



MAKING OUR REGION **GREATER**

WORK
PROGRAM
FY2013
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WORK
PROGRAM



47 YEARS OF SERVICE
SERVING THE PHILADELPHIA, CAMDEN, TRENTON, METROPOLITAN AREAS

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DVRPC MEMBER GOVERNMENTS

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PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
NEW JERSEY DEPARTMENT OF TRANSPORTATION
PENNSYLVANIA GOVERNOR'S POLICY OFFICE
NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS
BUCKS COUNTY
BURLINGTON COUNTY
CHESTER COUNTY
CAMDEN COUNTY
DELAWARE COUNTY
GLOUCESTER COUNTY
MONTGOMERY COUNTY
MERCER COUNTY
CITY OF CHESTER
CITY OF CAMDEN
CITY OF PHILADELPHIA
CITY OF TRENTON



DVRPC Mission Statement

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.

January 26, 2012

On behalf of the Delaware Valley Regional Planning Commission, we are pleased to present the Fiscal Year 2013 Planning Work Program as adopted by the Board of Commissioners on January 26, 2012.

This document details work to be completed by DVRPC and our member governments during FY 2013, which begins July 1, 2012 and extends through June 30, 2013. This year's program includes work mandated by SAFETEA-LU and the Clean Air Act Amendments (CAAA), as well as high priority local and regional initiatives as identified by the DVRPC Board.

DVRPC's mission is to define a vision for the sustainable growth of the region and work to implement that vision through our planning activities and technical and financial assistance. Key issues for the Commission in FY 2013 include the safety and security of the transportation system, increasing the efficiency and operations of our roads and transit systems, promoting growth and revitalization in our older communities, protecting our air, land and water resources, and continuing to support programs that will integrate transportation, land use, the environment and economic development. An important challenge for the Commission in FY 2013 will be to continue implementing the goals of our long range plan, *Connections: The Regional Plan for a Sustainable Future*.

The Commission believes that the FY 2013 work program responds to changing planning and critical issues identified by the leadership and citizens of the region, and will continue to lead the way toward a brighter future. Your comments and suggestions are invited.

Louis J. Cappelli
Chair

Barry Seymour
Executive Director

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**ADOPTION OF THE
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2013 PLANNING WORK PROGRAM**

BE IT RESOLVED, that the Board of the Delaware Valley Regional Planning Commission (DVRPC):

1. Approves and adopts the Fiscal Year 2013 Planning Work Program (UPWP), consisting of the Regular DVRPC Planning Work Program, the Supportive Regional Highway Planning Program and the Transit Support Program, as recommended by the Board Work Program Committee; and
2. Approves the actions to amend or modify the FY 2010 TIP for New Jersey (NJ12-07) and the FY 2011 TIP for Pennsylvania (PA11-58) as required.
3. Authorizes and directs Barry Seymour, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2013 Planning Work Program with appropriate funding agencies and to prepare, execute and file the required applications and negotiate and execute the necessary contracts and grant agreements, and modifications thereto, on behalf of the DVRPC with and in the form required by a local government, operating agency, state agency, or Federal agency to aid in financing the work described in the approved and adopted Fiscal Year 2013 Planning Work Program; and
4. Authorizes and directs Barry Seymour, Executive Director, to execute and file with such applications, contracts and agreements, such assurances as may be required or any other document concerning compliance with Title VI of the Civil Rights Act of 1964 and all other pertinent directives and requirements thereunder; and
5. Authorizes and directs Barry Seymour, Executive Director, to set forth and execute Disadvantaged Business Enterprise policies and establish and administer procedures as may be required to ensure utilization of disadvantaged businesses to the maximum extent feasible in connection with the procurement needs of the projects described in the adopted Fiscal Year 2013 Planning Work Program; and

6. Designates Barry Seymour, Executive Director, as the authorized representative of the Commission, to provide such additional information, documents and certifications as may be required in connection with all matters pertaining to any application, grant agreement or project contained in the Fiscal Year 2013 Planning Work Program; and
7. Authorizes and directs Jean L. McKinney, Recording Secretary, to impress the official seal of the Commission and attest same on all documents as may be required.

Adopted this 26th day of January, 2012
by the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY11-004.

A handwritten signature in cursive script, reading "Jean L. McKinney", is written over a horizontal line.

Jean L. McKinney, Recording Secretary

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FY 2013 PLANNING WORK PROGRAM

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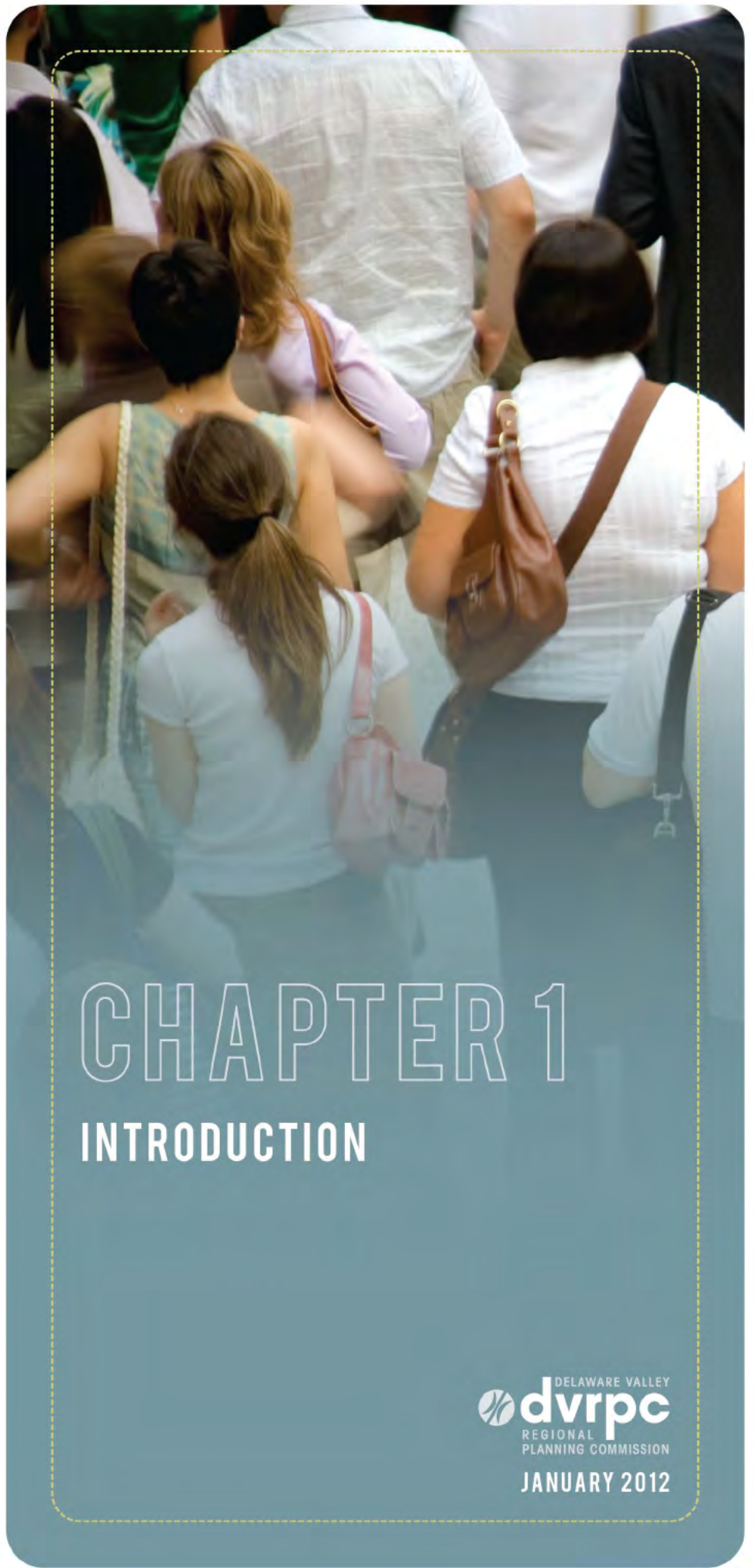
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CHAPTER 1

INTRODUCTION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2013 PLANNING WORK PROGRAM

CHAPTER ONE

INTRODUCTION

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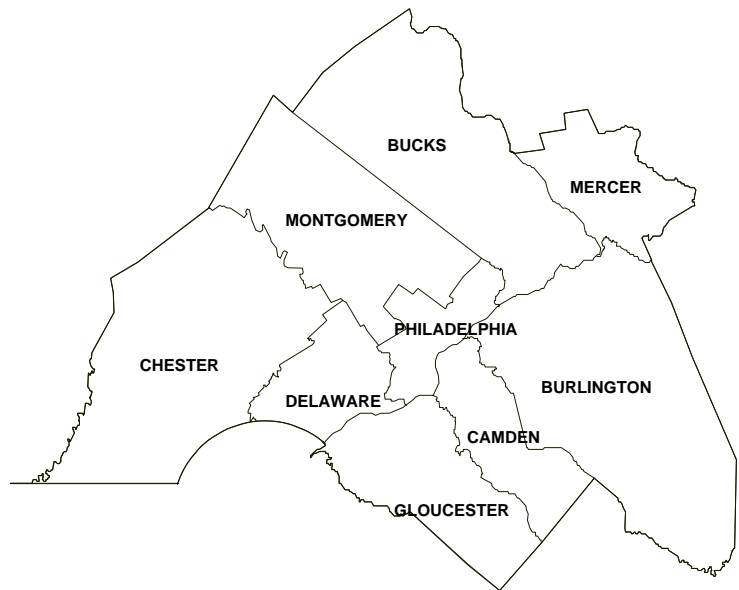
DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Fiscal Year 2013 Planning Work Program

INTRODUCTION

The Fiscal Year 2013 Planning Work Program for the Delaware Valley Regional Planning Commission (DVRPC) incorporates the planning programs and support activities of DVRPC and its member governments within the nine-county DVRPC region for the period July 1, 2012 through June 30, 2013. The Work Program is developed annually by the DVRPC Board 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 to coordinate a comprehensive, coordinated, and continuing transportation planning program. DVRPC is the designated MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery counties in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The cities of Camden and Trenton in New Jersey, and Chester in Pennsylvania, are also voting members at DVRPC, as are the states of Pennsylvania and New Jersey.



DVRPC's mission is to unite the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy.

DVRPC emphasizes technical assistance and services and conducts high priority studies for member state and local governments, while determining and meeting the needs of the private sector. Five principal emphasis areas were identified to direct the development of the DVRPC Planning Work Program, including work in FY 2013. The areas are:

- Explore local transportation funding opportunities to supplement State and Federal money that continues to decrease;
- Facilitate shared services among local governments in the Delaware Valley region;
- Continue and enhance the intergovernmental process to insure coordinated regional development and resolution of regional issues, and the provision of technical assistance to our member governments and the region's transportation operating agencies;
- Begin the preparation and refinement of the 2040 long-range transportation, growth management, and community development plan for the region, which will provide the blueprint for where to focus further planning activities and investments; and
- Enhance the sharing of technology and information collection to insure that pertinent information is readily available to the region's governments and decision makers.

SAFETEA-LU & CAAA

As the federally-designated Metropolitan Planning Organization (MPO) for the region, DVRPC must respond to the planning requirements of two federal laws: the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1990 (CAAA). SAFETEA-LU, adopted in 2005, continues and enhances the regional transportation planning programs first advanced in ISTEA and TEA-21. Although SAFETEA-LU expired in 2009, it has been extended through continuing resolutions into FY12.

Under SAFETEA-LU, certain highway and transit funds are to be administered by a region's MPO, and the MPO is a partner in the planning for the use of all transportation funds. SAFETEA-LU also requires the MPO to produce and oversee a Transportation Improvement Program (TIP), the region's short-range investment plan, which must be consistent and serve to implement the region's long-range plan. The TIP prioritizes all of the Delaware Valley's transportation related projects within the constraints of federal funding that Pennsylvania and New Jersey can reasonably expect to receive within four years.

SAFETEA-LU identifies eight planning factors that must be considered in the metropolitan planning process:

- 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 the accessibility and mobility options available to people and for 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.

The Clean Air Act Amendments (CAAA) establishes a program and sets 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 fine particulate matter and must attain the mandated air quality standards for fine particulate matter and ground-level ozone. Although the responsibility for attaining the standards falls directly on the states, DVRPC is responsible for a key role in developing many of the programs relating to air quality attainment. The projects in the TIP and the Long Range Transportation Plan must conform to the states' air quality implementation plans. These projects must not lead to any further degradation of the region's air quality, but, instead improve air quality and move the region toward meeting the federal clean air standards.

Comprehensive Planning and Other Programs

DVRPC's annual Planning Work Program is also defined, in part, by the planning needs of the city and county member governments and additional regional needs. The member governments' contribution to a Comprehensive Planning fund provides support for DVRPC to address key issues of regional significance that would not otherwise be eligible for federal and state transportation funding. The Comprehensive Planning program supports initiatives such as open space and environmental planning projects, economic development planning, housing analysis, and local or regional land use planning. Many programs, while broad in scope, affect transportation conditions in the region. DVRPC's TCDI program (Transportation and Community Development Initiative) is an important effort whereby DVRPC provides planning grants, based on the competitive review of proposals, to the cities, boroughs and older suburban communities of the region 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, non-profit foundations and organizations, and the

private sector. 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 like Classic Towns of Greater Philadelphia that are aimed at growing, revitalizing, and supporting the region's older suburbs and urban neighborhoods; coordination with the region's environmental protection and open space organizations and reporting on the region's locally funded open space programs; and continuing food system planning and coordination activities. Previously, in conjunction with the New Jersey and Pennsylvania Departments of Transportation, DVRPC prepared the *Smart Transportation Guidebook* for Pennsylvania and New Jersey. The award winning Guidebook proposes to manage capacity by better integrating land use and transportation planning. The principles and concepts included in the Guidebook have been applied in subsequent corridor studies, such as the US 30 corridor in Philadelphia, Montgomery and Delaware counties and the US130/US 206 corridor in Burlington County. DVRPC continued its involvement in PennDOT's Linking Planning and NEPA initiative activities, meetings and program tasks. In FY2012, DVRPC also continued energy and climate change initiatives that included coordination and facilitation, analyses, management tool development and technical assistance to local governments.

Staff continued essential work for the Year 2040 Plan in FY 2012, **including population and employment forecasts, updating public sewer and water coverage, tracking progress toward reaching long range goals, and revising the transportation project selection process**, while continuing projects that work to implement *Connections*. These initiatives include planning for energy efficiency in buildings, working with partners to plant trees in areas with low tree canopy, advancing transportation operations and safety projects, a study of other MPOs' long range plan processes and approaches toward local implementation, and responding to many other needs of DVRPC's member governments and agencies.

Agency Roles and Responsibilities

DVRPC, as the regional MPO, has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Several other agencies, however, also play key roles in the transportation planning process, as discussed below.

State Departments of Transportation (DOTs) — DVRPC works cooperatively with the Pennsylvania and New Jersey Departments of Transportation (PennDOT and NJDOT) as well as Delaware and Maryland DOTs in carrying out all of its transportation and air quality planning activities. PennDOT and NJDOT representatives serve on all transportation related committees, as well as the DVRPC Board. Delaware and Maryland transportation departments serve on the committee responsible for coordinating transportation-related air quality issues.

The state DOTs are responsible for a number of activities that affect the

metropolitan planning process. They are charged with the development of statewide long-range plans, which include 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 the regional TIP developed by DVRPC. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in DVRPC's TIP.

The state DOTs have the lead responsibility for developing the statewide management systems tools provided for by SAFETEA-LU. Development of these systems involves extensive consultation with DVRPC and other MPOs. These systems help DVRPC to identify transportation needs.

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).

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.

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 Port Authority Transit Corporation (PATCO), New Jersey Transit Corporation (NJTC) and Pottstown Urban Transit (PUT). Each is responsible for both the capital needs and service 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, both funded through DVRPC's regional planning program and through other sources. 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. All transit operating agencies participate in DVRPC Board and committee meetings.

City and County Planners — The eight counties and four cities that comprise the DVRPC Board and region are key partners in the regional planning process. Using the Federal planning funds made available to DVRPC, funding is passed

through to the member governments to support their transportation planning work and the extensive coordination needed to prepare and maintain a regional process. Member governments participate in all regional committees, identify and prioritize projects, and provide the local knowledge and perspective needed to integrate with the regional program.

DVRPC's Working Committees

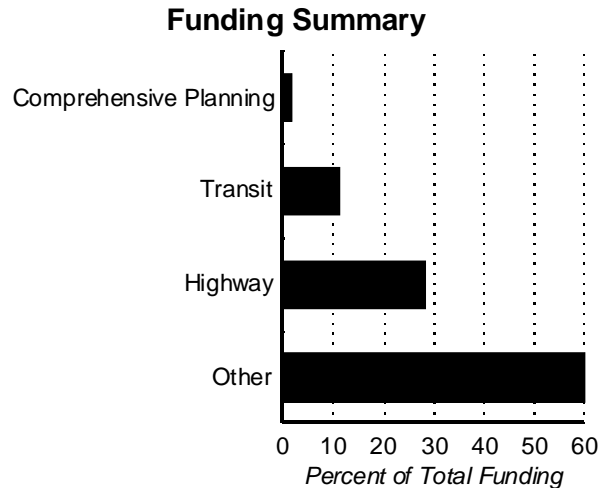
One of the primary roles of DVRPC is to coordinate its planning programs, and those of its member governments, with citizens residing in the region. To accomplish this objective, the DVRPC Board has established several committees to address the regional issues of transportation, land use, air quality, housing, airports, goods and freight movement, and citizens' concerns. These committees enhance the regional forum provided by the Board and extend it so that all interested and involved parties can discuss and provide direction for policy on regional planning in the Delaware Valley. The working committees include:

- the **Planning Coordination Committee and Regional Transportation Committee (PCC-RTC)**, The PCC & RTC serves as an advisory unit, reporting to the DVRPC Board, in reference to: (1) Transportation Planning consisting of a long-range element and a short-range element; (2) the Transportation Improvement Program; (3) the Transportation Planning Work Program consisting of the DVRPC Work Program; and (4) all other transportation planning as directed by the Board;
- the **Public Participation Task Force (PPTC)**
The DVRPC Board took action in October, 2011 to replace the Regional Citizens Committee with a Public Participation Task Force that will be comprised of appointed members as well as citizens at large, who will be selected from an application process. The mission of the task force is to provide access to the regional planning and decision-making process, to review timely issues, and to advise on public outreach strategies;
- the **Delaware Valley Goods Movement Task Force (DVGMF)**, The Delaware Valley Goods Movement Task Force 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)**, which provides a forum for the exchange of ideas and experiences among regional data managers;

- the **Regional Community and Economic Development Forum**, which facilitates the various economic development and housing agencies in the region to work together on issues of regional importance, fosters greater cooperation between agencies, and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community;
- **Planning at the Edge**, this committee addresses inter-regional issues and projects identified through DVRPC staff outreach to adjacent metropolitan planning organizations and counties with the goal of achieving cooperative solutions. The committee initiates discussion on proposed coordination, communication and cooperation techniques across regional boundaries;
- the **Regional Aviation Committee (RAC)**, which provides technical and policy guidance concerning regional airport systems to the states, DVRPC and the Federal Aviation Administration;
- the **Regional Safety Task Force (RSTF)**, is an interdisciplinary team of safety stakeholders/professionals that will offer guidance and direction to the Commission's safety conscious planning program. The focus of the task force is diverse and will address all users and operators of the transportation network and all modes; and
- the **Transportation Operations Task Force (TOTF)**, the Transportation Operations Task Force 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 directs DVRPC's ITS and Operations planning activities that in turn support the Task Force.

FY 2013 Program Budget

The total budget for the FY 2013 Planning Work Program is **\$28,116,331**, an increase of **\$1,614,289** from that contained in the FY 2012 Planning Work Program. Table A, *Funding Summary* (see Page 21), shows DVRPC's funding by major source. Table B, *Project Funding* (see Chapter 2) shows the budget and funding for each project.



FY 2013 Programs and Projects

This Work Program continues the reorganized structure begun in FY 2008 that consolidated many related projects into program areas. Some initiatives remain as stand alone projects due to special circumstances. The concept of programs allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board's direction. The list below shows each DVRPC major program area and the goals of each program.

DVRPC Major Programs and Related Tasks

Technical Assistance to Member Governments

Ensure intergovernmental coordination, technical evaluation and regional policy formulation on transportation issues, projects and plans through monthly meetings of the Planning Coordinating Committee/Regional Transportation Committee and Regional Aviation Committee (including meeting minutes and pertinent presentations, research and technical assistance activities).

TransitChek Marketing

TransitChek provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$125/month as of January 2012. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and their employer(s). All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators.

Regional Forum

This project ensures continued intergovernmental and policy coordination, as well as administrative oversight by the DVRPC Board and its Committees, through the provision of secretariat and management services. Through the Board Policy Committee, identification, monitoring and formulation of policy analyses for issues of regional significance is undertaken. Staff activities include researching and monitoring key issues, review of pertinent federal and state legislation or policy guidance, technical assistance and drafting proposed position statements or comment letters for consideration by the Policy Committee and the Board.

Work Program Administration

Preparation of the Planning Work Program, negotiate project funding, monitor the program progress, prepare and submit required applications and contract documents. Provide input to Regional Forum and receive output from all projects. Prepare, administer and provide technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

Environmental Justice

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. A renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This renewed commitment is reflected in DVRPC's Work Program, publications, communications, public involvement efforts, and general way of doing business.

Transportation Operations

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 technology and interagency coordination that will address reoccurring and non-reoccurring congestion.

Corridor Planning

This program is the nexus between the long-range plan and project development. Corridor planning takes needs identified in the long-range plan, related to routes identified as essential to the movement of goods and people in the region, refines the understanding of those needs, and evaluates potential strategies to address them. The process is designed to better inform regional transportation and land use decision making.

