficiency

LOS – Level of Service

LRP – Long-Range Plan

LTAP – Local Technical Assistance Program

MAP – Mobility Alternatives Program

MAP-21 – Moving Ahead for Progress in  
the 21<sup>st</sup> Century

MIRE – Model Inventory of Roadway  
Elements

MIT – Municipal Implementation Tools

MOVES – Motor Vehicles Emissions  
Simulator

MPMP – Multimodal Project Management  
System

MPO – Metropolitan Planning Organization

NAAQS – National Ambient Air Quality  
Standards

NACTO – National Association of City  
Transportation Officials

NAICS – North American Industry  
Classification System

NEPA – National Environmental Protection  
Act

NETS – National Establishment Time Series

NHS – National Highway System

NHSL – Norristown High Speed Line

NJ BPAC – NJ Bicycle and Pedestrian  
Advisory Council

NJBPU – New Jersey Board of Public Utilities

NJCRC – New Jersey Coastal Resilience  
Collaborative

NJ DCA – NJ Department of Community  
Affairs

NJ DEP – NJ Department of Environmental Protection

NJ DOT – NJ Department of Transportation

NJ OPA – NJ Office for Planning Advocacy

NJ SAFR – NJ Southern Area First Responders

NJT – New Jersey Transit

NJTA – NJ Turnpike Authority

NJTPA – North Jersey Transportation Planning Authority

OMB – Office of Management and Budget

oTIS – Philadelphia Managing Director's office of Transportation and Infrastructure Sustainability

PA DCED – PA Department of Community and Economic Development

PA DCNR – Pennsylvania Department of Conservation and Natural Resources

PA DEP – PA Department of Environmental Protection

PART – Pottstown Area Rapid Transit

PA SDC – PA State Data Center

PATCO – Port Authority Transit Corporation

PEAs – Planning Emphasis Areas

PEL – Planning and Environment Linkages

PennDOT – PA Department of Transportation

PL – FHWA and FTA Metropolitan Planning Program funds

PM 2.5 – Particulate Matter 2.5 microns

PMC – Program Management Committee

PMRPC – Pottstown Metropolitan Regional Planning Commission

POA – Point of Access

PPA – Preliminary Preferred Alternative

PPAC – Pedalcycle and Pedestrian Advisory Committee

PPTA – PA Public Transportation Association

PPTF – Public Participation Task Force

PSATS – PA State Association of Township Supervisors

PTC – PA Turnpike Commission

PTMA – Partnership Transportation Management Association

PWP – Planning Work Program

RAC – Regional Aviation Committee

RASP – Regional Aviation System Plan

RCRS – Road Condition Reporting System

RideECO – Ride Easy Commute Options

RIMIS – Regional Integrated Multimodal Information Sharing

ROW – Right-of-Way	SOV – Single Occupant Vehicle
RPO – Rural Planning Organization	SRHPP – Supportive Regional Highway Planning Program
RSLPP – Regional Streetlight Procurement Program	SRTS – Safe Routes to School
RSTF – Regional Safety Task Force	SRTT – Safe Routes to Transit
RTAC – Regional Transit Advisory Committee	SS4A – Safe Streets and Roads for All
RTC – Regional Technical Committee	STBGP – Surface Transportation Block Grant Program
RTSAP – Regional Transportation Safety Analysis and Plan	STIP – State Transportation Improvement Program
SAR – Share-a-Ride	STOPS – Simplified Trips-On-Projects Software
SDRP – State Development and Redevelopment Plan	STP – Surface Transportation Program
SEPTA – Southeastern Pennsylvania Transportation Authority	STU – STP Funds Allocated to Urban Areas
SHSP – Strategic Highway Safety Plan	SVC – Stored Value Card
SILOC – Services in Lieu of Cash	TAMP – Transportation Asset Management Plan
SIP – State Implementation Plan	TAP – Transportation Alternatives Program
SJCATF – Sustainable Jersey Climate Adaptation Task Force	TCDI – Transportation and Community Development Initiative
SJTA – South Jersey Transportation Authority	TCRP – Transit Cooperative Research Program
SJTPO – South Jersey Transportation Planning Organization	TDM – Transportation Demand Management
SME – Subject Matter Experts	TDM – Travel Demand Model
SOS – Strategies for Older Suburbs	TE – Transportation Enhancements

TIM2 – Travel Improvement Model  
Version 2

TIM3 – Travel Improvement Model  
Version 3

TIP – Transportation Improvement Plan

TMA – Transportation Management  
Association, Transportation Management  
Area

TMACC – Transportation Management  
Association of Chester County

TMP – Traffic Management Plan

TOC – Transit Oriented Communities

TOD – Transit Oriented Development

TOP – Travel Options Program

TOTF – Transportation Operations Task  
Force

TPM – Transportation Performance  
Measures

TPM – Transportation Performance  
Management

TRID – Transit Revitalization Investment  
District

TRB – Transportation Research Board

TSM – Transportation Systems  
Management

TSMO – Transportation Systems  
Management and Operations

TSP – Transit Support Program

TSP – Transit Signal Priority

UPWP – Unified Planning Work Program

US DOT – US Department of Transportation

US EDA – US Economic Development  
Administration

US EPA – US Environmental Protection  
Agency

UWAG – Urban Waterfront Action Group

VOC – Volatile Organic Compound

VMT – Vehicle Miles Traveled

VPI – Virtual Public Involvement



**DVRPC's vision** for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

**DVRPC's mission** is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.



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