Regional Transit Planning Program

This program assists regional, county, and transit agencies with public transit planning efforts. This includes identifying, assessing, and enhancing transit access, connectivity, and mobility under the direction of the Regional Transit Advisory Committee (RTAC). The program focuses on three areas: the first is continued collection, analysis and reporting of survey and other data relating to the regional transit system. The second is technical assistance and outreach to member governments and stakeholders on transit issues. This includes the identification and oversight by the RTAC of worthy transit projects benefiting the region each fiscal year. Finally, technical input is also developed to enhance short-term DVRPC projects, as well as in support of the long-range planning functions of the Commission.

Non-Motorized Transportation and Human Services Planning Program

This program combines two distinct yet related elements: planning for bicycle and pedestrian modes, as well as the planning and coordination for federally mandated coordinated human services transportation. Both elements expand and promote mobility options for the transportation in the region. Bicycle and pedestrian travel is highlighted in the transportation planning and design process, per USDOT policy.

Delaware Valley Freight Planning

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 a regional goods movement strategy.

Transportation Safety and Security

This program supports the goals of DVRPC's long-range plan, Regional Safety Action Plan, and the DOTs' Strategic Highway Safety Plan. It incorporates transportation safety and security, planning factors required by federal metropolitan planning regulations, into the transportation planning process; and seeks to improve the safety and security of the region's transportation system while maintaining acceptable levels of accessibility and efficiency. The program addresses transportation safety and security from a multi-pronged approach and coordination and outreach are important aspects.

Travel Monitoring

This continuing project 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 VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), 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 have recently been enhanced to include the

monitoring of selected bicycle and pedestrian movements. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system.

Smart Growth

The Smart Growth work program will continue DVRPC's work on linking land use and transportation planning, while also enhancing the level of outreach, education, coordination, advocacy, and overall support for smart growth principles. This program will support greater understanding of sprawl issues and their impacts on the region's accessibility and mobility, land preservation, urban revitalization, and economic development.

Economic Analysis and Coordination

Support and foster coordination and exchange of information between the economic development and business community on one hand, and the transportation and land use planning community on the other. It also assures that the voices of the economic development and business community are brought into DVRPC planning activities.

Strategies for Older Communities

Many of the region's oldest suburbs and boroughs face social, economic, and infrastructure challenges uncharacteristic of more affluent "outer ring" communities and lack the resources available to the region's core cities. This program will continue to convene forums for these municipalities to learn from outside experts as well as their peers, while also providing technical assistance.

Energy and Climate Change Initiatives

Focus the attention of local governments on developing policies and actions for reducing energy use and associated greenhouse gas emissions and adapting to predicted climate change impacts by providing leadership, coordination, and technical assistance on these issues.

Long Range Plan

Foster a long range vision to guide development in the region and identify strategies to achieve goals that implement the vision. Ensure that the region's transportation investments are linked to long-range land use, environmental protection, economic development and transportation goals. The Long-Range Plan provides guidance and a policy framework for numerous other DVRPC programs.

Regional Congestion Management Process

The CMP is a systematic process for managing congestion in the DVRPC region. It analyzes the multimodal transportation system, defines congested corridors, and results in agreed-upon strategies for each congested subcorridor at a regional planning level. The CMP strengthens the

connection between the Long-Range Plan, TIP, and other projects. It includes work with DOT and county project managers and others to help make transportation investments more effective.

Air Quality Planning

Improve air quality in the region through coordination of intra and inter-regional policies, public education and demonstration of transportation conformity of the region's long range plan and transportation improvement programs.

Environmental Planning

Assure a clean and sustainable environment and implement *Connections* 2035 by assisting in efforts to preserve the 2035 Greenspace Network and 2035 Conservation Focus Areas for natural resource, agricultural preservation and outdoor recreational purposes.

Travel and Land Use Modeling

The Travel and Land Use Modeling work program element 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 regional plan and planning process require 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 our consultants as they upgrade the DVRPC land use and travel models and software.

Transportation Improvement Program (TIP)

This project provides for transportation financial planning 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. Serving as the facilitator for the region's stakeholders, DVRPC will both develop and maintain a regional DVRPC Transportation Improvement Program (TIP) for Pennsylvania and New Jersey as mandated by federal regulations, identify and select transportation projects that address the needs of the region and advance the goals of the long range plan, document modifications to the program, and provide information and documents related to those processes, funding, and

capital programming issues 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 SAFETEA LU and environmental justice concerns as they relate to this project.

Competitive Program and Project Management

SAFETEA-LU, the current federal authorizing legislation for highways and transit, includes funding for non-traditional transportation projects such as multi-use trails, streetscapes, historic restorations, alternative fueled vehicles, and travel demand management, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources and for local highway and bridge projects. Four categories of federal funding that provide broad eligibility for these non-traditional and local transportation projects are: Transportation Enhancements, Earmarks, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

Transportation Asset Management Process

Greater and greater demands are straining our transportation system: increased congestion, more truck travel, growing population, aging infrastructure, higher customer expectations, and escalating construction and operating costs. These factors threaten the viability of our transportation system unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade our existing assets. A more strategic and systematic process of operating, maintaining, upgrading, and expanding our physical assets is needed. By effectively refocusing business and engineering practices on life cycle costs and benefits, better decision-making on resource allocation and utilization will result. Such an approach requires quality information and well defined objectives.

Geographic Information Systems

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 Exchange and Analysis program.

Data Exchange and Analysis

This program facilitates the acquisition, organization, analysis, automation, and dissemination of available data sets to support all regional land use and transportation planning activities. This data includes (but is not limited to) newly released Census data products, residential building permit data, and Home Mortgage Disclosure Act (HMDA) data, as well as data for which DVRPC is a primary source, including the TIP, traffic counts, land use, and aerial photography. Additional program tasks include maintaining DVRPC's regional online information network; coordinating with the Census Bureau in preparation for the 2011 Census (including evaluating the proposed Census Transportation Planning Products); and administering the Commission's Information Resources Exchange Group (IREG).

Work Program Organization

The FY 2013 Planning Work Program is divided into six chapters. Chapter One serves as an introduction to DVRPC's operations and relationship to other transportation agencies in the Delaware Valley region. Chapter Two details the programs and projects which DVRPC will be undertaking during FY 2013. Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively, which are funded by DVRPC and carried out by its member governments and transit operating agencies. Chapter Five includes other projects to be carried out by member governments. Chapter Six includes high priority projects which could not be funded in FY 2013 for both DVRPC sponsored projects and those of its member governments. Additional funding would need to become available in order for these projects to be implemented. It also includes those planning efforts anticipated to be carried out by other transportation agencies to insure a coordinated transportation planning effort. Within the framework of available financial and human resources, this work program effectively addresses the key regional issues. 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.

Achievement of Long-Range Plan Key Principles

The four key principles of the Long-Range Plan serve as a framework for many of the projects and programs undertaken by DVRPC. The Work Program serves as an important implementation tool to achieve the future land use and transportation development vision that is set forth in the Long-Range Plan. In an effort to highlight the connection between the Work Program and the Long-Range Plan, a matrix was developed that shows the linkage between these two core documents. Both primary and peripheral associations between the programs and the four key principles of the Long-Range Plan are shown in the matrix. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the Long-Range Plan.

CONNECTIONS LONG-RANGE PLAN KEY PRINCIPLES

PROGRAMS	Create Livable Communities	Manage Growth & Protect Resources	Build an Energy-Efficient Economy	Modernize the Transportation System
Regional Forum	•	•	•	•
Work Program Administration	•	•	•	•
Technical Assistance to Member Governments	•	•	•	•
Environmental Justice	•	•	•	•
Transportation Improvement Program	○	○	○	•
Competitive Project Management	○	○	○	•
Long-Range Plan	•	•	•	•
Congestion Management	○	○	○	•
Transportation Operations			○	•
Corridor Planning	○	○	○	•
Smart Growth Coordination	•	•	○	○
Strategies for Older Communities	•	○	○	•
Non-Motorized & Human Services Transportation Planning	○		○	•
Regional Transit Planning Program	○		○	•
Freight Planning	○	○	○	•
Economic Analysis and Coordination	○	○	•	○
Environmental Planning	○	•		○
Air Quality Planning	○	•		•
Transportation Safety	○			•
Travel Monitoring				•
Data Exchange	•	•	•	•
Geographic Information Systems	•	•	•	•
Travel and Land Use Modeling		○		•
TransitChek Marketing			○	•
Climate Change Initiative	○	○	•	○
Asset Management	○		○	•

• Primary Association ○ Peripheral Association

SAFETEA-LU Planning Factors

PROGRAM AREAS	1. Economic Vitality	2. Safety	3. Homeland Security	4. Accessibility and Mobility	5. Environment and Energy	6. Integration and Connectivity	7. Efficient System Management	8. Preserve Existing Systems
Regional Forum	•			•				
Work Program Administration								
Technical Assistance to Member Governments				•	•		•	•
Environmental Justice	•		•	○	•			
Transportation Improvement Program	○	•	•	○	•	○	•	○
Competitive Program and Project Management	•			○	•			
Long-Range Plan	○	•	•	○	○	○	○	○
Regional Congestion Management Process	•	•	•	○	•	○	○	
Transportation Operations	•	•	•	○	•	•	○	○
Corridor Planning	•	•		○	•	•	○	
Smart Growth	•	•		○	○		○	•
Strategies for Older Communities	•			•	•		○	○
Non-Motorized & Human Services Transportation Planning	•			○		•	○	
Regional Transit Planning Program	•	•	•	○	•	○	○	○
Delaware Valley Freight Planning	○	•	•	•		•	○	•
Economic Analysis and Coordination	○	•	•	•			•	
Environmental Planning	•	•			○			
Air Quality Planning	•	•			○			
Transportation Safety and Security	•	○	○	•				
Travel Monitoring								
Data Exchange and Analysis								
Geographic Information Systems			•					
Travel and Land Use Modeling						•	•	
TransitChek Marketing					○			
Energy and Climate Change Initiatives	•		○		○			
Transportation Asset Management	•		•		•		○	○

- Primary Association ○ Secondary Association

SAFETEA-LU identifies the following eight factors to serve as the basis for all metropolitan and statewide planning processes and products:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non- motorized users.
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight;
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Title VI Compliance:

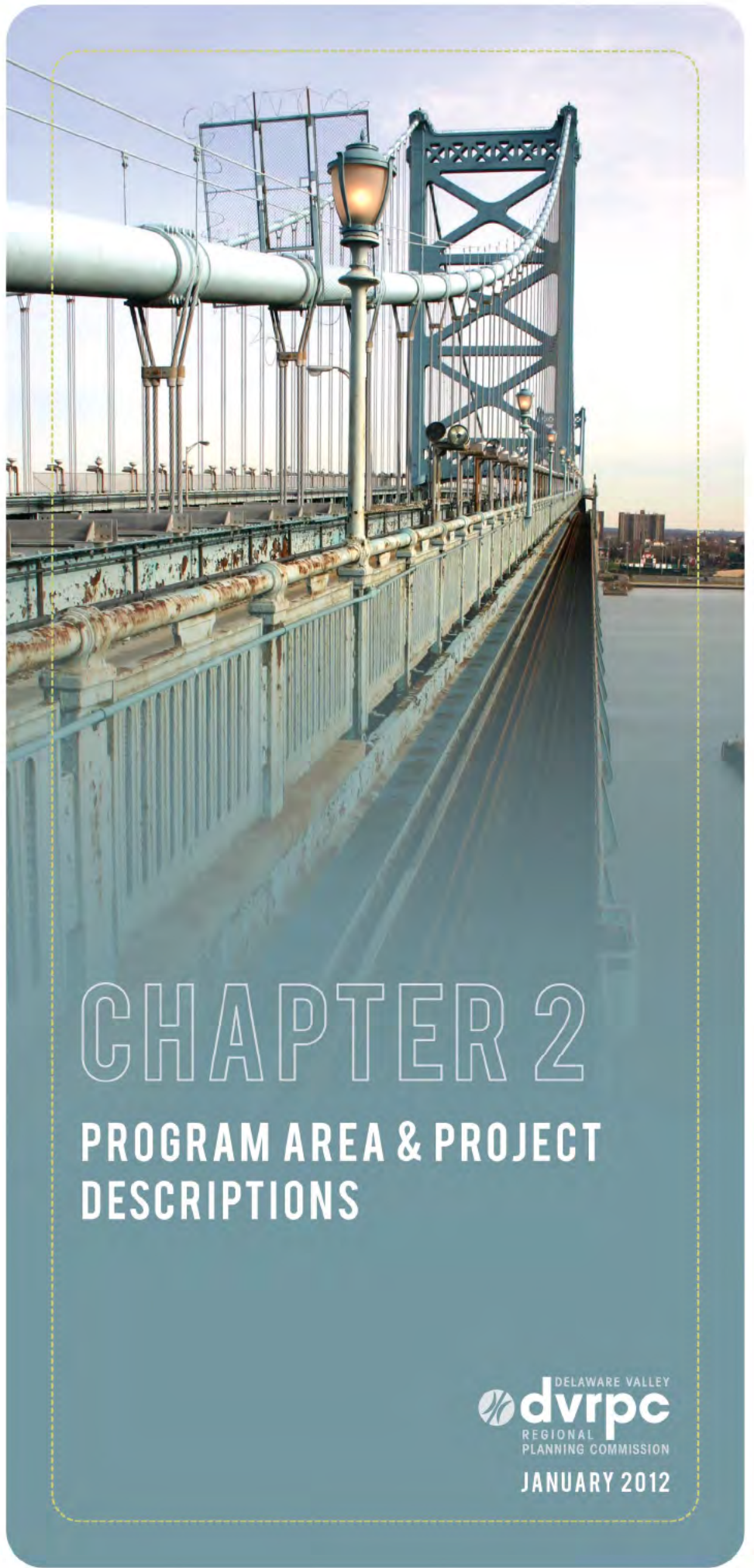
The Delaware Valley Regional Planning Commission (DVRPC) hereby gives public notice that it is the policy of the Commission to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which DVRPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with DVRPC. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: www.dvrpc.org or call (215) 238-2871.

TABLE "A"
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2013 PLANNING WORK PROGRAM
FUNDING SUMMARY

03-07-12

FUNDING SOURCE	GENERAL FUND	HIGHWAY PROGRAM	TRANSIT PROGRAM	COMP PLANNING	OTHER PROGRAMS	TOTAL
MISCELLANEOUS	\$0	\$0	\$0	\$0	\$3,741,808	\$3,741,808
FAA	0	0	0	0	237,500	237,500
PA FTA	0	0	947,270	0	0	947,270
PA FHWA	0	3,491,070	0	0	3,990,425	7,481,495
PA STATE	0	541,683	118,408	0	839,725	1,499,816
PA OTHER	0	0	0	0	0	0
LOCAL	0	0	0	0	0	0
NJ FTA	0	0	427,519	0	0	427,519
NJ FHWA	0	2,198,000	0	0	1,322,850	3,520,850
NJ STATE	0	0	0	0	0	0
LOCAL	0	0	0	0	0	0
PA LOCALS	\$138,588	\$330,529	\$118,409	\$330,345	\$3,610	\$921,481
Bucks County	21,620	51,563	18,472	51,534	722	143,911
Chester County	17,240	41,118	14,730	41,095	722	114,905
Delaware County	18,155	43,299	15,512	43,275	722	120,963
Montgomery County	27,648	65,941	23,623	65,904	722	183,838
City of Philadelphia	52,747	125,799	45,066	125,729	722	350,063
City of Chester	1,178	2,809	1,006	2,808	0	7,801
NJ LOCALS	\$55,894	\$0	\$0	\$165,074	\$2,888	\$223,856
Burlington County	15,516	0	0	45,825	722	62,063
Camden County	15,075	0	0	44,520	722	60,317
Gloucester County	9,966	0	0	29,433	722	40,121
Mercer County	9,731	0	0	28,739	722	39,192
City of Camden	2,672	0	0	7,891	0	10,563
City of Trenton	2,934	0	0	8,666	0	11,600
SUBTOTAL DVRPC	\$194,482	\$6,561,282	\$1,611,606	\$495,419	\$10,138,806	\$19,001,595
MEMBER GOVERNMENTS AND TRANSIT OPERATING AGENCIES						
PA FTA	\$0	\$0	\$947,270	\$0	\$0	947,270
PA FHWA	0	628,000	0	0	650,000	1,278,000
NJ FTA	0	0	427,519	0	0	427,519
NJ FHWA	0	0	0	0	865,000	865,000
PA LOCALS	0	157,000	236,817	0	0	393,817
NJ LOCALS	0	0	106,880	0	96,250	203,130
OTHER	0	0	0	0	5,000,000	5,000,000
SUBTOTAL	\$0	\$785,000	\$1,718,486	\$0	\$6,611,250	\$9,114,736
GRAND TOTAL	\$194,482	\$7,346,282	\$3,330,092	\$495,419	\$16,750,056	\$28,116,331

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CHAPTER 2

PROGRAM AREA & PROJECT DESCRIPTIONS

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION
JANUARY 2012

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2013 PLANNING WORK PROGRAM

CHAPTER TWO

PROGRAM AREAS AND PROJECT DESCRIPTIONS

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2013 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE

TABLE B
1/19/2012

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2013 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
	Chpt. Two-Sect. A						
		DVRPC PROGRAM AREAS					
33	13-21-010	Technical Assistance to Member Governments	\$ 388,865	\$ 236,412	\$ 52,453	\$ -	\$ 100,000
37	13-22-020	TransitChek Marketing	250,000	-	-	-	250,000
39	13-23-010	Regional Forum	240,000	196,320	43,680	-	-
41	13-23-020	Work Program Administration	240,000	196,320	43,680	-	-
43	13-23-040	Environmental Justice	210,000	130,880	29,120	-	50,000
45	13-41-020	Transportation Operations	320,000	261,760	58,240	-	-
53	13-41-030	Corridor Planning	590,000	400,820	89,180	-	100,000
59	13-41-040	Regional Transit Planning Program	420,000	-	420,000	-	-
63	13-41-050	Non-Motorized and Human Services Transportation Planning Program	350,000	286,300	63,700	-	-
67	13-41-060	Delaware Valley Freight Planning	350,000	286,300	63,700	-	-
71	13-41-080	Transportation Safety & Security	420,000	343,560	76,440	-	-
75	13-43-010	Travel Monitoring	645,000	645,000	-	-	-
77	13-44-010	Smart Growth	350,000	237,220	52,780	60,000	-
81	13-44-020	Economic Analysis and Coordination	200,000	81,800	18,200	50,000	50,000
85	13-44-030	Strategies for Older Communities	430,000	163,600	36,400	50,000	180,000
89	13-44-040	Energy and Climate Change Initiatives	240,000	150,531	33,492	55,977	-
93	13-46-010	Long Range Plan	550,000	369,000	81,000	-	100,000
97	13-46-020	Regional Congestion Management Process	230,000	230,000	-	-	-
101	13-46-030	Air Quality Planning	280,000	229,040	50,960	-	-
105	13-47-010	Environmental Planning	354,000	75,000	-	179,000	100,000
111	13-51-010	Travel and Land Use Modeling	500,000	409,000	91,000	-	-
115	13-52-010	Transportation Improvement Program (TIP)	540,000	368,100	81,900	-	90,000
119	13-52-020	Competitive Program and Project Management	770,000	50,000	-	-	720,000
123	13-52-040	Transportation Asset Management Process	220,000	98,160	21,840	-	100,000
127	13-53-010	Geographic Information Systems	380,000	310,840	69,160	-	-
129	13-54-010	Data Exchange and Analysis	260,000	212,680	47,320	-	-

Chpt. Two-Sect. B

DVRPC PROJECTS

11-44-070	Regional Circuit Rider for Energy Efficiency in Local Government Operations	\$ 121,326	\$ -	\$ -	\$ 40,442	\$ 80,884
11-47-400	William Penn -- Regional Trails Network Re-Grant and Technical Assistance Program **	250,000	-	-	-	250,000
12-44-060	DOE - Clean Cities	50,000	-	-	-	50,000
12-51-050	Norristown High Speed Line Extension	75,000	-	-	-	75,000
13-04-010	Private Sector Data Requests	10,000	-	-	-	10,000
13-10-010	General Fund	194,482	-	-	-	194,482
13-22-010	Commuter Benefit Program - TransitChek	1,200,000	-	-	-	1,200,000
13-22-030	Commuter Services / Mobility Alternatives Program (Share-A-Ride)	251,000	-	-	-	251,000
13-23-030	Public Participation, Information and Visualization Techniques	320,000	261,760	58,240	-	-
13-41-070	Intelligent Transportation Systems (ITS) Including RIMS	983,500	-	-	-	983,500
13-41-080	Tri-County Transportation Plan Implementation	60,000	49,080	10,920	-	-
13-42-010	FFY 2011 Regional Aviation System Planning	250,000	-	-	-	250,000
13-43-020/25	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-
13-43-030	PennDOT District 6-0 Traffic Volume Data	250,000	-	-	-	250,000
13-44-100	Facilitating Shared Services Between Local Governments in Greater Philadelphia	40,000	-	-	-	40,000
13-44-110	Transportation System Adaptation Planning for Climate Change	80,000	-	-	-	80,000
13-46-040	Central Jersey Transportation Forum	175,000	-	-	-	175,000

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2013 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE

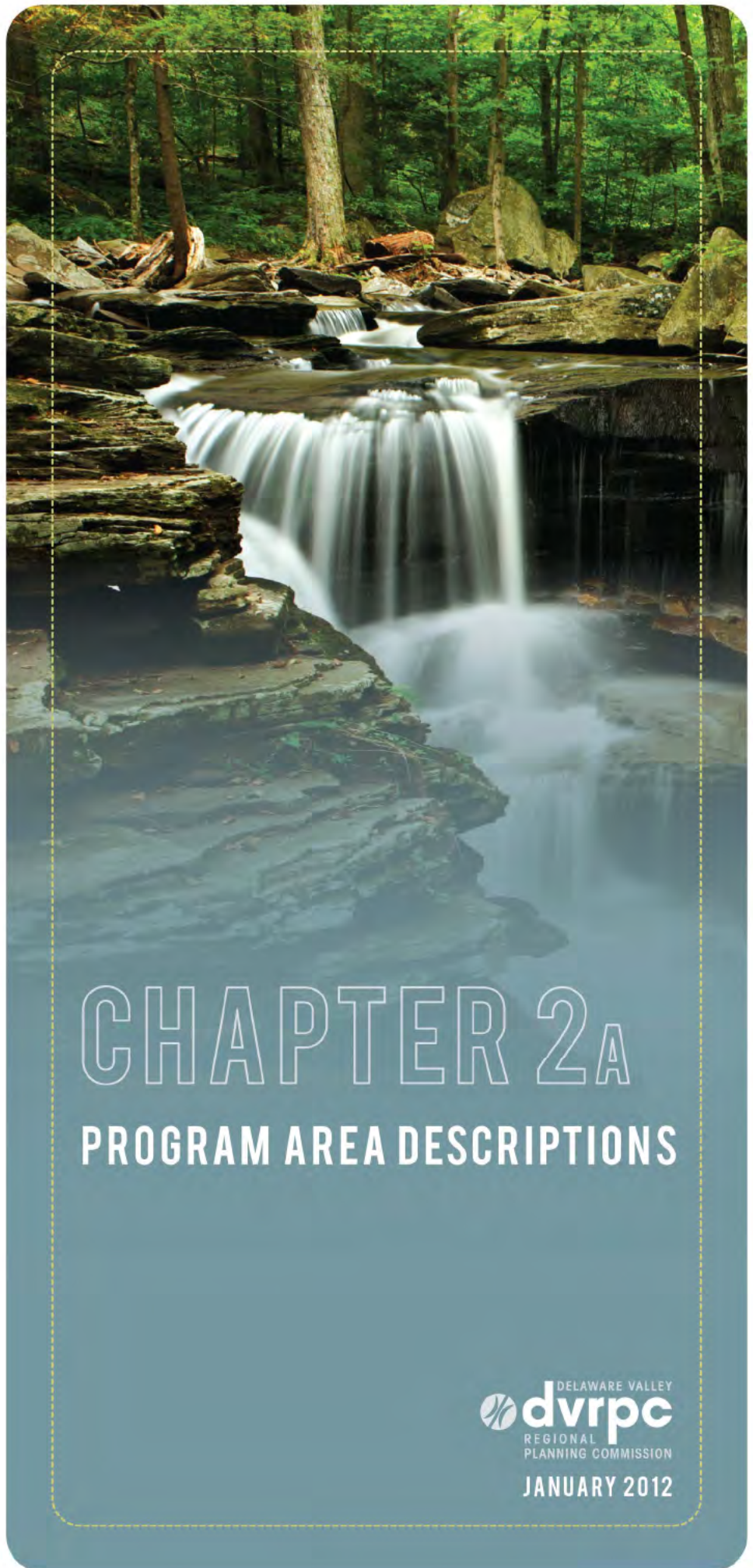
TABLE B
1/19/2012

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2013 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
		DVRPC PROJECTS (continued)					
163	13-46-050	PA Ozone Action Supplemental Services	\$ 125,000	\$ -	-	\$ -	125,000
165	13-46-055	NJ Ozone Action Supplemental Services	50,000	-	-	-	50,000
167	13-46-172/175	Penn State University -- Ozone and PM 2.5 Forecasting Services	62,000	-	-	-	62,000
169	13-47-030	Pennsylvania Coastal Zone Management Implementation Program	42,000	-	-	-	42,000
171	13-47-040	Delaware Valley Regional Food System Plan	100,000	81,800	18,200	-	-
175	13-47-200	PA/NJ Local Environmental Initiatives	160,000	-	-	60,000	100,000
177	13-51-020	Update Travel Simulation Model and Household Survey	1,627,500	-	-	-	1,627,500
181	13-51-030	I-95 Corridor Improvement Master Services Agreement	325,000	-	-	-	325,000
183	13-51-070	Center City Philadelphia Evacuation Model, Phase 2 of 3	150,000	-	-	-	150,000
187	13-51-080	Center City Philadelphia Traffic Model	95,000	-	-	-	95,000
191	13-53-020	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
193	13-56-700	Member Government Special Projects	1,226,922	-	-	-	1,226,922
	13-56-701	Carryover of PennDOT Highway Needs Studies **	400,000	-	-	-	400,000
		Subtotal	9,273,730	592,640	87,360	100,442	8,493,288
		SUBTOTAL DVRPC PROGRAM	\$ 19,001,595	\$ 6,561,282	\$ 1,611,606	\$ 495,419	\$ 10,333,288

** Carryover Projects

MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH

195	Chpt. Three	Supportive Regional Highway Planning Program					
	13-60-000/13-61-000	PA/NJ Supportive Regional Highway Planning Program					
239	Chpt. Four	Transit Support Program	\$ 1,266,250	\$ 785,000	\$ -	\$ -	\$ 481,250
	13-63-000	PA/NJ Transit Support Program	1,718,486	-	1,718,486	-	-
287	Chpt. Five	Other Member Government Projects					
291	11-47-400	William Penn -- Regional Trails Network Re-Grant and Technical Assistance Program **	5,000,000	-	-	-	5,000,000
295	13-53-300	PA/NJ Regional GIS Implementation Coordination	300,000	-	-	-	300,000
297	13-62-000	NJ Local Study & Development	330,000	-	-	-	330,000
299	13-64-000	PA Local Scoping	500,000	-	-	-	500,000
		SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES	\$ 9,114,736	\$ 785,000	\$ 1,718,486	\$ -	\$ 6,611,250
		GRAND TOTAL	\$ 28,116,331	\$ 7,346,282	\$ 3,330,092	\$ 495,419	\$ 16,944,538



CHAPTER 2a

PROGRAM AREA DESCRIPTIONS

PROJECT: 13-21-010 Technical Assistance to Member Governments

Responsible Agency: Delaware Valley Regional Planning Commission**Program Coordinator:** Richard Bickel**Project Manager:** Matthew West, Sarah Oaks**Goals:**

To ensure intergovernmental coordination on transportation 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 issues, aviation issues, projects and plans through monthly meetings of the Planning Coordinating Committee/Regional Transportation Committee and Regional Aviation 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. In southeastern Pennsylvania, DVRPC will assist PennDOT and their contractor to expand the training sessions and promotion of the Local Technical Assistance Program (LTAP). LTAP provides timely and convenient training, information and technical assistance for municipal elected officials and their staff on maintaining and operating local transportation facilities. DVRPC will also respond to specific requests from PennDOT to assist with special traffic studies. Assessment and analysis of highway 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. Coordination with PennDOT's Linking Planning and NEPA initiative activities, meetings and program tasks will also occur, including application of the new approaches to pertinent projects. PennDOT guidance requires DVRPC to contribute to a statewide effort to develop an inventory of locally owned transportation assets, such as roads and bridges, as part of the expanded Linking Planning and NEPA initiative. While the specifics of inventory and centralized database are still under development, DVRPC will commit its resources to the collection and validation of data related to the designated local assets. This project contains funds to assist in the development of the local transportation asset inventory.

Tasks:

1. Staff the Planning Coordinating Committee/Regional Transportation Committee and Regional Aviation Committee meetings, including agendas, minutes and similar materials, related to the long-range plan, Transportation Improvement Program, the Annual Planning Work Program and other transportation and land use issues or projects.
2. Perform short-term, high priority studies; provide technical services and data; investigate specific issues; and participate on transportation committees at the regional, state or national levels.
3. At least semi-annually, consult with City/County Planning Directors regarding ongoing projects and short-term needs.
4. Participate on regional or statewide committees and task forces as appropriate, to represent DVRPC's interests.
5. Conduct short-term research or prepare policy papers and memoranda in response to member government requests or as a follow-up to on-going or proposed DVRPC initiatives.
6. Continue to work with PennDOT and their contractor to implement the Local Technical Assistance Program(LTAP) in southeastern Pennsylvania.
 - a. Carry out priority training derived from the latest priority list and coordination schedule (as developed previously); identify and secure training facilities for the courses; identify instructors; provide training program schedule on the DVRPC web site; mail letters and brochures announcing the LTAP program to municipalities; and market the program at appropriate conferences, meetings and events.
 - b. Evaluate effectiveness of the training programs through phone or mailed surveys to participants and conduct After Action Reviews (AAR) with PennDOT, following completion of the scheduled training.
 - c. Prepare annual summary report for PennDOT with program outcomes and recommendations for future LTAP activities in the DVRPC region.
7. Design and conduct special traffic studies in response to PennDOT requests in coordination with member governments, including estimates of the impact of proposed transportation improvements on vehicular emissions and public transit services, as well as the potential impact on land use patterns.
8. If required, respond to legal inquiries on previously completed PennDOT studies.
9. Conduct Census Transportation Planning for NJDOT.
10. With regard to highway improvement options in southeastern Pennsylvania, possible activities include (a) documentation of what other regions are doing to seek new taxes, tolls or other fees, including public outreach and promotional activities; and (b) analysis and modeling of alternative projects and fiscal scenarios.
11. Continue to undertake activities that respond to the on-going PennDOT Linking Planning and NEPA process and implementation activities, such as the Screening Form, Environmental Screening Tool and centralized Asset Management. The goal is to automate as many aspects of these tasks as possible. Other activities will include participation in pertinent coordination meetings and communication of the

outcome to city and county planners. DVRPC will also coordinate with PennDOT, the counties and cities on the collection and validation of data on locally owned public roads and bridges (8-20 foot spans), including geo-referencing data.

12. Coordinate with the Federal Transit Administration with regard to New Start and Small Start applications proposed by member governments and transit operators.

13. Perform activities associated with the local transportation asset inventory, as necessary.

Products:

1. Policy papers, memoranda and brief research reports.
2. Meeting agendas, minutes and related materials as required.
3. Southeastern PA LTAP: Training materials, course brochures, annual evaluation report, including recommendations for future LTAP activities.
4. Reports and other study-related information (traffic data, transit ridership counts, turning movements, land use, economic and demographic information).
5. Data and other research materials related to the investigation of legal issues, involving specific transportation improvement proposals or projects.
6. Census Transportation Planning products.
7. Summary of coordination and outreach activities related to the Linking Planning and NEPA program and process and date for inclusion in PennDOT's statewide Local Asset Inventory.
8. Highway improvement financing options issues, alternatives and scenario memoranda or reports.

Beneficiaries:

Municipalities, State DOTs, Operating Agencies, County Planning Agencies, Businesses and Citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$388,865	\$239,010	\$49,855		\$100,000
2013	\$388,865	\$236,412	\$52,453		\$100,000
2014	\$388,865				
2015	\$388,865				

*PA- PL/SPR Funds-\$100,000

PROJECT: 13-22-020 TransitChek Marketing

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Stacy Bartels

Project Manager: Erin Burke

Goals:

To help increase usage of the region's transit systems by promoting this program to and increasing awareness and interest among the region's transit-riding public via a coordinated marketing effort.

Description:

This work program focuses on the production of marketing materials and placement of advertising.

The TransitChek program has been administered by DVRPC since its inception in 1991. TransitChek provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$125/month as of 1/1/12. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and companies. All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators. (Note that this program also reaches to southcentral Pennsylvania.)

Tasks:

1. Work with contracted vendor to develop relevant advertising messages and materials for both key target audiences, below.
2. Work with contracted vendor to find and place advertising in relevant and unique media and publications.
3. Promote the program to both main audiences: local employers with worksites accessible to transit, and transit-riding commuters.
4. Extend the educational effort, to a degree, to commuters not currently using transit or vanpools.

Products:

1. Marketing and media materials.
2. Website information.
3. Media schedule and buy confirmations.

Beneficiaries:

Public, area employers, transit agencies, member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000
2014	\$250,000				\$250,000
2015	\$250,000				\$250,000

*1. PA-TIP/CMAQ- DOT#17891-\$160,000,Transitckek Program Cash-\$40,000

2. NJ-TIP/CMAQ-DOT#D0406- \$40,000, Transitckek Program Cash-\$50,000

PROJECT: 13-23-010 Regional Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Jean McKinney

Project Manager: Barry Seymour

Goals:

To ensure intergovernmental coordination and technical assistance to the region's member governments and operating agencies.

Description:

This project ensures continued intergovernmental and policy coordination, as well as administrative oversight by the DVRPC Board and its Committees, through the provision of secretariat and management services. Through the Board Policy Committee, identification, monitoring and formulation of policy analyses for issues of regional significance is undertaken. Staff activities include researching and monitoring key issues, review of pertinent federal and state legislation or policy guidance, technical assistance and drafting proposed position statements or comment letters for consideration by the Policy Committee and the Board. This project also includes coordination with the Public Affairs Office on Right to Know and Open Public Records Act 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 that 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, staff, national and regional publications, journals, the media, the internet and other sources.
5. Conduct short-term research, including review of research by other agencies, as well as literature reviews, interviews, and analysis of regional impacts or implications and report the findings to the DVRPC Board and pertinent technical committees.
6. Review pending and proposed federal and state legislation, determine the effects on the region and draft proposed Board or staff position statements.
7. Attend conferences or meetings to coordinate with other agencies and organizations or to gather information for regional action.
8. Schedule up to four meetings of the Board Policy Analysis Committee and provide agenda, minutes and meeting materials as needed.

Products:

1. Agenda, minutes and supporting materials as required.
2. Special policy reports, memoranda and correspondence as required.
3. Interim reports as appropriate.
4. Agendas and minutes of Board Policy Analysis Committee

Beneficiaries:

All client groups

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$240,000	\$196,320	\$43,680		
2013	\$240,000	\$196,320	\$43,680		
2014	\$240,000				
2015	\$240,000				

PROJECT: 13-23-020 Work Program Administration

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Griffies

Project Manager: Charles Dougherty, Donald Shanis, Richard Bickel

Goals:

To ensure intergovernmental coordination by preparing the annual work program and monthly progress reports and provide technical assistance by administering the regional highway planning program and transit planning program

Description:

Prepare the FY 2014 Planning Work Program, negotiate project funding, monitor the FY 2013 program progress, prepare and submit required applications and contract documents. Provide input to Regional Forum and receive output from all projects. Prepare, administer and provide technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

Tasks:

1. Prepare the FY 2014 Planning Work Program and project budgets based on guidance provided by the Board's Work Program Committee.
2. Assist agencies in work program and budget development.
3. Review documents and provide technical assistance.
4. Coordinate prioritization of the TSP and SRHPP projects for inclusion into the Work Program and prepare agreements with member governments.
5. Prepare applications and contracts, and negotiate with federal, state and local governments to secure funding to carry out the planning programs.
6. Prepare monthly and quarterly progress reports, conduct program review meetings. Monitor on a daily basis the implementation of the planning programs.
7. Guide third-party consultant selection, and assist in the preparation of documents required for consultant selection.
8. Establish accounting procedures, and develop methods of progress and expenditure reporting.
9. Review audits of member governments prepared under OMB's Circular A-133: Audits of States, Local Governments, and Non-Profit Organizations.
10. Prepare closing report(s).

Products:

- 1.FY 2014 Planning Work Program.
- 2.Monthly and quarterly progress reports and invoices.
- 3.Contract closing report(s).
- 4.Grant applications and contracts.
- 5.Special financial and internal management reports.

Beneficiaries:

Member Governments and Operating Agencies,

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$240,000	\$196,320	\$43,680		
2013	\$240,000	\$196,320	\$43,680		
2014	\$240,000				
2015	\$240,000				

PROJECT: 13-23-040 Environmental Justice

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Candace Snyder

Project Manager: Jane Meconi

Goals:

Assure that Environmental Justice, as outlined by the 1994 President's Executive Order, is considered in DVRPC's planning and outreach practices. Implement Title VI of the Civil Rights Act of 1964 by assuring that all residents of the Delaware Valley are represented fairly and not discriminated against in the transportation planning and capital investment process.

Description:

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. Environmental justice 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. This project contains funds to assist in the development of a local transportation asset inventory.

Tasks:

1. Update and maintain the DVRPC Public Participation Plan, Title VI Compliance Plan, and the Environmental Justice Planner's Methodology, as needed, to continue the ongoing assessment of the benefits and burdens of transportation system improvements and to continue efforts to apply public involvement techniques that maximize meaningful participation for all segments of the region's population. Explore potential for other EJ publications and brochures for various audiences.
2. Interact with DVRPC Division Title VI Liaisons to monitor progress toward Title VI goals.
3. Prepare for the yearly audit by the state transportation agencies.
4. Assess the region's transportation investments relative to the needs of disadvantaged populations, including but not limited to low income and minority populations. Investigate the state of accessibility and mobility for disadvantaged populations, with a focus on safety, transit, and alternative transportation modes.

5. Refine plan and implementation strategies to provide improved public input opportunities to the environmental and transportation planning processes, including expanding membership of the Public Participation Task Force and Regional Student Forum.
6. Refine mechanisms for the ongoing review of the TIP and long-range plan.
7. Incorporate EJ analysis into individual studies, programs, and plans contained in the DVRPC Work Program, such as corridor studies and long-range planning, to help streamline the transportation project delivery process. Integrate EJ with National Environmental Policy Act (NEPA) planning, to enhance research and data related to human and environmental impacts, as well as focus study and plan recommendations on investments that promote quality of life and mitigate adverse impacts for residents in Greater Philadelphia.
8. Continue to train staff in EJ/Title VI strategies.
9. Convene meetings of the DVRPC Environmental Justice Work Group.
10. Explore opportunities for EJ events for DVRPC stakeholders and the general public.
11. Participate in equal opportunity, non-discrimination, and DBE training and committees offered by PennDOT, NJDOT, FHWA, FTA, or other planning partners.
12. Perform activities associated with the local transportation asset inventory, as necessary.

Products:

1. Expanded and updated database of community organizations and contacts for public involvement and outreach activities.
2. Refine mechanism for the ongoing review of the TIP, and other programs and plans, as needed.
3. Refine and update the Degrees of Disadvantage methodology and maps, utilizing new 2010 U.S. Census data.
4. Maintain interactive online EJ mapping feature.
5. Issue Title VI Annual Report to planning partners.
6. Issue Environmental Justice at DVRPC, an annual review of EJ-related planning in the Commission.
7. Maintain and update web-based directory of EJ/Title VI resources as well as expanded EJ/Title VI publications in DVRPC Resource Center.
8. Work with neighborhoods, communities, and counties in the region to enhance their awareness of and implementation of EJ and Title VI.
9. Complete report, program, or activity as per EJ Work Group recommendation.

Beneficiaries:

Transportation agencies and operators, environmental agencies, community organizations, low-income and minority population groups, Delaware Valley residents

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$210,000	\$130,880	\$29,120		\$50,000
2013	\$210,000	\$130,880	\$29,120		\$50,000
2014	\$210,000				
2015	\$210,000				

*PA- PL/SPR Funds-\$50,000

PROJECT: 13-41-020 Transportation Operations

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Stanley Platt

Project Manager: Christopher King, Laurie Matkowski, Matthew West

Goals:

Optimize the efficiency of the highway network through systems operations and management.

Description:

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. This program will not only help DVRPC comply with the federal requirements, it will also support DVRPC's on-going transportation operations planning activities. More detailed information about DVRPC's transportation operations activities can be found at <http://www.dvrpc.org/operations/>.

The work program is divided into four components: incident management task forces, traffic signals, flood area routing, and transportation operations/technical assistance. Some activities like incident management are applicable region wide, while others like traffic signals are specifically focused on a particular state. As transportation operators tend to be very short-term oriented, activities listed under transportation operations/technical assistance reflect input from the operating agencies; and is likely to change as new needs arise.

Managing incident management task forces is a major component of transportation operations. In FY 2012, DVRPC assisted Delaware County Department of Emergency Services in managing the Delaware County Incident Management Task Force. DVRPC transitioned the administrative functions of the US 30 Chester County Incident Management Task Force to Chester County Planning Commission, but still run the meetings and provide critical technical support to the group. In Philadelphia, DVRPC is working with city agencies and PennDOT to improve the operations of expressways in the city; a major emphasis has been operational planning for the reconstruction of I-95. In New Jersey, DVRPC organized the Burlington County Incident Management Task Force, covering the New Jersey Turnpike, I-295, and US 130. In FY 2013, DVRPC will begin new incident management task forces in Bucks and Mercer counties.

Traffic signals, a major component of transportation operations, will be addressed from two different perspectives. Traffic signals in Pennsylvania are owned, operated, and maintained by individual municipalities. In FY 2012, PennDOT conducted a study to consider changing the current traffic signal ownership,

operation, and maintenance structure from municipalities to the state. Through this effort, PennDOT has looked to DVRPC for guidance regarding traffic signals in southeastern Pennsylvania. In FY 2013, DVRPC will continue to support this effort by responding to and working to implement the findings of the statewide study on traffic signals.

As signal systems are constructed, Pennsylvania municipalities often do not properly maintain signal timing plans, and they lose their effectiveness. Regardless of ownership, over time, new development and other factors tend to degrade signal timings. DVRPC will continue to assist PennDOT in updating traffic signal timing plans in 1-2 selected corridors. Just as important, PennDOT does not maintain an up-to-date database of the signal systems, what equipment is in use or the current signal timing plans. In FY 2013, DVRPC will begin a program to inventory signal systems in select corridors.

DVRPC will continue a pilot project begun in FY 2012 to develop detour routes for a flood prone area in Montgomery County. The initial effort focused on the Wissahickon Creek, located in a more urban and higher developed area of the county. Whereas the FY 2013 effort will focus on the Perkiomen Creek, which is located in a more rural and lesser developed area. The main objective of the effort is to develop and sign official detour routes around the flooded areas to prevent motorists from entering the flood zone. A secondary objective is to improve interagency coordination among municipal officials, county emergency management personnel, and PennDOT to limit access to flooded areas and implement the detour routes. If the pilot project proves successful, DVRPC will begin a project in another county.

DVRPC will continue to provide planning and technical assistance for transportation operations. NJDOT has requested a traffic monitoring program for the I-295 Direct Connect Project, and help in advancing innovative tow truck policies. The Direct Connect project involves monitoring the effectiveness of NJDOT's traffic management plan, including measuring travel times, traffic volumes, and crashes. In FY 2012, DVRPC began working with NJDOT to define performance measures and monitoring program methodology. A few states have begun to offer monetary incentives to tow truck operators to expedite the removal of vehicles from an accident scene. NJDOT has request assistance from DVRPC to investigate these innovative programs.

Regionally, the DVRPC long-range plan is being updated in FY 2013. In concurrence with the Plan update, the financial element of the Transportation Operations Master Plan will need to be updated to better account for capital and maintenance costs. In previous years DVRPC has developed corridor specific ITS/operations plans and it is anticipated similar efforts will continue in FY 2013.

The work program is subdivided by the four sub elements described above. Some of these activities may require DVRPC to purchase equipment and/or services.

Tasks:

Incident Management Task Forces Tasks

1. Continue managing the Philadelphia Incident Management Task Force composed of PennDOT, FHWA, Philadelphia Streets Department, Philadelphia Police Department, Philadelphia Fire Department, Philadelphia Office of Emergency Management, Pennsylvania State Police, Delaware River Port Authority, Burlington County Bridge Commission, Sports Complex Special Services Business District, Philadelphia International Airport, and PennDOT design consultants.
2. Assist the Philadelphia Incident Management Task Force to address operational and traffic management issues, including ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, upgrading of traffic signals, construction coordination, and work zone traffic management.
3. Continue managing the Delaware County Incident Management Task Force, and begin a transition of its management to Delaware County TMA. The task force is composed of PennDOT, FHWA, Delaware County Emergency Management Agency, local police and fire departments, DRPA, Pennsylvania State Police, towing companies, and Pennsylvania Department of Environmental Protection.
4. Assist the Delaware County Incident Management Task Force to address operational and traffic issues, including detour routes, procedures to implement detour routes, maintenance of traffic associated with road construction projects on I-95 and its immediate vicinity, and recaps of major incidents.
5. Continue providing technical support to the US 30 Incident Management Task Force in Chester County. The task force is composed of PennDOT, Chester County Department of Emergency Services, Chester County Planning Commission, Pennsylvania State Police, and local police and fire departments.
6. Assist the US 30 Incident Management Task Force in conducting incident reviews, developing procedures to implement PennDOT detour routes, and the development of a policy and procedures manual.
7. Continue managing the Burlington County Incident Management Task Force in cooperation with NJDOT, the New Jersey Turnpike Authority, Burlington County, Cross County Connection TMA, and local police and fire departments.
8. Work with NJDOT, New Jersey State Police, and Mercer County to organize a Mercer County Incident Management Task Force. Initial steps will include defining the coverage area, which responders to include, and developing an issues list.
9. Work with PennDOT, Pennsylvania State Police, and Bucks County to organize a Bucks County Incident Management Task Force. Initial steps will include defining the coverage area, which responders to include, and developing an issues list.

Traffic Signals Tasks:

1. Provide technical and policy assistance to PennDOT as they try to advance

PennDOT operation of traffic signals.

2. In cooperation with PennDOT and the Pennsylvania counties, select which closed loop systems will be evaluated for detailed signal timing re-evaluation.
3. Collect traffic counts, travel times, and other operational data. Input data into Synchro traffic signal optimization software, conduct optimization runs.
4. Document traffic optimization results.
5. In cooperation with PennDOT and the Pennsylvania counties, select which closed loop systems will be inventoried.
6. Work with PennDOT to define signal system parameters will be inventoried and how will the data be stored.
7. Conduct on-site visits with the municipalities who operate the signal system to collect the information.
8. Document the signal system inventory results

Flood Area Detour Routing Tasks:

1. Continue Wissahickon Creek pilot study and begin a new effort along the Perkiomen Creek. As the pilot study ends, begin a new effort in another county.
2. For each area form an advisory committee composed of municipal emergency personnel, local police and fire departments, county emergency management agencies, and PennDOT Traffic Management Center and county maintenance.
3. Work with the committee to identify detour routes and locations for signing.
4. Develop a concept of operations for the agencies to cooperatively implement detours around flooded areas.

Transportation Operations/Technical Assistance Tasks

1. Update financial component of DVRPC's Transportation Operations Master Plan. This includes updating ITS implementation and cost assumptions, and separating capital costs and operation and maintenance costs as per PennDOT planning guidelines.
2. Continue I-295 Direct Connect traffic monitoring program. Finalize performance measures and monitoring program methodology with NJDOT. Begin collecting before data prior to construction.
3. Assist NJDOT in conducting a review of innovative towing incentive programs. This might include arranging conference calls with other departments of transportation, trying to arrange a FHWA peer-to-peer review, and holding meetings with the New Jersey towing association.
4. Develop corridor specific operations plans. Identify corridor needs, existing ITS deployments, identify ITS/operational needs, and prioritize implementation program.
5. Perform other activities as requested by NJDOT, PennDOT, operating agencies, or counties.

Products:

Incident Management Task Force Products

1. Incident management task force meeting agendas, summaries, and meeting

materials

2. Maps showing ITS equipment, detour routes, traffic signals, and other transportation control devices

Traffic Signal Products

1. A technical memo documenting the signal optimization analysis with appropriate recommendations
2. Documentation of signal system inventory

Flood Area Detour Routing Products

1. Advisory committee meeting agendas and meeting minutes
2. Maps showing detour routes and sign locations
3. Emergency detour concept of operations

Transportation Operations/Technical Assistance Products

1. Updated financial component of DVRPC's Transportation Operations Master Plan
2. Database containing before data for the I-295 Direct Connect project

Beneficiaries:

NJDOT, PennDOT, and the counties

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$320,000	\$261,760	\$58,240		
2013	\$320,000	\$261,760	\$58,240		
2014	\$320,000				
2015	\$320,000				

PROJECT: 13-41-030 Corridor Planning**Responsible Agency: Delaware Valley Regional Planning Commission****Program** David Anderson**Project Managers:** Michael Becker, Karin Morris, Jerry Coyne**Goals:**

To support DVRPC's long-range plan, Connections, 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. Alleviate congestion and improve the efficiency and safety of the existing transportation network. Inform local governments, affected stakeholders and the public about current best practices to achieve effective corridor plans that link land use and transportation goals and policies.

Description:

This program is the nexus between the long-range plan and project development. Corridor Planning takes needs identified in the long-range plan and congestion management process, refines the understanding of those needs, and evaluates potential strategies to address them. The process is designed to better inform regional and local transportation and land use decision-making.

This program is multifaceted. It will examine and analyze specific corridors as well as explore innovative approaches that seek transportation and land use planning integration in order to better manage growth in the region. Moreover, the project will strive to improve access to and efficiency of the region's transportation system, improve mobility and safety, and mitigate congestion. Components of Corridor Planning will be conducted with the collaboration of federal, state and local planners, officials, the development community and other stakeholders as deemed appropriate. The Corridor Planning program includes providing both technical and policy guidance on best practices addressing mobility, access, growth, development, zoning and community design. Corridors to be evaluated are based on Long Range Plan and CMP determinations as well as county and state recommendations.

This project contains funds to assist in the development of a local transportation asset inventory. In FY13, research and analysis on best management practices linking transportation and land use (including access management and other topics, as appropriate) will continue, along with additional implementation plans or case studies, as directed by the pertinent study steering committee. Continue to apply SAFETEA-LU planning factors to form the basis of the planning process and product. In keeping with PennDOT guidelines, this effort will identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation. In addition, the DVRPC website will continue to develop and expand to share corridor planning information and

the tenets and requirements of SAFETEA-LU with the public. It will also provide a link to the state departments of transportation websites to share statewide documents. Findings from the research will be incorporated into the corridor planning work, and other DVRPC plans and projects.

In addition, this effort will involve participation in the implementation of the Linking Planning and NEPA process to improve the efficiency of project implementation and make the best use of available transportation funds through Smart Transportation philosophies of project development and programming. DVRPC will participate with PennDOT to pilot any identified Linking Planning and NEPA initiatives.

The specific corridors that will be studied in FY13 are as follows:

(1) In Pennsylvania, DVRPC staff will conduct a corridor and land use project follow-up effort that will formalize implementation assistance for recently completed corridor studies. This will be done through the work program and with county partners where the DVRPC will lead meetings, prepare status reports, assess progress, assist local leaders, and prepare specific work implementation items. DVRPC will arrange meetings of local officials and managers, conduct annual or quarterly reviews of progress, assist in grant preparation for municipalities, and help with specific projects, depending on the desires of the local municipalities.

(2) In New Jersey, there will be an update of the Camden County Highway Circulation Plan that will complement the revision of the County's Land Use plan. Together, these plans along with the 2004 Open Space and Farmland Preservation plan, will be used as elements of the new County Comprehensive plan. This will be a 2-year effort that will assist the county in identifying its short term and long term highway infrastructure needs. The updated Highway Circulation plan will have a complete inventory of highway infrastructure including bridges and outfalls, updates to the demographic data and projected changes, analysis of the improvements and a list of recommended priority projects. Finally, this plan will be closely tied to the land use and the new county-wide Land Use plan.

(3) Conduct an access management case study along a congested or emerging corridor to identify access opportunities and constraints, and to assess each municipality's SALDO and Zoning ordinances for their ability to regulate access management best practices. The corridor to be studied will be selected from a priority list developed by a committee comprising PennDOT, five Pennsylvania counties and DVRPC staff.

In addition, these activities will include research, analysis, case studies and/or implementation plans on best practices related to linking transportation and land use planning. In previous work programs, corridor plans undertaken included issues assessment, best practices evaluation, regional and local policy recommendations, and development of case studies or implementation plans for selected locations.

This effort may require the purchase of hardware, software, equipment and or services.

Tasks:

a. Access Management

On a continuing and revolving basis, work with steering committee to select, evaluate and conduct an implementation plan on access management for high priority corridors. Work with local steering committee as well.

1. Select a congested or emerging corridor to identify access opportunities and constraints.
2. Form study advisory committee consisting of municipal officials, county planners and PennDOT
3. Assess access opportunities and constraints, zoning and SALDO ordinances, traffic safety, and future developments
4. Provide recommendations that would enable municipalities to practice good access management during the land (re)development process
5. Document results of the study in a technical report.

b. Corridor or Area Studies

1. Form corridor/area planning steering committee composed of representatives from federal, state, county and local government and other stakeholders as appropriate.
2. In coordination with steering committee, identify corridor/area issues that must be addressed, as well as other guidelines for the study. This task may involve reviewing previous studies, conducting field visits, and data collection to better document the issues.
3. Develop and conduct public outreach and involvement program.
4. Prepare a complete description of corridor deficiencies within New Jersey and Pennsylvania study areas. Assess the need for zoning ordinance amendments to achieve the vision for the corridor or area.
5. Perform activities associated with the local transportation asset inventory, as necessary.
6. Identify corridor improvement strategies considering existing land use and transportation plans, analysis of deficiencies from Task 4, and the steering committee and public participation processes. Evaluate these strategies to determine their effectiveness.
7. With the Camden County Highway Plan update, develop a draft set of corridor needs and improvements. With the Pennsylvania implementation effort, conduct detailed analysis of recommended improvements identified in recently completed corridor studies.
8. Prepare an implementation strategy for the final recommendations and an action plan to advance them.
9. Document results of the study in a technical report including existing conditions and proposed improvements.
10. Coordinate the Pennsylvania corridor and land use project follow-up effort, the Camden County Highway Circulation Plan update and other long range plan elements, with affected local governments, operating agencies and other groups.

Additionally, in furtherance of linking planning and NEPA, DVRPC will utilize PennDOT Project Development Screening Forms to initiate all new projects being considered for the LRTP updates and inclusion in the 2013 TIP. DVRPC will also prepare and/or participate in project needs studies for transportation problems as well as work with PennDOT and the environmental resource agencies to gain acceptance for the completion of needs studies as part of the planning process.

Products

Access Management, Corridor or Area Studies:

1. Corridor or area study reports that identify corridor deficiencies and an implementation strategy to address them. The steering committee and public participation processes will also be documented.
2. Coordinate the corridor plan, and other long range plan elements, with affected local governments, operating agencies and other groups.
3. Handouts and/or power point presentations for steering committees and for public presentations.
4. Findings and lessons learned from the identified studies will be incorporated into DVRPC's continuing corridor planning work.

Corridor Project Follow-up:

Corridor follow-up work products may include meeting minutes, status reports, components of grant applications, or other products as determined by the corridor municipalities.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$590,000	\$400,820	\$89,180		\$100,000
2013	\$590,000	\$400,820	\$89,180		\$100,000
2014	\$590,000				
2015	\$590,000				

*PA- PL/SPR Funds-\$100,000

PROJECT: 13-41-040 Regional Transit Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission**Program Coordinator:** Joseph Hacker**Project Manager:** Gregory Krykewycz, Josh Rocks**Goals:**

The focus of this program is the conduct of planning work with a realistic path to implementation, seeking to maximize transit operational effectiveness and cost efficiency under existing operational and capital resources. This program assists regional, county, and transit agency planning partners with public transit planning efforts. This includes identifying, assessing and enhancing transit access, connectivity, and mobility. The program focuses on four areas: the first is continued collection and analysis of data relating to the regional transit system; second is technical support for member governments and stakeholders on transit issues; third is selection of member government transit projects for study, guided by our planning partners; and finally, the cooperative conduct of technical studies supporting long range planning both internal and external to DVRPC. Many of these areas are also done in consultation with the Regional Transit Advisory Committee (RTAC)

Description:

This program focuses on transit planning concerns and priorities of member governments and regional transit agencies. Projects undertaken in this program support regional, county, and municipal transit priorities as well as provide advanced technical services for agencies requiring long range or specialized planning. This is accomplished through a coordinated program of transit planning projects, long range or technical research, and survey conduct derived through DVRPC's Board and RTAC.

Data collection is part of this effort: passenger, intercept, parking sheds, and ridership surveys are essential for the analysis of transit in the region. This data collection and analysis may include transit stations and their surrounding land use, ridership, parking, road, and related data. Intercept and mailback surveys conducted in coordination with DVRPC's Office of Travel Monitoring and with our planning partners supports transportation modeling efforts and the evaluation of transit alternatives in the region.

Member governments, regional transit agencies, and other planning partners will be consulted on project scopes for consideration in this program. This includes evaluations of new services or facilities, corridor level transit analysis, evaluations of improvements to transit access, and examinations of the relationship between land use and transit for specific sites or corridors. Emphasis will be on coordination between agencies or DVRPC offices to best meet the needs of the planning

partner.

Federal guidance maintains the need for a long range or research function to ensure the most current methods of analysis are employed in the planning process. The development and application of innovative, state-of-the-art or best practices is central to this program. This includes the development, review, and assessment of new tools to help guide technical work and aid in long range planning efforts. Previous examples of this type of work include: Leveraging Livability, Transit First Technical Assistance, Bike/Bus conflict study, Transit Score, and "Dots & Dashes," all acclaimed planning methods which have assisted other agencies or quantified areas of transit planning previously assigned to judgment.

Transportation advocates cite growing evidence that transportation systems and resulting land uses positively and negatively influence human health outcomes. To better understand health impacts, DVRPC staff will pursue an Indisciplinary Health Outcomes Analysis coordinated across multiple FY2013 planning programs. Under the Regional Transit Planning program, staff will develop a 'health scoring framework' to be incorporated under Leveraging Livability. This work will be coordinated with other tasks conducted under the Food Systems Planning and Long Range Planning programs.

Finally, this program's focus is on the programming of specific projects as a prelude to more detailed study or operating/capital implementation. These projects may require coordination, including stakeholder management. Some of these activities may also require DVRPC to purchase equipment and/or services to meet the program goals.

Tasks:

1. Conduct basic research, such as: passenger intercept and license plate surveys, ridership trends, municipal plans and related projects, facilities and land use inventories. Use primary data in performing technical analyses of future growth and its demographic and land use characteristics which affect future intra- and inter-system ridership.
2. Establish priorities for transit connections and investment, identifying capital and operating improvements which would provide the greatest situational gains.
3. Assess these improvements and strategies for their costs and benefits and their congruence with existing policy.
4. Review, assess, generate, and apply innovative or state-of-the-art planning practices, including technical or other methods. Develop new means of analyzing data to meet the changing requirements of transit, land use, environmental, or related concerns. Ensure that appropriate technical resources (such as new software) are available for staff use as new "best practices" develop.
5. Staff will develop a 'health scoring framework' to be incorporated under Leveraging Livability. This work will be coordinated with other tasks conducted under

the Food Systems Planning and Long Range Planning programs.

6. Conduct the Regional Transit Advisory Committee (RTAC) as a subcommittee of the Regional Transportation Committee (RTC), composed of regional transit operators, County representatives, Transportation Management Associations (TMAs), and representatives of the Regional Citizens Committee (RCC) to meet as required to advise, prioritize, define, and monitor transit related tasks in the work program.

7. General stakeholder outreach.

Products:

1. Member government outreach and coordination identifying, scoping and implementing new studies in support of member government goals.
2. Coordination with planning partners to provide specific expertise in support of system planning efforts, including Alternative Analyses, and other evaluation or project support.
3. Planning/policy or technical reports with findings and recommendations.
4. Conduct of survey and data collection in support of agency projects.
5. Other functions appropriate to responsive transit planning in coordination with member governments, transit agencies, or other appropriate parties.
6. Quarterly or as-needed meeting of the RTAC with subsequent meeting notes and action items.

Beneficiaries:

Member governments, SEPTA, PATCO, NJ Transit, and the transit-riding public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$420,000		\$420,000		
2013	\$420,000		\$420,000		
2014	\$420,000				
2015	\$420,000				

PROJECT: 13-41-050 Non-Motorized and Human Services Transportation Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Joseph Hacker

Project Manager: Cassidy Boulan, Dan Nemiroff

Goals:

This program combines planning for bicycle and pedestrian modes, as well as the organization of federally mandated coordinated human services transportation planning functions.

As per USDOT policy, bicycle and pedestrian travel is emphasized in the transportation planning and design process, and this program coordinates with our planning partners on integrating cyclists and pedestrians into the regional travel network, enhancing local mobility, and improving safety.

The goal for human service transportation planning is for seamless, comprehensive and accessible transportation for all citizens. DVRPC administers the Coordinated Human Services Transportation Planning (CHSTP) selection process in the region. This program includes outreach and development of a human services plan; Job Access and Reverse Commute (JARC) and New Freedom (NF) planning; coordination with member governments and designated recipients (SEPTA and New Jersey Transit) regarding project recommendations and plan updates; and technical support to ensure fair and equitable human service processes in 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 priorities will be to work with municipalities, counties, and our planning partners to maintain safe bicycle facilities and enhance local mobility. Projects will emphasize stakeholder outreach, use bicycle and pedestrian counters, and "crowdsourcing" of plans through interactive online mapping applications, evaluate striping or other treatment for their value enhancing safety, and consult with planning partners and the Regional Bicycle and Pedestrian Advisory Forum (RBPAF) on new projects. New automated counting technologies will enhance data collection and analysis, and their use will be coordinated with the Office of Travel Monitoring. Finally, there is a commitment to serve on state, regional, and local bicycle advisory committees, helping to shape and promote constructive bicycle direction and policy.

Federal and State guidance puts an emphasis on the expansion, development, management, and the coordination of human service transportation. This includes

Federal Transit Administration's Job Access and Reverse Commute and New Freedoms project development and selection in Pennsylvania and New Jersey. Beyond CHSTP, individual projects relating to Seniors or other relevant areas of need may be undertaken at the request of member governments and planning partners to provide technical support or added value for service identification, outreach, and coordination.

Tasks:

1. Conduct bicycle and pedestrian studies in collaboration with DVRPC planning partners, as well as the regional transit and mobility providers. This includes collecting and evaluating data (including automated bicycle and pedestrian counts), survey/inventories of local conditions, providing analysis of conditions and potential treatments, and assistance with relevant technical support on projects.
2. Update or summarize the CHSTP process updates in response to changes in Federal or State regulations, attend committee meetings, and review/comment on relevant documents or changes to the regulations.
3. Coordinate and conduct the competitive CHSTP grant selection rounds as scheduled in Pennsylvania and New Jersey.
4. Conduct relevant human service related studies in collaboration with DVRPC member governments and planning partners.
5. Provide technical assistance to and coordination among member governments and broader regional and state committees. This includes participation in state, regional, and local task forces and relevant project technical advisory committees.
6. Chair meetings of the Regional Bicycle and Pedestrian Advisory Forum (RBPAF) as required.

Products:

1. Bicycle/pedestrian reports and/or technical memorandum on projects which have been developed and scoped through planning partners and the Regional Bicycle and Pedestrian Advisory Forum. These may include, but are not limited to: review of proposed service by planning partners, inventories for and updates of local, municipal or county plans, bicycle and pedestrian counts, and assessments leading to implementation of bicycle or pedestrian facilities.
2. Technical reports for municipalities participating in bicycle/pedestrian studies recommending improvement strategies or potential funding sources (e.g.: Safe Routes to Schools, 5310 programs, Complete Streets, etc) for recommended capital improvements.

3. Regional Bicycle and Pedestrian Advisory Forum quarterly or as needed meetings, with meeting minutes. This includes written responses to specific inquiries raised within the forum structure and preparation of meeting materials in response to requests.

4. Updates or summaries to the DVRPC Coordinated Human Services Transportation Plan.

5. Submission of approved list of regional Job Access and New Freedom projects derived from the CHSTP selection process for approval by DVRPC's committee structure. This includes Board approval of the list and forwarding to designated recipient (SEPTA) and Federal Transit Administration.

6. CHSTP reports and/or technical memorandum on projects which have been developed and scoped through member governments of the CHSTP sub-committee.

7. Other technical work for regional stakeholders as required.

Beneficiaries:

State DOTs, transit operators, counties, municipalities, school districts, human service transportation providers, bicyclists, and the commuting public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$350,000	\$286,300	\$63,700		
2013	\$350,000	\$286,300	\$63,700		
2014	\$350,000				
2015	\$350,000				

PROJECT: 13-41-060 Delaware Valley Freight Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Theodore Dahlburg

Project Manager: Walker Allen

Goals:

Maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight community and implementing a regional goods movement strategy.

Description:

Freight movement is a critical planning factor in the Delaware Valley. The region's economic competitiveness is closely tied to the freight network and, from a transportation perspective, freight shipments continue to grow across all modes. Planning for freight also helps promote quality of life, safety, environmental, sustainability, and land use goals.

The DVRPC freight planning program has evolved substantially since its inception in 1992. The program has directly led to the formulation of policies and projects designed to maintain the region as a preeminent international freight gateway and to promote "good neighbor strategies" that mitigate adverse local impacts. Evidence of the broad integration of freight considerations can be found in the DVRPC long range plan, the DVRPC TIPs, and in many other aspects of DVRPC's work.

A major goal of the freight program is to seek to maximize each of the major freight modes and to improve their interconnectivity. This approach is being advanced by highlighting freight activity and needs in a primary east-west corridor and a primary north-south corridor in the region. The region's National Highway System connectors that serve the region's port, rail, and air cargo terminals are also treated on an ongoing basis.

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 expertise among planners and the general public. A freight advisory committee, now in its 20th year of service, is the focal point of this effort. Educational pieces on freight operations and issues are prepared each year, and all relevant materials are posted on the freight page of the DVRPC website.

Tasks:

1. Provide staffing for the Delaware Valley Goods Movement Task Force, its three subcommittees, the Task Force's Executive Committee, and membership development efforts.
2. Facilitate Task Force and freight community input on the DVRPC Transportation Improvement Programs (TIPs) (e.g., CMAQ funding opportunities), 2040 Long Range Plan, Work Program, and other relevant policy issues and technical studies and programs (e.g., CMS and Operations).
3. Respond to inquiries, surveys, and requests regarding the region's freight transportation network and freight planning process.
4. Prepare meaningful and timely technical products for area decision-makers and planners, DVRPC committees, and informational pieces for the general public.
5. Support and participate in associations, special events, conferences, and webinars that promote expertise and awareness regarding freight (e.g., TMA events, The Traffic Club of Philadelphia, FHWA and NARC freight capacity building programs).
6. Maintain and update a user-friendly freight page on the DVRPC website with basic and current information.
7. Maintain a multi-year freight data program highlighting facility capacity and activity measures, and leading to assessments of deficiencies and improvement opportunities.
8. Support freight initiatives and staffs from neighboring MPOs and the New Jersey, Pennsylvania, and Delaware DOTs.
9. Support multi-jurisdictional efforts beyond the boundaries of the traditional DVRPC region (e.g., MAROps, the I-95 Corridor Coalition, and the Coalition for America's Gateways and Trade Corridors).
10. Maintain and refine GIS information regarding regional freight facilities and designated freight centers.
11. Support the Transportation Research Board's Urban Freight Transportation Committee and foster MPO efforts in the field of freight planning.

Products:

1. Quarterly meetings of the Delaware Valley Goods Movement Task Force, meeting highlights, facilitated communication among the Task Force Executive Committee, contact information for committee members and friends, and quarterly progress reports.
2. Task Force action items and recommendations on the TIPs, Long Range Plan, and Work Program, input on related DVRPC technical studies and policy issues.
3. Presentations and survey and technical responses as requested.
4. Technical products and support as requested by or useful to elected officials and member government representatives.
5. Support of targeted, external-based freight work groups, conferences, webinars, and special events.
6. Updated and expanded freight page of the DVRPC website.

- 7.Data products as determined by the Data Subcommittee.
- 8.Advocacy of state DOT freight initiatives such as annual rail freight funding programs.
- 9.Coordination with multi-jurisdictional corridor initiatives, and tracking of national initiatives and federal legislation.
- 10.GIS updates and enhancements for local freight facilities and freight centers.
- 11.Oversight of agendas for the Annual Meeting and summer meeting, session planing, membership updates, and research needs for the TRB's Urban Freight Transportation Committee.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$350,000	\$286,300	\$63,700		
2013	\$350,000	\$286,300	\$63,700		
2014	\$350,000				
2015	\$350,000				

PROJECT: 13-41-090 Transportation Safety and Security

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Zoe Neaderland

Project Manager: Kevin Murphy, Regina Moore

Goals:

Improve the safety and security of the region's transportation system while maintaining acceptable levels of accessibility and efficiency. This program helps implement the Long-Range Plan and provides contents for future updates of the Plan.

Description:

1. Regional Safety Task Force (RSTF)

The RSTF is a multimodal partnership of agencies and organizations that work together to improve transportation safety in the Delaware Valley. DVRPC provides staff support to it. The RSTF will continue to meet quarterly. In FY '13 it will complete the round of meetings on each of the seven key emphasis areas, and start evaluation and planning for the next update of the Safety Action Plan.

2. Safety Action Plan for the Delaware Valley

Working with the RSTF and enhanced use of performance measures, staff will use the Plan to improve safety in the region. This task includes participation in state Strategic Highway Safety Plan updates and implementation. It may include working with partners on policy matters as well as more-traditional approaches.

3. Crash Data Management System

Refine and maintain a reliable, user-friendly way to use crash data. The results provide a starting point in selecting Road Safety Audits and other locations for focused work. It includes support for various projects within and outside of DVRPC. In addition to the annual crash data bulletin, analysis will be provided at the county level through a paper and/or electronic fact sheet.

4. Road Safety Audits (RSAs)

RSAs involve a range of stakeholders in developing a set of projects and improvement recommendations to improve safety and operations on sections of roads with high crash rates. This work supports overall planning for the RSA tasks and the New Jersey RSAs. Pennsylvania RSAs are funded separately. The FY '12 focus on developing recommendations that partners are committed to completing and then evaluating what got done will continue.

5. Congestion and Crash Site Analysis Program (CCSAP)

The CCSAP identifies low-cost safety improvements at congested intersections with high crash rates. The proposed locations are based on crash management system

analysis and the Congestion Management Process. Each study is done on a single intersection.

The FY '12 focus on developing recommendations that partners are committed to completing and then evaluating what got done will continue.

6. Facilitating Highway Safety Improvement Program (HSIP) Implementation

Staff will continue to help counties and states select and apply for projects that appropriately and fully use the potential HSIP funds for the region. Additional work will be conducted to improve safety on High Risk Rural Roads (HRRRs) and local roads. This includes the annual Local & County Roads Safety newsletter. It provides the latest safety information to busy municipal engineers and planners.

7. Security Planning

Continue to follow through on the Overview of Transportation Security Planning Report prepared in FY '10. Staff will participate in or lead appropriate regional security planning efforts to improve coordination. This may include providing technical support where requested.

8. Pedestrian Safety

Advance initiatives to reduce the number of crashes involving pedestrians, particularly in areas where the number of pedestrian fatalities has not decreased or is increasing. Participate in other efforts such as those led by the Office of Transit, Bicycle and Pedestrian Planning.

Tasks:

1. Regional Safety Task Force (RSTF)

- a. Prepare for and hold quarterly meetings
- b. Reach out to and coordinate with other agencies and organizations
- c. Evaluate last cycle, plan for next cycle and Safety Action Plan update

2. Safety Action Plan for the Delaware Valley

- a. Track progress and act to maximize effectiveness
- b. Hold annual meeting to coordinate safety planning within DVRPC
- c. Participate in other meetings as appropriate

3. Crash Data Management System

- a. Continue to refine and maintain management system
- b. Use it to generate potential areas for various studies
- c. Prepare annual data bulletin on key safety data trends, develop an related series of paper or online fact sheets of county-level data
- d. Respond to data requests from inside and outside of DVRPC

4. Road Safety Audits (RSAs)

- a. Select locations based on analysis and stakeholder input

- b. Conduct RSAs
 - c. Contact stakeholders from RSAs conducted in the past to find out what has been accomplished and to refine the process to be more effective
5. Congestion and Crash Site Analysis Program (CCSAP)
 - a. Select locations based on analysis and stakeholder input
 - b. Conduct CCSAPs
 - c. Contact stakeholders from CCSAPs conducted in the past to find out what has been accomplished and to refine the process to be more effective
 6. Facilitating Highway Safety Improvement Program (HSIP) Implementation
 - a. Coordinate with NJDOT and counties to prepare one or more funding applications, including ongoing work with more-efficient design templates
 - b. Coordinate with PennDOT and counties on HSIP and HRRR projects
 - c. Prepare annual Local & County Roads Safety Newsletter
 7. Security Planning
 - a. Participate in external meetings, webinars, and other events to enhance coordination
 - b. Facilitate coordination on security planning within DVRPC
 - c. Lead actions developed with partners
 8. Pedestrian Safety
 - a. Coordinate with appropriate state agencies, organizations, counties, municipalities, and the Office of Transit, Bicycle and Pedestrian Planning on actions to improve pedestrian safety in a limited number of locations

Products:

1. Regional Safety Task Force (RSTF) meeting materials and summaries
2. Table tracking progress updated for each RSTF meeting
3. Crash Data Management System – Data bulletin for region and product for counties, crash analysis correctly incorporated in various reports
4. Road Safety Audits (RSAs) – RSA reports and brief presentation to RSTF on completed or funded projects
5. Congestion and Crash Site Analysis Program (CCSAP) – CCSAP reports and brief presentation to RSTF on completed or funded projects
6. Facilitating HSIP Implementation - One or more HSIP applications, Local & County Roads Safety Newsletter
7. Security Planning – Meeting summaries
8. Pedestrian Safety – Short-term strategies for a limited number of locations

Beneficiaries:

Residents, employees, through-travelers, and shippers experiencing safer and more

secure transportation; municipalities; counties; state agencies; federal agencies

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$420,000	\$343,560	\$76,440		
2013	\$420,000	\$343,560	\$76,440		
2014	\$420,000				
2015	\$420,000				

PROJECT: 13-43-010 Travel Monitoring

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry, Paul Carafides

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 continuing project 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 VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), 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. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system (see 13-43-02). Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>

Tasks:

1. Coordinate with PennDOT, and member governments to review traffic count locations.
2. Establish weekly schedules, manpower assignments, and control procedures.
3. Collect traffic data at approximately 3,000 selected locations.
4. Upload data into the DVRPC Traffic Count system, process counts, edit for quality control, and develop annual average daily traffic volumes.
5. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
6. Submit counts collected during year electronically by specific deadlines established by PennDOT and member governments.
7. Input traffic count data files into the comprehensive regional GIS-T database for sharing over the Internet.
8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability.
9. Collect travel data from non-highway modes including pedestrian, bicycle and public transportation travel system characteristics and user traits.

Products:

- 1.Computer database file containing new and updated traffic counts.
- 2.Transmittals of count data to DOTs, member governments and interested parties.

Beneficiaries:

Member Governments, Operating Agencies, Private Sector, and agency staff.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$645,000	\$645,000			
2013	\$645,000	\$645,000			
2014	\$645,000				
2015	\$645,000				

PROJECT: 13-44-010 Smart Growth

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karin Morris

Project Manager: Andrew Svekla, Christina Arlt, Emily Costello, Karen Cilurso

Goals:

To undertake smart growth studies and programs, as well as to ensure communication and coordination among agencies in the region involved in smart growth and livable communities. To increase the level of education and outreach on smart growth principles to member governments and the public.

Description:

The Smart Growth work program will continue DVRPC's work on linking land use and transportation planning, while also enhancing the level of outreach, education, coordination, advocacy, and overall support for smart growth and livable community principles. This program will support greater understanding of sprawl issues and its impacts on the region's accessibility and mobility, land preservation, urban revitalization, economic development, and climate change. This program also supports the agency's continuing efforts at transit-oriented development, TRID, zoning reform (both smart growth zoning and sustainable zoning), and municipal outreach.

For FY13, one program emphasis under our existing municipal outreach program will be facilitating shared services between local governments in Greater Philadelphia. Sharing services between governments is often cited as a mechanism to deliver public services more efficiently and cost-effectively, yet the practice is not widespread in our region of fragmented government entities. Recognizing that the subject has been well-studied, DVRPC staff will review the relevant literature and summarize the key findings that are meaningful for Greater Philadelphia under a separate project. Highlighted findings will cover different types of shared services; legal, technical and political impediments; and benchmarks for measuring successful programs. Local case studies will also be conducted. Upon completion of this effort, DVRPC staff will convene forums on the topic of shared services under the Smart Growth program - municipal outreach area. These will be information sharing events where government officials learn from their peers about what works and what doesn't. If appropriate, DVRPC will select a pilot group and help facilitate a shared service agreement, perhaps most realistically in FY14.

Also within the municipal outreach tasks, we will conduct several focus groups and another online survey in order to gauge the effectiveness of our outreach efforts to

local municipalities. In 2008, DVRPC did a similar survey to improve DVRPC's municipal outreach efforts, and subsequently made changes to our program and website. Those results are now several years old. The new findings will provide ideas for new training programs, workshops, and educational materials that will build the capacity of local governments to implement the Long Range Plan and smart growth.

Another task will be to look at the municipal outreach efforts at other MPOs across the nation to learn about how other regions effectively implement their long range plans. Questions to be explored include: Do other MPOs work directly with the local governments or do they work through county governments? How do other MPOs ensure that local comprehensive plans and zoning codes are in line with their long range plan? What resources, educational materials, or trainings do other MPOs provide that DVRPC can potentially adapt to work in the Greater Philadelphia region?

Other ongoing tasks under municipal outreach include hosting webinars and audioconferences at DVRPC offices, as well as other off-site locations. The Municipal Implementation Tool brochures series will also continue, with a brochure prepared on municipal issues with cell tower siting. The enactment of the 1996 Telecommunications Act changed communication law, while providing local governments the ability to zone for the general placement, construction and mitigation of cellular towers. While the law is cumbersome, its interpretation is often misunderstood, leading to land use practices that often negatively impact residents. This brochure will examine the issues of siting, aesthetics, property values, proximity to historic structures, and environmental and health impacts.

For FY13, there may be opportunities to study transit-oriented development along key corridors, as requested by NJ Transit. This will most likely be a TOD study of the new Pennsauken Transit Center.

If warranted, based on FY12's immigration data snapshot and study, there may be follow-up tasks to undertake to expand the study's findings and recommendations. Implications for the agency's Environmental Justice work could also be explored more fully.

Continue work on Best Developments/TND database for the region, with possible tour created.

DVRPC will also continue coordinate in-house efforts to apply smart growth standards to current studies, such as selected corridor studies and the Leveraging Livability project assessing where investment is happening in the region.

Tasks:

1. Convene forum(s) on shared services, based on research conducted under a separate program/project area.
2. Conduct several focus groups and another online survey in order to gauge the effectiveness of our outreach efforts to local municipalities.
3. Investigate municipal outreach efforts at other MPOs across the nation to learn about how other regions effectively implement their long range plans and smart growth goals.
4. Prepare municipal implementation tool brochures on various planning and smart growth topics, to advance the objectives in the long-range plan. Make available on website and through compilations on CD-ROM. Of particular interest this year is a brochure on cell tower siting.
5. Sponsor or co-sponsor municipal training programs or workshops as needs arise, including hosting the APA audioconference series.
6. Plan for TOD along a selected rail corridor or station, if warranted by client.
7. Follow up FY12's immigration study with possible new tasks.
8. Follow up FY12's work on Best Developments database.
9. Prepare specific smart growth, land use, design and zoning recommendations for corridor studies and other plans as needed.
10. Present and promote DVRPC's Smart Growth studies and products to local, regional, and national audiences, through workshops, seminars, conferences, etc.
11. Update the Smart Growth page on the DVRPC website to highlight smart growth studies and initiatives, tools, and model ordinances.

Products:

1. Shared Services Forum and proceedings.
2. Online municipal outreach survey and findings.
3. Short paper on municipal outreach at other MPOs.
4. Municipal implementation tool brochures.
5. Training or educational program materials.
6. TOD planning document, if warranted.
7. Possible paper from immigration phase 2, if warranted.
8. Continued refinement of Best Developments database.
9. Smart growth analysis and recommendations in corridor studies, if warranted.
10. Smart growth presentations at local, regional, and/or national conferences.
11. Expanded Smart growth page on DVRPC website.

Beneficiaries:

Member governments, DOTs, private sector, nonprofits.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$350,000	\$237,220	\$52,780	\$60,000	
2013	\$350,000	\$237,220	\$52,780	\$60,000	
2014	\$350,000				
2015	\$350,000				

PROJECT: 13-44-020 Economic Analysis and Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Project Manager: Mary Bell

Goals:

- Ensure a diverse and competitive regional economy by coordinating regional transportation, land use, and economic development planning.
- Provide information on the value to the regional economy of implementing elements of DVRPCs long range plan.
- Highlight the importance of efforts for regional energy efficiency and carbon reduction to regional economic competitiveness.
- Lead, participate in, and provide support for regional efforts to take advantage of opportunities created by the growing desire for businesses that provide products and services that are environmentally benign or energy efficient to transform our regional economy.
- Lead, participate in, and provide support for regional efforts to better coordinate economic development strategies in the region, including managing and maintaining the Greater Philadelphia region's comprehensive economic development strategy (CEDS).

Description:

This project will foster a regional economy attractive to both businesses and residents by supporting economic development strategies aligned with the goals of DVRPC's long range plan, Connections - The Regional Plan for a Sustainable Future. These include smart growth, transit-oriented development, the use and preservation of existing transportation and other infrastructure, agricultural preservation, and the conservation of natural resources and environmental amenities. The project will likewise address the planning factors identified in SAFETEA-LU as the basis for metropolitan planning, specifically by supporting the economic vitality of the metropolitan area (planning factor 1) and promoting consistency between transportation improvements and state and local planned growth and economic development patterns (planning factor 5). A key aspect of this project is continued coordination among established and emerging players in the region's economic development and regional planning landscape. This project also contains funds to assist in the development of a local transportation asset

inventory.

In addition, DVRPC will strive to deliver value to the region's economic development community by collecting and assessing economic data, identifying its importance and relevance, and disseminating the results of that research through economic impact studies, data bulletins, and policy reports. This research is intended to highlight (both quantitatively and qualitatively) the economic value of implementing DVRPC recommendations regarding transit-oriented development, reinvestment in older communities, agricultural and natural resource protection, and support for businesses that foster environmental protection and energy efficiency. The project will also support DVRPC staff to help them achieve an economic impact component to their projects where feasible.

Working with others, DVRPC will also continue to manage and maintain the Greater Philadelphia Economic Development Framework as the region's comprehensive economic development strategy (CEDS), as required by the U.S. Economic Development Administration (EDA).

The project includes three main components:

(1) Continue the economic development coordinating role initiated in FY07 with DVRPC's Integrating Land Use, Transportation and Economic Development Planning project and continued in subsequent years through meetings of the Regional Community and Economic Development Forum (RCEDF). By continuing this coordinating role, RCEDF facilitates networking and coordination between the various economic development and planning agencies in the region on issues of regional importance, fosters greater cooperation between agencies, and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community. This activity strengthens DVRPC's relationships for achieving the goals of the long range plan.

(2) Conduct analytical work in support of regional economic development efforts, including studies that highlight both qualitatively and quantitatively the economic value of regional land use and transportation planning efforts, and distribute the results of that work via DVRPC's on-line data tools and/or through policy papers, data bulletins, or analytical reports.

(3) Manage and maintain the Greater Philadelphia region's CEDS as required by the EDA, including amending the list of vital projects as appropriate and preparing an annual CEDS update.

Tasks:

1. Convene regular meetings of the RCEDF, whose membership includes regional economic development professionals, land use and transportation planners, and

private and non-profit sector representatives. The committee will meet to coordinate on regional issues and to guide analytical work. This committee has evolved through the combination of the study committee associated with DVRPC's FY2007 Integrating Land Use, Transportation, and Economic Development (LUTED) project with DVRPC's former Land Use and Housing Committee (LUHC).

2. Conduct analytical work in support of regional economic development efforts including efforts to promote an energy-efficient economy, and economic development studies that support and advance the goals of DVRPC's long range plan.

3. Working with others, maintain and manage the Greater Philadelphia region's CEDS. This task involves two components:

(a) Conduct quarterly meetings (as necessary) of the CEDS committee (a subcommittee of the RCEDF) to review projects proposed for inclusion on the CEDS list of vital economic development projects, and amend the list as appropriate.

(b) Working with members of the RCEDF, prepare an annual update of the CEDS, including the identification and evaluation of performance measures that indicate progress towards achieving the CEDS goals and objectives.

(c) Review projects included in the CEDs and where applicable, identify potential environmental issues and assemble pertinent data and document as part of the annual CEDs update.

4. Work with PennDOT and the Governor's Action Team on regional economic development projects as applicable, and promote public/private partnerships.

5. Continue to research and evaluate available models for analyzing the economic impacts and benefits of land use and transportation projects as a means to better link planning and the NEPA process and implement the Keystone Principles for Economic Growth, Investment, and Resource Conservation.

6. Perform activities associated with the local transportation asset inventory, as necessary.

Products:

1. Highlights from Regional Community and Economic Development Forum (RCEDF) meetings.

2. Results of analytical work, including periodic stand-alone reports and data bulletins, as well as input to other documents.

3. Minutes of CEDS committee meetings and amendments to the CEDS list of vital projects.

4. An annual CEDS update.

Beneficiaries:

Member governments; public, private and non-profit sector agencies and organizations; economic development professionals; planning professionals.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$200,000	\$81,800	\$18,200	\$50,000	\$50,000
2013	\$200,000	\$81,800	\$18,200	\$50,000	\$50,000
2014	\$200,000				
2015	\$200,000				

*PA- PL/SPR Funds-\$50,000

PROJECT: 13-44-030 Strategies for Older Communities

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karen Cilurso

Project Manager: Alison Hastings

Goals:

To support the major land use and transportation policies of Connections – the Regional long- range Plan for a Sustainable Future, by encouraging reinvestment in the region’s mature suburbs and core cities through redevelopment and intergovernmental cooperation.

Description:

Many of the region’s mature communities face social, economic, and infrastructure challenges uncharacteristic of more affluent exurban communities and lack the resources available to the region’s core cities. Staff will identify techniques and programs that have been successfully utilized in this region as well as elsewhere to facilitate community revitalization and create mechanisms through which developed communities can network with other municipalities facing common challenges. The goals of the Strategies for Older Suburbs program to help make our older communities more livable.

Through the Strategies for Older Suburbs project, staff will develop research and develop a new study on retail strategies for downtowns. This project will include updating our shopping center inventory, developing strategies for local main streets and business corridors, comparing development within older downtowns versus greenfields, and finding case studies in PA and NJ where businesses have weathered the downturn in the economy. Also through the SOS project, outreach and education will be directed at municipal officials and residents with the roundtable series. The roundtable series is a “conversation” for our planning partners to discuss issues and exchange ideas. Up to 4 roundtable discussions may be held.

Staff will continue work on the Classic Towns of Greater Philadelphia program. Through the Classic Towns program, marketing and advertising is used to promote these towns as great places to live, work, and play. A consultant will be used to provide assistance with these tasks and staff will work directly with all 21 communities on various events, promotional pieces, and other tasks as requested.

The Transportation and Community Development Initiative (TCDI) will continue in FY 13. Staff will work with chosen projects and local governments to ensure the

projects are completed as well as oversee all project management. The TCDI project also includes updating the Smart Growth Grant database.

For FY 13, the Breaking Ground Implementation Series will continue. The Breaking Ground series is an opportunity for DVRPC to highlight our planning work as well as partners from throughout the region. This conference focuses on project implementation. Themes will be chosen during the fiscal year.

Tasks:

1. Maintain and interact with the roundtable invitees made up of state, county, and local governments, nonprofits, main street communities, and economic development partners on issues facing older suburbs and downtowns. Up to 4 roundtables may be held.
2. Identify and engage local stakeholders and community leaders, as well as provide local technical assistance, to older communities on revitalization efforts and tools that meet the specific needs of their community.
3. Continue to work with outside agencies on the promotion of older communities and neighborhoods through the Classic Towns Program.
4. Continue to gain financial and technical support for the marketing of Classic Towns through outreach and collaboration with regional, state, local entities, and partnerships with Philadelphia agencies.
5. Continue to implement the Classic Towns campaign and marketing efforts.
6. Contract with qualified consultant on Classic Towns advertising and website enhancements.
7. Administer the TCDI program by overseeing contract administration and project advancement.
8. Continue to maintain the Smart Growth Grants database and updates.
9. Develop and facilitate the Breaking Ground Implementation Series.
10. Research and develop a study on retail strategies for older downtowns.
11. Conduct other studies as necessary pertinent to the Older Suburbs and Core Cities.

Products:

1. Technical assistance to local municipalities, counties, and transit agencies on revitalization and other areas as required.
2. Database of TCDI projects.
3. Updates to the Classic Towns website and other marketing materials, as necessary.
4. Workshops throughout the fiscal year for member Classic Towns.(at least 2)
5. Additional webpages on website for new towns in the Classic Towns program.
6. Provide deliverable products as required by each TCDI contract.
7. Report on retail strategies for older downtowns to include updated inventory of shopping centers and case studies.

Beneficiaries:

Member governments, nonprofits, developers, private sector, Classic Town Communities

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$430,000	\$163,600	\$36,400	\$50,000	\$180,000
2013	\$430,000	\$163,600	\$36,400	\$50,000	\$180,000
2014	\$430,000				
2015					

*1.PA-TCDI Administration-\$100,000 (\$80,000 - PA Supplemental PL, \$10,000 PA SMLF Match, \$10,000 DVRPC General Fund Cash Match) 2.NJ- TCDI Administration-\$80,000 (\$80,000 - NJ-TIP-STP-STU-DOT#D024)

PROJECT: 13-44-040 Energy and Climate Change Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Rob Graff

Project Manager: Elizabeth Compitello, Shawn Megill Legendre

Goals:

This project will:

- Develop and disseminate data on regional energy use, energy costs, and GHG emissions including sector-specific energy use, energy costs, and GHG emissions
- Focus the resources and attention of municipal, county, and regional officials on developing regional policies for reducing energy use and associated greenhouse gas (GHG) emissions and adapting to predicted climate change impacts.
- Provide leadership to the region on reducing energy use, reducing GHG emissions, and preparing the region for predicted climate change impacts.
- Require and facilitate regional cooperation—both drawing on and strengthening relationships among state, regional, county, and municipal officials throughout the region, as well as identifying and disseminating best practices from across the nation.

Description:

This project will lead planning efforts to prepare the region for a future in which the climate is expected to be warmer and produce greater weather extremes, and in which regions with greater energy efficiency, lower fossil fuel usage, and lower emissions of greenhouse gases are expected to be at a competitive advantage.

These areas are interrelated: DVRPC's regional greenhouse gas emissions inventory shows that over 90 percent of the region's GHG emissions are attributable to burning fossil fuels for energy. In addition, the energy system in region and the country as a whole is undergoing a profound transformation, with increased private and public investment in energy efficiency and conservation as well as in renewable energy sources, in both the transportation sector and the built environment. In addition, there is increasing concern regarding the availability and cost of fossil fuels.

This project will assist the region in preparing to work and live in a way that uses less fossil fuel based energy while maintaining a high quality of life, both to reduce production of greenhouse gases to minimize future changes in the global climate, and to prepare for a world where fossil fuel is likely to be more expensive and less readily available. This project will also assist the region in making itself ready for changes in the region's climate that appear inevitable, regardless of actions taken to reduce GHG emissions.

Tasks:

Coordination and Facilitation—DVRPC will continue to facilitate coordination and discussion within the region through the use of meetings, information sharing, websites and other means, and will participate in energy-efficiency, other GHG emissions reduction efforts, and climate change adaptation work in the region, the states, and federally. DVRPC will continue to work with local governments, state and federal agencies, neighboring MPOs, as well as partner organizations in the region.

Data Collection and Analysis—DVRPC will continue to collect, analyze, and disseminate data on regional energy use, energy costs, and GHG emissions, including sector-specific analysis of energy use, energy costs, and GHG emissions as well as opportunities for reduction. DVRPC will begin collecting, analyzing, and disseminating data on the predicted impacts of climate change on the region.

Technical Assistance: GHG Emissions and Energy Use—DVRPC staff will continue to serve as a resource for counties and municipalities carrying out analysis of energy use and GHG emissions both in local government operations and at the community level. Because financing is recognized as a key barrier to implementing energy efficiency projects, DVRPC will work with local and regional partners to identify, develop, and implement approaches to address this issue. DVRPC recognizes that other public sector organizations, such as school districts, have tremendous opportunity for energy savings. DVRPC will begin a discussion with these sectors to identify ways to adapt and disseminate to these sectors technical tools we have developed. In addition, DVRPC will seek to work with selected commercial areas in the region's legacy commercial areas, including "Main Streets" and other downtown shopping areas, such as those located in DVRPC's Classic Towns, as well as older strip developments outside of town centers. Working with interested business associations and property-owners, DVRPC will provide basic training and resources for energy-efficiency improvement. This work will facilitate consistency and draw on the economies of scale inherent in regional-level data gathering and analysis.

Technical Assistance: Ordinance Assistance and Coordination—DVRPC will continue its coordination with municipal and county officials to create model ordinance language related to alternative energy production and access, and energy efficient development. In addition, DVRPC will continue to develop quantitative tools to evaluate the links between development patterns, energy use, and greenhouse gas emissions and assist municipalities to incorporate best practices into land use regulations and building codes.

Technical Assistance: Impact Analysis—Prioritizing the many alternatives to reduce energy use and GHG emissions requires rigorous analysis of the reduction impacts, cost-effectiveness, feasibility, energy savings, and other benefits and costs

associated with each. DVRPC will assist its member governments and others by developing an assessment of alternative policies and actions appropriate at the regional, county and municipal level in order to facilitate selection of the most effective set of responses.

Technical Assistance: Adaptation Planning—DVRPC will assist local government stakeholders in understanding and preparing for the expected impacts of climate change on the region, including providing information on carrying out risk and vulnerability assessments and developing strategies to increase resilience. DVRPC will participate in ongoing climate change adaptation activity at the national, state, and regional level to assure the concerns of the region are represented.

Scenarios and Modeling—This project will support DVRPC's Office of Long Range Planning, as needed, in developing energy use and GHG information needed to support their modeling of alternative future regional scenarios. In addition, this project will develop tools for use by individuals, organizations and regional partners to help decision makers envision the relative GHG emission and energy use impacts of various policy actions at the household, organizational, local, state and national level.

Coordination with other DVRPC Activities – Reducing GHG emissions and energy use result from many activities at DVRPC outside of this program area. This program area will work to coordinate for a broader public message that links the related issues of energy, air quality, cost-savings and climate change through DVRPC's ongoing programs.

This work will be carried out in coordination with county, state, and federal-level efforts, as well as with regional and national organizations that support work in energy and climate change action.

Completion of these tasks is expected to require the support of consultants.

Products:

1. 2010 Energy Use and GHG Emissions Inventory for the region, allocated to the region's counties and municipalities.
2. Publications and spreadsheets to provide technical support for municipalities and counties in reducing their energy use and GHG emissions.
3. Highlights of meetings related to regional coordination.
4. Analysis and modeling of energy use and GHG emissions reduction options.
5. Improved integration of energy use and GHG emissions analysis into DVRPC planning documents.

Beneficiaries:

Member governments; DVRPC planning professionals; state and federal agencies; municipal officials; citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$240,000	\$150,531	\$33,492	\$55,977	
2013	\$240,000	\$150,531	\$33,492	\$55,977	
2014	\$240,000				
2015	\$240,000				

PROJECT: 13-46-010 Long Range Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Project Manager: Patricia Elkis

Goals:

Develop and implement a long range vision and plan to guide future growth and development in the region. Ensure that transportation investments are linked to long range land use, economic development, environmental and transportation goals.

Description:

Metropolitan Planning Organizations (MPOs) are required to prepare and maintain a long range plan with a minimum 20-year horizon, and in air quality non-attainment areas, to update the plan every four years. DVRPC's current long range plan, Connections-The Regional Plan for a Sustainable Future, was adopted by the DVRPC Board in 2009. DVRPC will continue to work with elected officials, regional stakeholders, and the public to implement the goals and strategies of the long range plan and anticipates adopting an updated long-range plan, Connections 2040, in the summer of 2013. This project contains funds to assist in the development of a local transportation asset inventory.

Tasks:

1. Continue a comprehensive public and stakeholder outreach program to implement the policies, strategies, and projects included in the long range plan and develop the Connections 2040 update to the Connections plan.
2. Collect and assess trends that will have an impact on the future form and development of the region.
3. Refine the goals and strategies necessary to achieve the regional vision outlined in the the long-range plan.
4. Work with stakeholder agencies, such as the PA State Planning Board, NJ Office of Planning Advocacy, PA and NJDOT, and county planning departments, to develop, update, and implement their respective strategic and long-range plan documents.
5. Maintain the Planning at the Edge Forum as a means to discuss and coordinate, multi-regional issues and success stories that cross MPO boundaries.
6. Working with member governments, prepare county and municipal-level employment forecasts in five-year increments through 2040, using 2010 Census data as the base.
7. Develop a financial plan for the Connections 2040 plan to include anticipated revenues over the life of the plan, an assessment of the maintenance needs of the

transportation system, and an allocation of future funding to different categories of projects. This will also include the operational and maintenance costs of transportation projects.

8. Select transportation projects to be included for funding in the long-range plan as well as an 'aspirational' set of projects that are not able to be included in the fiscally-constrained plan.

9. Develop a transportation funding assessment that provides a detailed history of transportation funding through the years, an assessment of how the current funding crisis came about, and a set of action steps to address the funding shortfall. An analysis of various funding mechanisms, which are in line with strategies being looked at by each state, will also be completed.

10. Implement the Linking Planning and NEPA process to improve the efficiency of project implementation and make the best use of available transportation funds through Smart Transportation philosophies of project development and programming.

11. Participate with PennDOT to pilot any identified Linking Planning and NEPA initiatives.

12. Staff will evaluate the health impacts of various plan scenarios, such as increases or decreases in federal transportation funding. This will help the region to better understand the possible health impacts associated with changes in development patterns and the multi-modal transportation system. This will lay the groundwork for a broader integration of Health Impact Assessments and related analysis across DVRPC's planning activities (including corridor and area studies) in subsequent fiscal years.

13. Perform activities associated with the local transportation asset inventory, as necessary.

Products:

1. Publication of a Link newsletter highlighting specific issues related to implementation of the long-range plan and the development of the Connections 2040 plan.

2. A Connections 2040 long-range plan report

3. An Executive Summary report for the Connections 2040 long-range plan

4. Outreach materials and summary related to the transportation funding component of the Connections 2040 plan.

5. Meeting summaries of Planning at the Edge Forum meetings.

6. County and municipal level employment forecasts in five-year increments through the year 2040.

7. Project Development Screening Forms to initiate all new projects being considered for long-range plan updates and inclusion in the 2013 TIP.

Beneficiaries:

State, county, and municipal levels of government; residents of the region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$550,000	\$369,000	\$81,000		\$100,000
2013	\$550,000	\$369,000	\$81,000		\$100,000
2014	\$550,000				
2015	\$550,000				

*PA- PL/SPR Funds-\$100,000

PROJECT: 13-46-020 Regional Congestion Management Process

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Zoe Neaderland

Project Manager: Jesse Buerk

Goals:

Minimize congestion in the Delaware Valley and enhance the ability of people and goods to get where they need to go by means of a systematic, ongoing, and integrated process. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the TIP.

Description:

The CMP provides analysis of the regional multimodal transportation system, defines congested corridors, and develops a set of strategies for each congested subcorridor. It also includes strategies appropriate most everywhere in the region. It helps the region address specific congested areas in a thoughtful, long-term manner by assisting with analysis of an appropriate range of strategies, including the required supplemental strategies where additional road capacity is necessary. It is an objectives-driven, performance-based approach that addresses all elements of federal CMP regulations. This work was recognized as one of six case studies for the 2011 FHWA CMP Guidebook. It continues to evolve and may result in contracts with consultants for specific technical work if necessary.

In FY 2013, DVRPC will focus on implementation and evaluation efforts as well as the many ongoing tasks. Some highlights for FY '13 are:

- Enhance use of the CMP to identify and implement specific projects in coordination with other processes
- Advance use of real-time operations data for planning purposes in coordination with a range of other offices within DVRPC and with partners
- Build capacity for benefit-cost analysis and other means of understanding anticipated effectiveness of strategies
- Strengthen understanding of experienced effectiveness of implemented strategies to help the region become more effective with its limited funds

Tasks:

1. Maintain communication with the CMP Advisory Committee and others as needed, including through e-mails and meetings.
2. Improve how the CMP results in actual improvements or ideas for projects working with state DOTs and others. This work includes coordination within DVRPC including with project 13-52-040: Transportation Asset Management Process. It includes participation in the NJDOT Congestion Management Committee of the

Capital Improvement Strategy and with PennDOT's Planning and NEPA process. This work may focus on priority subcorridors.

3. Advance the relationships and methodologies to use archived operations data for planning in coordination with a range of other offices within DVRPC and with partners.

4. Continue efforts to build capacity for benefit/cost analysis and other means to evaluate anticipated effects of multimodal strategies at a sketch planning level, including through work with the Office of Modeling and Analysis

5. Refine understanding of experienced effects of projects (post-implementation evaluation), including by gathering and encouraging before-and-after studies, and using the previously developed multiple regression methodology with archived operations data. This work will include safety analysis where reasonable to address recurring non-recurrent congestion.

6. Continue to review TIP projects with respect to the CMP, and coordinate with the TIP and Plan; prepare annual memorandum on status of supplemental projects in coordination with project sponsors and TIP processes for DVRPC approval

7. Continue to work with DOT, county, and authority staff on projects and studies likely to result in major SOV capacity-adding projects. Provide analysis of reasonable strategies to address problems and, if additional capacity is warranted, help integrate supplemental strategies scaled to the project to get the most long-term value from the investment. This includes introducing green infrastructure strategies in coordination with the Office of Environmental Planning. It also includes further integrated transportation/land use planning, and implementation of the Smart Transportation Guidebook.

8. Reach out to inform a range of people about the CMP including through CMP web pages and improvements to online mapping, newsletters oriented to municipal officials, and annual outreach meetings at DOTs and elsewhere. Continue to explore ways to more effectively communicate recommended strategies to DOT project managers and local officials developing improvement projects.

9. Participate in related studies, workshops, committees, etc., within DVRPC and with others.

10. Evaluate what is working well in the CMP itself and what to strengthen or change for the next cycle which will start in FY '14.

Products:

1. CMP Advisory Committee agendas, summaries, and related materials
2. Working papers and reports
3. CMP information incorporated in the TIP and Long-Range Plan
4. Annual memorandum on status of supplemental projects
5. Web site refinements, newsletters, and other communication materials

Beneficiaries:

Member governments and operating agencies, range of organizations involved in

addressing congestion, businesses and citizens served by a more efficient and reliable transportation network

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$230,000	\$230,000			
2013	\$230,000	\$230,000			
2014	\$230,000				
2015	\$230,000				

PROJECT: 13-46-030 Air Quality Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sean Greene

Project Manager: Michael Boyer

Goals:

Improve air quality in the region through coordination of intra and inter-regional policies, public education and demonstration of transportation conformity of the region's long range plan and transportation improvement programs.

Description:

DVRPC's air quality program has three main components: 1) technical analysis (Transportation Conformity), 2) public education and outreach (Air Quality Action), and 3) stakeholder coordination (Air Quality Planning Coordination). Federal requirements mandate that DVRPC must demonstrate the conformity of the region's long range transportation plan and the Transportation Improvement Program with air quality goals. The Plan and TIP need to be amended from time to time with projects which may require a demonstration of conformity. This work will be consistent with the guidance released by the US EPA and US DOT. Acceptance of the conformity findings is necessary for transportation projects to be funded.

DVRPC administers the Air Quality Action (AQA) program through the auspices of the Air Quality Partnership. The region will continue to implement a program in which employers and the media will be informed of anticipated bad air quality days. Residents and especially commuters are encouraged to voluntarily adopt measures to minimize emissions — such as using transit, car pooling, or postponing driving, refueling, and using gasoline powered lawn care equipment. The program will reinforce elements of several other programs already in place. The program functions to reduce emissions on days when conditions are favorable for ozone and/or fine particulate matter formation, and serves as an educational effort to make residents aware of the air quality problem and of the behavioral changes which can limit exposure and reduce emissions.

DVRPC also serves as a regional coordinator and participant of various air quality forums. The focus is on discussion and progress of air quality issues with regional and federal air quality stakeholders. Policies selected to guide the region on transportation-air quality measures will also be discussed. DVRPC will also work to achieve interstate coordination within the ozone and particulate matter 2.5 nonattainment areas. This project permits pro-active participation in the air quality planning activities of the Departments of Transportation and Environmental Protection in Pennsylvania and New Jersey as well as the US EPA and US DOT. Contacts will be maintained with Delaware and Maryland agencies, as well.

Communication and educational activities will be maintained with the region's leadership to broaden the understanding of issues and policies. Staff will also participate in additional air-quality related activities that promote the reduction of emissions in the nonattainment area.

Tasks:

Transportation Conformity

1. Determine the projects in the Plan and/or TIP or any revisions which have an impact on air quality.
2. Review and update procedures for conducting conformity tests, incorporating model enhancements and revisions to the applicable state implementation plans. In 2013, this task includes transitioning from the MOBILE 6 air quality model to the EPA required MOVES model.
3. Prepare input parameters for the regional travel simulation model and for the latest version of MOVES approved by USEPA, especially inspection and maintenance characteristics in each state.
4. Run models to determine emissions associated with proposed TIP or plan or TIP/plan amendments.
5. Perform off-model analyses on projects as required.
6. Coordinate all activities with the Transportation Conformity Interagency Consultation Group and conduct public outreach.

Air Quality Action

1. Convene the Air Quality Partnership Board and any committees it may create. Include representation throughout the nonattainment area.
2. Refine the program's specific procedures for informing the public, in cooperation with the Partnership Board, in order to maximize its effectiveness. The procedures will include informing individual employers, the media and other select groups.
3. Develop and produce various products required to promote the program and the techniques of ozone avoidance and emission reduction.
4. Work with other agencies to improve forecasting capabilities and means of delivering forecasts for ozone and fine particulate matter exceedances to the appropriate agencies.
5. Refine and implement an on-going evaluation of the program's effectiveness.
6. Produce and distribute forecasts of ozone and fine particulate matter concentrations.

Air Quality Planning Coordination

1. Provide staff support to the Regional Transportation Committee, including the maintenance of records, agendas, meeting summaries and staff presentations. Participate in meetings and workshops, at the request of USEPA, the state environmental departments, and others, on air quality planning. This will include monthly meetings of the Philadelphia Diesel Difference Working Group and Clean Cities Program.

- 2.Prepare literature or presentations to groups requesting information on transportation and air quality programs.
- 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 TIP.
- 5.Conduct a program of interagency consultation on any conformity demonstration
- 6.Demonstrate the air quality benefits of CMAQ funded projects through air quality analysis using the Air Quality Off Network Estimator for state DOTs.

Products:

Transportation Conformity

- 1.Summary report documenting conformity procedures, including MOVES inputs, program modules, and emissions factors that demonstrate that the TIP and Long-Range Plan are compatible with air quality goals.

Air Quality Action

- 1.A report on the year's activity.
- 2.News releases and editorial commentary.
- 3.Paid advertisements and promotional literature.
- 4.Kickoff event.

Air Quality Planning Coordination

- 1.Action items from the the RTC, and other committees.
- 2.Papers and presentations on transportation and air quality planning.
- 3.Monthly newsletter on transportation and air quality items of interest.

Beneficiaries:

State, County and Municipal Governments, DOTs and Residents of the Region

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$280,000	\$229,040	\$50,960		
2013	\$280,000	\$229,040	\$50,960		
2014	\$280,000				
2015	\$280,000				

PROJECT: 13-47-010 Environmental Planning

Responsible Agency: Delaware Valley Regional Planning Commission**Program Coordinator:** Christopher Linn**Project Manager:** Alison Hastings, Amy Miller**Goals:**

Assure a clean and sustainable environment and implement Connections by assisting in a variety of regional efforts to maintain healthy ecological systems, create livable communities, and build transportation systems that balance mobility needs with sustainability and planned growth goals. Assist local governments and partners in maintaining and improving environmental quality.

Description:

This project builds on the open space, natural resource and sustainability elements of Connections, especially as they relate to active (non-motorized) transportation, economic development patterns, motorized transportation systems, land use, and the natural environment. This project also contains funds to assist in the development of a local transportation asset inventory. The project includes seven streams of work.

The first stream involves maintaining updated webpages of federal, state, county and municipally owned lands, preserved farmland, multi-use trail information, locally funded open space programs and municipal use of natural resource protection tools on the DVRPC website. The website includes maps, tables and narrative. See <http://www.dvrpc.org/Environment/>

The second stream of work will build upon DVRPC's on-going efforts to integrate conservation and transportation planning in support of the overall transportation systems planning process, and to incorporate this work into the LRTP, CMP, corridor studies, and projects focused on the land use-transportation connection. As per the requirements of SAFETEA-LU, DVRPC will work to identify opportunities to improve the transportation system while also working to maintain and restore the function of natural physical, chemical and biological systems in the DVRPC region. The project will continue to refine DVRPC's Green Infrastructure Screening Tool and integrate it into the agency's transportation planning processes, including the LRTP, CMP, corridor studies, land-use/transportation studies, and PennDOT's new project development process. Data gathered and tools developed will be used for Linking Planning & NEPA, strengthening the linkage between planning and programming, and expediting the project delivery process.

The third stream of work supports the FY03-launched Environmental Resource Planning Services for New Jersey Municipalities, which provides environmental

resource inventories, open space plans, farmland preservation plans, visioning, master plan conservation elements, and environmental ordinances. The regional vision for green infrastructure and land protection can more likely be achieved by empowering municipalities to conduct better and targeted land preservation and stewardship work at the local level. The program is fee-based, but DVRPC provides a subsidy to communities in Mercer, Burlington, Camden and Gloucester counties to encourage more municipalities to undertake the work. DVRPC also identifies grant programs and assists municipalities with grant applications to further stretch the funding. Over the past 8 years, DVRPC has contracted with 35 different municipalities and two counties for a total of 57 projects.

The fourth stream of work focuses on providing technical assistance for counties on environmental and sustainability-related issues. Following on the success of the FY2003-launched Open Space and Natural Resource Planning Services for Municipalities, DVRPC staff proposes providing direct environmental planning technical assistance to county members. Counties have expressed interest in and exhibited a need for DVRPC to take a bigger role in land use planning. A possible first project would be to assist the City of Philadelphia with Street Tree and Tree Pit Surveys in Priority Areas. The Philadelphia Department of Parks and Recreation (PPR) is embarking on a massive tree planting initiative for the City as a result of a planned multi-million dollar investment in trees. The City has a goal of planting approximately 300,000 trees by 2015. For its initial rounds of tree plantings, PPR is prioritizing public lands and empty tree pits, as these locations are far less costly and time-consuming. However, PPR does not have an inventory of the locations of empty tree pits. PPR is currently conducting outreach to community organizations to seek citizen volunteers to do street tree surveys of their neighborhoods, although this approach is problematic in terms of efficiency and reliability. In order to serve the regional goals of reduction of stormwater runoff, sequestration of carbon, enhancement of urban quality of life, and other environmental and social concerns, DVRPC should utilize its planning and mapping expertise to assist the City of Philadelphia in conducting field-level street tree surveys in prioritized areas of the city. Areas of the City with low levels of urban tree canopy located within the Combined Sewer Overflow (CSO) area will be prioritized. Utilizing GPS technology in the field, DVRPC can collect basic data on the existing street trees (size, species, health) and empty tree pits. The empty tree pits will then be targeted by PPR for tree plantings.

The fifth stream of work would develop a new regional study on our trash system: “Want Not, Waste Not: A Trash Study”. Although Greater Philadelphia’s population is slowly increasing, the trash we produce, and especially toxic solid waste materials, such as medical waste and electronic waste, is increasing at a much more rapid rate. Many counties and municipalities experienced an extremely contentious process to site waste facilities in the 1970s and 1980s, and are now reaching their capacities. Recently, one of the largest commercial composting

facilities opened in nearby Wilmington, DE, providing a new opportunity to divert household and commercial compostable waste. This study will build on work already started in other studies, including DVRPC's Food System Plan, and incorporate research undertaken by the City of Philadelphia Mayor's Office of Sustainability. This study will develop an understanding of how Greater Philadelphia's municipalities and counties provide trash and recycling collection services in order to identify opportunities for economic savings and environmental benefits. Additional areas of research may be proposed and, if appropriate, DVRPC will make recommendations.

The sixth stream of work focuses on greenway planning and plan implementation. Greenway plans will be developed where there are partners and matching funding at the local level. This planning and implementation stream of work also provides some continued technical assistance for implementing the recommendations of four previously completed greenway plans (Rancocas Main Stem, Rancocas Main Branches, Assunpink, and Mantua Creeks) and the 57 municipal projects undertaken through the Municipal Services Program, as needs arise.

The seventh stream of work covers coordination on regional open space issues. DVRPC has served an important role in bringing county and land trust open space planners together to coordinate, collaborate and share information. DVRPC will host at least one Open Space Coordinating Committee for PA and NJ in each fiscal year. In addition, DVRPC staff will continue to serve on the Greenspace Alliance of Southeastern Pennsylvania Board, the NJ Heritage Partnership, the Delaware Bayshore Coalition, the Delaware Direct Watershed Partnership, the Schuylkill Action Network Land Protection Collaborative, the Schuylkill Highlands Greenway Initiative, and other environmental protection-related groups, as needed.

Tasks:

1. Contact county planning commissions and other agencies for updated data on protected lands and trails.
2. Gather post-election data on localities initiating or changing their open space programs through voter referendums.
3. Update open space maps, data and tables posted on the DVRPC website.
4. Refine the Green Infrastructure Screening Tool as new data becomes available.
5. Work with DVRPC's units, and with regional, state and national partners to integrate conservation and transportation planning and support the goals of Linking Planning & NEPA.
6. Promote the municipal services program by soliciting open space-related planning work to assist municipalities.
7. Develop greenway plans where local partners and funding exist.
8. Continue technical assistance to municipalities, counties and non-profits for greenway and open space planning, especially in those communities for which DVRPC has completed environmental studies or plans.

9. Convene a PA and a NJ Open Space Coordinating Committee, with guest speakers on topical issues and ample time for coordination and collaboration among county and land trust open space planners.
10. Develop protocols and implement a street tree survey in conjunction with the City of Philadelphia.
11. Convene a stakeholder group and gather data in support of the regional trash study.
12. Perform activities associated with the local transportation asset inventory, as necessary.

Products:

1. Updated DVRPC website pages containing current maps, tables, and narrative about open space lands, programs, and municipal use of resource protection planning tools in the region.
2. Updated Green Infrastructure Screening Tool, maps and tables to be used in the LRTP, CMP, PennDOT project development process, and Linking Planning and NEPA.
3. Publication of Environmental Resource Inventories, Open Space and Recreation Plans, Farmland Preservation Plans, Conservation Elements, and other resource-related planning documents and ordinances for municipalities with which DVRPC has project agreements.
4. Publication of greenway plans if local partners and funding are available.
5. Additional maps, data, and referrals to municipalities and counties with which DVRPC has worked on greenway plans or municipal projects, as needed.
6. A comprehensive inventory of Philadelphia's street tree pits for priority areas in tabular, mapped and report forms.
7. Publication of "Waste Not, Want Not: A Trash Study", with recommendations to county and municipal governments, where appropriate.
8. Organization of two "Roundtable" meetings for PA and NJ Open Space Coordinating Committees and minutes from the meetings.
9. Updated protected open space inventory maps and tables.

Beneficiaries:

PADEP, PADCNR, NJDEP, PennDOT, NJDOT, counties, municipalities, conservation organizations, sustainability coordinators, trail advocacy groups, public and private sectors, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$354,000	\$75,000		\$179,000	\$100,000
2013	\$354,000	\$75,000		\$179,000	\$100,000
2014	\$170,000				
2015					

*PA- PL/SPR Funds-\$100,000

PROJECT: 13-51-010 Travel and Land Use Modeling

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Puchalsky

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 by the development and use of transportation and land use models.

Description:

The Travel and Land Use Modeling work program develops, enhances, and maintains 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 preparing highway and transit networks, validating travel simulation models, implementing new forecasting procedures and methods, and applying the models to produce forecasts for various planning projects. Data outputs include highway and transit facility volumes, regional and corridor travel patterns, estimates of vehicle-miles of travel 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 performed a series of travel model upgrades in the period FY09 – FY12. The main result was the TIM (Travel Improvement Model) version 2.0. In FY13 DVRPC staff will continue to refine the TIM 2.0 model through a series of improvements, including new post-processing tools, network updates, and back-casting exercises. Post-processing tools use output produced by the TIM 2.0 model. Staff will update post-processors for standard reporting and create a preliminary post-processor for health impacts. Staff will update the future year highway and transit networks based on changes since the networks were originally

created. Staff will complete back-casting exercises begun in FY12 and make appropriate model changes.

In FY13 staff will continue to perform modeling to support air quality conformity and interface the travel model with the new federal air quality forecasting model (MOVES). The MOVES post-processor will be streamlined and updated.

The release of 2010 Census data and the development of the 2040 forecasts will require numerous changes to the TIM 2.0 model. 2040 MCD forecasts will be disaggregated to the TAZ level. TAZ and link area types will be updated based on the revised base and forecast year demographics. The highway network will also need to be updated based on Federal functional class changes due to the revised urban/rural boundary.

Some of these activities may require DVRPC to purchase equipment or services.

Tasks:

1. Update TIM 2.0 networks and zone system for base and future years.
2. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES air quality model, including practice conformity run.
3. Complete two back-casting exercises, one on a highway project and one on a transit project, to test TIM 2.0 forecasting abilities.
4. Update existing post-processors and create preliminary health-impacts post-processor.
5. Analyze bike, pedestrian, transit, and highway projects, as required.
6. Prepare estimates of truck and bus travel, as needed.
7. Maintain DVRPC's UPlan land use model and perform updates required to support 2040 planning.
8. Disaggregate MCD level demographics to TAZ level. Tabulate mode shares of commute trips by place of residence and place of employment. Develop OD matrices of work trips.
9. Prepare growth factors as required to support regional planning and engineering efforts.
10. Continue incorporation of bicycle and pedestrian modeling into TIM 2.0.

Products:

1. Summaries of the results of air quality conformity demonstrations for various transportation improvement programs and long range plans.
2. Identification and tabulation of data required for the model update effort.
3. Database of zonal demographic and employment data. Tabulations of commuter mode shares by county of residence and workplace. County-to-county worker flows.
4. Average annual growth factors by County and Functional class.
5. Growth rates and VMT estimates to support planning efforts as required.

6. Limited health impacts post-processor.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$500,000	\$409,000	\$91,000		
2013	\$500,000	\$409,000	\$91,000		
2014	\$500,000				
2015	\$500,000				

PROJECT: 13-52-010 Transportation Improvement Program

Responsible Agency: Delaware Valley Regional Planning Commission**Program Coordinator:** Elizabeth Schoonmaker**Project Manager:** Charles Dougherty**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 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 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 Transportation Improvement Program (TIP) for both Pennsylvania and New Jersey as mandated by federal regulations and will post information related to both processes on the DVRPC website. This project supports negotiations to ensure that this 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.

At this time the TIP selection process is consensus based. Due to severe funding constraints and overwhelming needs that far outreach the region's resources, there has not recently been a solicitation for new projects. Any DOT recommended new projects are reviewed with consideration of the DOT management system rankings, should they be available. Existing TIP projects are consistent with and have been drawn from DVRPC's long range plan: Connections 2035. Program development occurs through a TIP Subcommittee comprised of regional stakeholders and is currently based on schedule and cost of existing projects, constrained by the level of funding available. All project costs and schedules are updated by DOT project managers and stakeholder subcommittee members as appropriate. A series of subcommittee meetings is held where costs and schedules are further reviewed, and concerns vetted and negotiated. A constrained draft program is released for a 30 day public comment period prior to presenting to the DVRPC Board.

DVRPC will undertake an extensive public participation program that responds to the requirements of SAFETEA LU and environmental justice concerns as it relates to this project. Coordination with PennDOT's Linking Planning and NEPA activities and implementation of the new project development initiative 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>

Tasks:

- 1.Participate in development of statewide financial guidance with NJDOT, PennDOT, 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; using the new Linking Planning and NEPA project development process solicit new eligible projects from member agencies; and assist the RTC in prioritizing projects.
- 4.Participate with PennDOT to pilot any identified Linking Planning and NEPA/new project development process activities.
- 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 SAFETEA LU and environmental justice 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 of TIP (following Board adoption) with supporting documentation for submission to state DOT's 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 (PA and NJ); monitor actual funding of these programs; maintain project data; monitor projects; and provide periodic reports and summaries to DVRPC committees and Board.
- 9.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 Memorandum Of Understanding for Pennsylvania and New Jersey. Periodically review and revise the MOU in conjunction with the state DOT's and FHWA/FTA.
- 10.Update and maintain the TIP database, and post information on the website.
- 11.Develop financial estimates for the transportation element of the long range plan, when appropriate.
- 12.Participate in special project solicitations (e.g., CMAQ, TE, Safety)
- 13.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.
- 14.Research innovative funding techniques and assess for local applicability.

15. Make presentations to committees and public groups; respond to public questions.

Products:

1. Financial plans for the TIP (and Plan when appropriate).
2. Financial Summary Reports.
3. Project Development Screening Forms.
4. Regional Transportation Improvement Program.
5. Periodic amendments and modifications to the TIP.
6. Periodic status reports.
7. News Releases and Public Information documents.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$540,000	\$368,100	\$81,900		\$90,000
2013	\$540,000	\$368,100	\$81,900		\$90,000
2014	\$540,000				
2015	\$540,000				

*PA- PL/SPR Funds-\$90,000

PROJECT: 13-52-020 Competitive Program and Project Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Project Manager: Elizabeth Smith, James Briggs, Ryan Gallagher

Goals:

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

Description:

SAFETEA-LU, the federal authorizing legislation for highways and transit, includes funding for non-traditional transportation projects such as multi-use trails, streetscapes, historic restorations, alternative fueled vehicles, and travel demand management, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. Five categories of federal funding that provide broad eligibility for these non-traditional transportation projects are: Transportation Enhancements, Safe Routes to School, Earmarks, Congestion Mitigation and Air Quality, and the Surface Transportation Program. Elements of the program support efforts in both Pennsylvania and New Jersey.

Funding from the TIP enables DVRPC staff to assist PennDOT with the implementation of these non-traditional projects by serving as adjunct project managers. This assistance will generally involve facilitation and coordination among the project applicant and their team, the PennDOT district office, PennDOT's central office staff, and the FHWA.

TIP funds are also provided to the sub-regions through the Local Scoping Programs for PA and NJ. The scoping program goal is to advance projects through the National Environmental Policy Act (NEPA) process and preliminary engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in the State Transportation Improvement Program (STIP). DVRPC administers both the Local Scoping Programs, including consultant selection, contract administration, and assistance to member counties and cities on project definition.

For more information, see the following website:
<http://www.dvrpc.org/Transportation/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. 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 using DVRPC's consultant list and, in concert with appropriate county, evaluate proposals received when required.
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 assure that applicable federal and state standards are observed.
9. Submit the consultant's final documents to the DOT's for approval. DVRPC, in cooperation with the DOTs, will prepare and submit the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and status of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website and provided to the RTC and Board as needed.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$770,000	\$50,000			\$720,000
2013	\$770,000	\$50,000			\$720,000
2014	\$770,000				
2015	\$770,000				

*1.PA-TE-TIP,\$432,000- DOT #66460,SMLF Match-\$108,000, CMAQ-\$88,000- DOT #66461-SMLF Match-\$22,000 2. NJ-\$70,000 STP-STU TIP-DOT#X30A-\$70,000

PROJECT: 13-52-040 Transportation Asset Management Process

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Dougherty

Goals:

To maintain and improve the region's transportation system through the use of Transportation Asset Management (TAM) procedures and data to identify the region's transportation assets, to monitor condition, and advance improvements in a systematic manner that will minimize life cycle costs. Assets include roads, bridges, rails, signals, and various roadside features.

Description:

Greater and greater demands are straining our transportation system: increased congestion, more truck travel, growing population, aging infrastructure, higher customer expectations, and escalating construction and operating costs. These factors threaten the viability of our transportation system unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade our existing assets. A more strategic and systematic process of operating, maintaining, upgrading, and expanding our physical assets is needed. By effectively re-focusing business and engineering practices on life cycle costs and benefits, better decision-making on resource allocation and utilization will result. Such an approach requires quality information and well defined objectives.

Through the use of transportation asset management systems and engineering and economic analysis tools, the region, in concert with the system owners and operators, can more comprehensively view the big picture and evaluate system data before making decisions on how limited financial resources can best be deployed in the long range plan (LRP) and the Transportation improvement Program (TIP).

DVRPC has been working closely with NJDOT and PennDOT to establish strategic objectives for managing and improving their assets and identifying specific performance measures needed to meet those objectives. Recently, SEPTA won funding to develop an asset management system for transit. DVRPC has also addressed project prioritization in its Plan development and in its Congestion Management Process (CPM). DVRPC will continue to provide input and guidance to our partners as they develop and expand these transportation asset management processes and utilize them to identify cost effective improvements to maintain and enhance to region's transportation network. Our partners hope to extend these systems to cover all owners and operators in the region, including turnpikes and authorities and the counties and municipalities. It is essential that the asset owners and operators establish an internal asset management agenda and a willingness to share with DVRPC their data on asset age, design, condition, and improvement

costs by treatment type. The parties recognized that data does not currently exist for all asset categories or that it may exist in formats that are not readily useable by an asset management system. For TAM to be used as a decision-support tool, it is critical to 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.

A key reason to develop a TAM is to better inform the capital programming process, whether short term (TIP) or long term (Plan). Both DOTs have established mechanisms to advance this linkage. In NJ, the Capital Investment Strategy is the mechanism that NJDOT uses to link asset management to the capital programming process. DVRPC is fully engaged in this process. In PA, the evolving Linking Planning and NEPA process will be a key the mechanism that links asset management to the capital programming process. PennDOT has also created a new Division of Asset Management. Related to both PA initiatives is the PA Local Data Collection effort whereby MPOs' will assist PennDOT in establishing an inventory of local assets. This project contains funds to assist in the development of this local transportation asset inventory. A similar effort is being contemplated in NJ.

Staff will work with the DOTs, transit operators and authorities as they advance their TAM systems. DVRPC will be involved in the development of these processes, working cooperatively with stakeholders to obtain agreement on data structures, performance measures, strategic funding allocation methods, local system data collection, and data sharing and reporting procedures. Staff will coordinate TAM efforts with work being done under the CPM.

Tasks:

In a cooperative effort with the owners/operators of the various transportation assets, in particular NJDOT and PennDOT, but also SEPTA, NJ TRANSIT and DRPA (and possibly the turnpikes):

1. Meet with appropriate stakeholders to identify asset categories, strategic objectives, and measurable performance and/or service levels to meet those objectives.
2. Participate in the development and use of the various partner asset management systems to track information on asset inventory, condition, needs, and performance for various asset categories.
3. Perform activities associated with the local transportation asset inventory, as necessary, under the direction of PennDOT, and for NJDOT and counties once the approach has been finalized.
4. Assist asset owners to utilize their asset management systems to:
 - a. identify typical costs for maintaining and preserving existing assets;
 - b. identify stakeholder and public expectations and desires;

- c. define those asset condition values that would trigger when to make a particular investment (such as preservation, rehabilitation, reconstruction, replacement, or capacity enhancement);
 - d. analyze asset data to determine when to implement the most cost effective action for a specific asset;
 - e. coordinate with the CMP, including sharing data and methods;and,
 - f. utilize the asset system processes and data to develop draft TIP and Plan updates.
5. Assist TAM owners in the development and production of system performance reports.

Products:

- 1. Periodic System Performance Reports

Beneficiaries:

Member counties, state DOTs, transit operators

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$120,000	\$98,160	\$21,840		
2013	\$220,000	\$98,160	\$21,840		\$100,000
2014	\$120,000				
2015	\$120,000				

*PA- PL/SPR Funds-\$100,000

PROJECT: 13-53-010 Geographic Information Systems

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: William Stevens

Project Manager: Christopher Pollard, Mark Gatti

Goals:

Improve planning efficiency and provide support for 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 provides benefits to DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical projects. Nearly all projects incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation.

This ongoing program enables DVRPC to provide GIS services and technical assistance to its 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 and operating agencies and publicly available sources (US Census, NJDEP, PASDA, etc.). Enhancements to existing geospatial data will include the expansion and refinements of attributes and the improvement of the positional accuracy of features. Technical advances and methodologies to provide geospatial information in an efficient manner for use in various technical projects by DVRPC, its member agencies, and others will continuously be reviewed.

This program will be coordinated with other data development efforts ongoing at DVRPC as well as efforts at member governments and agencies in the region and with other federal and state efforts whenever possible.

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 Federal Geographic Data Committee (FGDC) standards for all geospatial datasets.
5. Continuously update geospatial data from DVRPC programs and from external sources including, but not limited to, the state DOT transportation management systems, US Census, state agencies, operating agencies and member governments.

- 6.Ensure compatibility of geospatial data with related databases.
- 7.Continue migration of geospatial data into DVRPC's enterprise Oracle database.
- 8.Provide data files and technical support to planning efforts of DVRPC, state agencies, county planning organizations, operators, and the private sector, as requested.
- 9.Coordinate data development with other DVRPC programs, the Region-wide Transportation GIS project and Land Use file development.
- 10.Hold coordinating meetings with planning partners to facilitate data sharing and provide a forum for comparison of equipment, software, procedures, and problems.
- 11.Attend training, seminars, and conferences to keep current on latest industry trends.
- 12.Evaluate technological and procedural advances in geospatial data distribution.

Products:

- 1.Current, accurate, and comprehensive geospatial database.
- 2.FGDC-compliant metadata.
- 3.Geospatial features consistent with current imagery.
- 4.Enhanced enterprise database that includes geospatial data from DVRPC, member governments and operating agencies, DOT's, and other sources.
- 5.Redesigned web pages that allow for GIS data access.

Beneficiaries:

PennDOT, NJDOT, DVRPC, member governments and operating agencies, the private sector, and the public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$380,000	\$310,840	\$69,160		
2013	\$380,000	\$310,840	\$69,160		
2014	\$380,000				
2015	\$380,000				

PROJECT: 13-54-010 Data Exchange and Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Mary Bell

Project Manager: Joseph Fazekas, Matthew Gates, Taghi Ozbeki

Goals:

To maintain and enhance a region-wide information exchange network among DVRPC, member governments, operating agencies, and other public and private sector interests and enable efficient and consistent analysis and dissemination of data related to regional planning.

Description:

This program facilitates the acquisition, organization, analysis, automation, and dissemination of available data sets to support all regional land use and transportation planning activities. This data includes (but is not limited to) Census data products, IRS migration data, residential building permit data, and Home Mortgage Disclosure Act (HMDA) data, as well as data for which DVRPC is a primary source, including the TIP, traffic counts, land use, and aerial photography.

The Data Exchange Program includes the continued maintenance and administration of DVRPC's regional online information network, to facilitate the electronic sharing of numeric and image data. It also provides for the analysis and dissemination (via both the Web and print media) of demographic, land use, and housing information through analytical reports, data bulletins, and DVRPC's Municipal Data Navigator and County Profiles, and facilitates responses to specific data requests from member governments as well as the public and private sectors. The program includes the coordination of activities as an affiliate of the Pennsylvania and New Jersey State Data Centers as well as the enhancement of regional information sharing through the continued administration of DVRPC's Information Resource Exchange Group (IREG).

This program also includes reviewing and assessing data available through the American Community Survey (ACS) and the evaluation and use of the Census Transportation Planning Product (CTPP) which has been approved by both the Pennsylvania and New Jersey Departments of Transportation. For more information on DVRPC's available data services, see: <http://www.dvrpc.org/data.htm>. For more information on DVRPC's IREG Committee, see: <http://www.dvrpc.org/about/committees.htm>.

Tasks:

Data Exchange Tasks:

- 1.Continue working with member governments, operating agencies, and other potential network participants to identify additional uses for the basic network and select additional data to be included on the network.
- 2.Expand the network membership as opportunities arise or as directed by the DVRPC Board.
- 3.Enhance the base network through improved hardware and software and through communication upgrades, to maintain a high level of service and improve the technical capabilities of network participants.
- 4.Continue incorporating data from contributing members for use by other network participants, including (as necessary) the development of memoranda of understanding with appropriate agencies to permit the incorporation of their data onto the information network.
- 5.Enhance the database interface for public and government access.
- 6.Continue to migrate appropriate existing GIS desktop applications to web-based applications.
- 7.Continue to oversee and administer the existing Information Resource Exchange Group (IREG), the IREG Webmasters Subcommittee, and the IREG Online GIS Subcommittee, and to participate in other ad-hoc committees of DVRPC member governments as appropriate, to facilitate the coordination of data acquisition, processing, and distribution.
- 8.Update as necessary and continue to implement DVRPC's Strategic IT Plan.
- 9.Coordinate with the Census Bureau and FHWA regarding the Census Transportation Planning Products (CTPP).

Data Analysis Tasks:

- 1.Acquire and analyze available data files prepared by the United States Census Bureau; organize the Census files with other files for comparative purposes; and tabulate selected data for publication and dissemination via the DVRPC website.
- 2.Continue to coordinate with the Census Bureau and FHWA and review 2010 Census, American Community Survey, and Census Transportation Planning Products (CTPP), including data on population, households, workers, employment, and vehicle availability. (Note: Complete CTPP data may not be available until 2013).
- 3.Organize and analyze additional demographic, land use, and transportation data as appropriate, including residential building permit data, municipal population estimates, Home Mortgage Disclosure Act (HMDA) data, current population and housing surveys, and other information provided by on-line network participants.
- 4.Prepare regional data bulletins, analytical reports, data snapshots, and other materials on the region's demography, and disseminate the information via both print media and the DVRPC website.
- 5.Continue to refine and enhance DVRPC's Municipal Data Navigator and County

Profiles.

6. Respond to specific data requests from member governments, DVRPC staff, and representatives of both the public and private sectors.

7. Prepare special data summaries as requested by member governments and agencies.

8. Coordinate and respond to individual data issues and opportunities and provide technical assistance as requested by member governments and other agencies.

9. Participate in Census seminars, training sessions, and State Data Center functions.

10. Participate in discussions regarding the United States Census program and upcoming Census data releases.

Products:

Data Exchange Products

1. Expanded network database of selected data and digital graphics.

2. Enhanced interactive website database access.

3. Meeting materials and records for the IREG committee and sub-committees.

Data Analysis Products:

1. Demographic database enhancements for Internet dissemination, including enhancements to DVRPC's internet-based County Profiles and Municipal Data Navigator.

2. Regional data bulletins, analytical reports, data snapshots, and other summaries and analyses of available information.

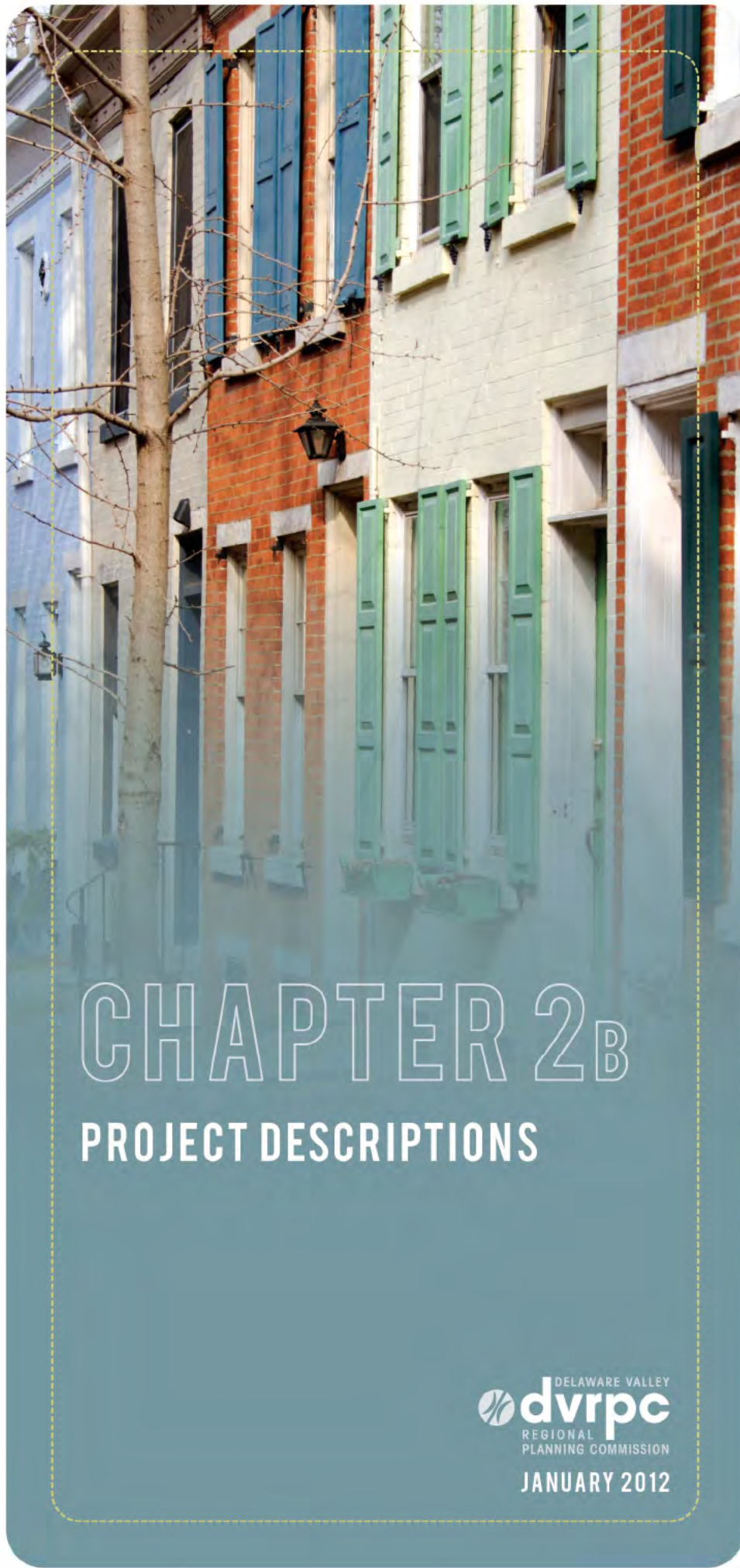
3. Additional materials as appropriate.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$260,000	\$212,680	\$47,320		
2013	\$260,000	\$212,680	\$47,320		
2014	\$260,000				
2015	\$260,000				



CHAPTER 2_B

PROJECT DESCRIPTIONS



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION
JANUARY 2012

PROJECT: 13-04-010 Private Sector Data Requests

Responsible Agency: Delaware Valley Regional Planning Commission**Project Manager:** Glenn McNichol, Kenneth Thompson, William Stevens**Goals:**

Provide technical assistance to member governments, operating agencies, public and private organizations, businesses, and individuals.

Description:

Provide data, maps, aerial imagery prints, and publications to government agencies, organizations, private sector businesses, and individuals. Orders are placed with the customer service counter in person, by phone, and through the DVRPC website. For additional information, see: <http://www.dvrpc.org/data.htm>

Tasks:

1. Provide digital files and printed copies of DVRPC aerial imagery.
2. Provide digital files and printed maps containing GIS data.
3. Provide copies of available DVRPC publications.
4. Provide photocopies of special materials as required.

Products:

1. Prints of DVRPC maps or aerial imagery, as ordered, through the customer service counter.
2. Digital files containing GIS data or aerial imagery, as ordered.
3. Copies of available DVRPC publications, as ordered.

Beneficiaries:

Public and private sector entities and individuals

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$10,000				\$10,000
2013	\$10,000				\$10,000
2014	\$10,000				\$10,000
2015	\$10,000				\$10,000

* \$10,000 - Sales of Maps and Publications

PROJECT: 13-22-010 Commuter Benefit Program: TransitChek

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Erin Burke, Stacy Bartels

Goals:

Help ease traffic congestion and improve air quality by encouraging use of transit and vanpools through this employer-offered benefit program.

Description:

TransitChek is a commuter benefit program which enables area employers to offer their employees a cost-effective way to pay for transit expenses, either as a pre-tax payroll deduction (reducing employer and employee taxes) or as a benefit (tax-free to employees and tax-deductible to employers); the current federal monthly limit is \$230. TransitChek provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code. Originally instituted under clean air legislation, the TransitChek program has been administered by DVRPC since its inception in 1991. All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators; PA, NJ and DE DOTs also support the program. (Note that this program also reaches to south central Pennsylvania.)

TransitChek offers a new premium service, TransitChek Select, which eliminates the distribution function for employers and allows direct mailing of vouchers to employee homes. Employers can also elect to allow employees to have on-line access to their files and update deduction/benefit information with minimal administrative involvement by the employer. This new option makes the program even easier to administer and keeps it abreast of the private-sector competition.

Tasks:

- 1.Operations: Contract with vendor to produce vouchers and provide fulfillment services and sales data. Work with sub-contractor on new TransitChek Select distribution service.
- 2.Supervise and manage required vendor services, per contract.
- 3.Administration:Coordinate with participating transit operators, and internal and external support services.
- 4.Hold requisite Policy and Marketing Committee meetings with participating transit, state and related agencies.
- 5.Compile quarterly sales and membership progress reports and fulfillment summaries.
- 6.Develop and manage annual project budgets.
- 7.Maintain comprehensive database to track inquiries, program participants,

TransitChek® sales, and other activities.

8.Evaluate sales and corporate member data figures vs. projections at end of FY.

9.Marketing:Prepare annual Marketing Plan and budget.

10.Communicate with target audiences to educate and persuade employers to provide commuter benefits to their employees.

11.Develop and use most efficient materials and media outlets (noted in annual plan); also see project 12-22-020.

12.Public Relations:Work with DVRPC Public Affairs staff to develop press releases and seek news coverage as relevant.

13.Sales:Provide materials to employees and employers who call information line or request information on-line.

14.Follow up with those who have received information to ascertain interest and/or problems.

15.Coordinate activities of Employer Outreach Specialist to meet with interested employers to explain and/or help implement the program, and work with employer-related groups to reach this target specifically (chambers of commerce, HR associations, etc.).

Products:

1.Annual marketing plan and budget.

2.Annual media plan.

3.Marketing and media materials.

4.Website information.

5.Quarterly and annual sales reports.

6.Updated databases.

Beneficiaries:

Public, area employers, transit agencies, member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$1,200,000				\$1,200,000
2013	\$1,200,000				\$1,200,000
2014	\$1,200,000				\$1,200,000
2015	\$1,200,000				\$1,200,000

*\$1,184,000 - Internally Generated Cash, PA-Public Transportation Assistance Funds-\$16,000

PROJECT: 13-22-030 Commuter Services/Mobility Alternatives Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Erin Burke, Sarah Oaks, Stacy Bartels

Goals:

To increase awareness of and encourage participation in the Mobility Alternatives Program (MAP) and the Share-A-Ride (SAR) commute match service. Increasing participation in these efforts should help reduce traffic congestion and improve air quality in the region.

Description:

The Mobility Alternatives Program (MAP) is an education effort directed to employers located in southeastern Pennsylvania. Using local TMAs and other organizations as contractors who reach out to businesses, employers are informed of the benefits of encouraging various alternate commutes to their employees, and are given a menu of options to consider and/or implement. Share-A-Ride (SAR) can be part of the MAP, or individual commuters who work in SE PA can also access this internet-based service directly. The Emergency Ride Home (ERH) program now serves as a "safety net" for those commuters working in SE PA who do commit to an alternate commute at least 3 days a week.

The SAR software and process was upgraded in FY07, and a new Emergency Ride Home (ERH) was initiated in FY07. ERH should help eliminate one of the concerns of those commuters who currently do not use transit or pooling as a way to work, by offering a ride in case of a personal emergency. DVRPC coordinates and maintains the databases affiliated with SAR and ERH; DVRPC is also responsible for creating a coordinated marketing effort and materials to be used by TMAs in their outreach efforts.

Tasks:

1. Work with PennDOT in reviewing and approving TMA work programs and efforts.
2. Meet quarterly with contractors, and compile quarterly reports on progress.
3. Develop a marketing strategy sheet and annual budget.
4. Develop media strategies and a schedule, as appropriate.
5. Produce outreach and marketing materials as necessary.
6. Maintain websites and databases for use by TMAs and the public.
7. Maintain contract and licenses with software company for SAR; provide training.
8. Maintain contract with company for ERH services.
9. Assist with air quality efforts as requested.

Products:

1. Annual strategy paper and budget.
2. Media plan.
3. Marketing and informational materials, as needed.
4. Databases for SAR and ERH.
5. Quarterly and annual progress reports.

Beneficiaries:

Commuters who work in SE PA, area employers, TMAs, PA member governments, PennDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$251,000				\$251,000
2013	\$251,000				\$251,000
2014	\$251,000				\$251,000
2015	\$251,000				\$251,000

*PA- TIP/CMAQ- DOT#17900-\$200,800, SMLF Match-\$34,200, TransitChek Program Cash Match-\$16,000

PROJECT: 13-23-030 Public Participation, Information and Visualization Techniques

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Candace Snyder, Elise Turner, Jane Meconi

Goals:

To ensure intergovernmental coordination and grassroots support by expanding public information 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:

DVRPC's Public Affairs Office will maintain and expand 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 between DVRPC and the region's policy makers, municipal officials, and citizens. The DVRPC website will be used to enhance public participation and information availability. An information and involvement program will continue through contact with the public as a means of highlighting the Commission and its work. This office will also communicate with the underserved through public workshops, meetings, and the distribution of materials using minority and foreign language newspapers, opinion polls and advertising. Public Affairs will take the initiative in contacting other MPO's and nontraditional sources to study public participation and marketing efforts. New ideas will be examined regarding involvement from larger audiences, such as website surveys, interactive information kiosks at shopping malls, "citizens' voices" forums in print and broadcast media, and other approaches. This project will also enable DVRPC to continue to remain in the forefront of public participation by expanding its use of visualization techniques to portray and present alternative views of plans and programs. This department will also utilize every means possible to enhance the public's awareness of the Commission through expansive media contact and various public awareness campaigns. This office also handles Right to Know (RTK) requests in PA and the Open Public Records Act (OPRA) in NJ, and coordinates these responses with the Executive Office and DVRPC's legal counsel.

Tasks:

1. Prepare media releases and promote feature articles and op-ed pieces.
2. Prepare FY 2012 Annual Report.
3. Collect and distribute press clippings on DVRPC as well as electronic news updates.

4. Provide staff support and services to the Public Participation Task Force: develop format of task force, develop application and facilitate application process for membership and Board appointments, set agenda, plan and facilitate meetings.
5. Issue legal notices and advertising of public meetings.
6. Coordinate special events and conferences that promote DVRPC's image and message.
7. Support staff in public outreach in DVRPC programs and projects, including the Long-Range Plan.
8. Prepare newsletters and special features on timely issues.
9. Update DVRPC website to enhance public participation and to highlight various events and publications.
10. Sponsor public listening sessions for citizens in all parts of the region.
11. With IT staff, maintain online Board action public commenting feature. Public Affairs staff will monitor and respond to comments, and prepare a monthly packet of comments for Board member distribution.
12. Maintain and promote activities of the Regional Student Forum.
13. Assist staff with publication issues.
14. Respond to RTK and OPRA requests as needed.
15. Review and evaluate public participation strategies, as necessary, to ensure effectiveness and outreach to a broad audience.

Products:

1. Media releases and press clippings
2. DVRPC electronic and/or hard copy newsletters
3. Annual Report
4. Public Participation Task Force application and associated outreach for potential applicants, new member orientation program, notices, agendas, minutes, and recommendations
5. Legal Notices
6. Public Comment on Board Action Items packet
7. e-mail blasts to promote events and conferences

Beneficiaries:

Member Governments and Operators, Citizens, Private Sector

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$320,000	\$261,760	\$58,240		
2013	\$320,000	\$261,760	\$58,240		
2014	\$320,000				
2015	\$320,000				

**PROJECT: 13-41-070 Intelligent Transportation Systems (ITS) Program
Including RIMIS**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Stanley Platt

Goals:

Ease traffic congestion and improve the efficiency of existing transportation facilities and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS).

Description:

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the Transportation Operations Task Force (TOTF), incident management programs, coordination of multi-agency regional initiatives, ITS architecture maintenance, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an information exchange network functioning as the communications backbone among transportation operation centers throughout the region. This system notifies agencies about incidents or unusual conditions that affect them, and allows them to share resources (e.g., variable message signs) and coordinate a unified response. A virtual video wall component allows operations center and field personnel to view all the traffic video feeds in the region.

RIMIS became operational on June 30, 2010. Since RIMIS is managed by the same developer as the NJDOT system, it automatically receives incident and operational information from NJDOT's database. To receive PennDOT incident information, a data interface to PennDOT's Road Conditions Reporting System (RCRS) was constructed in FY 2011. With completion of the database, in FY 2012 DVRPC began rolling out RIMIS to regional transportation agencies, county 911/emergency management centers, local police and fire departments in major corridors, and counties engineering/public works departments in New Jersey. In FY 2013, the primary emphasis will be operating and maintaining RIMIS software, expanding the number of agencies participating in RIMIS, and working with the agencies to ensure quality control of RIMIS data. As the number of RIMIS users has grown, it is becoming more important to monitor RIMIS usage and any issues the users are encountering. To assist DVRPC in managing RIMIS, a RIMIS Users Group will be established to provide feedback to DVRPC.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity

to interact with each other. Incident management activities include managing incident management task forces, developing/refining incident policy and procedures manuals, fostering training programs, conducting post incident reviews, and maintaining DVRPC's Interactive Detour Route Mapping (IDRuM) program.

In FY 2011, DVRPC began a major effort to help agencies share their fiber optic communications networks. Agencies are constructing fiber communication lines to manage traffic signal systems, operate ITS devices, provide traveler information to transit passengers, and to support public security. By sharing fiber assets agencies can reduce costs, build redundancy to the networks, and increase information sharing among the agencies. This is an on-going effort.

Activities listed below fall under two broad categories: RIMIS, and other ITS tasks. The former includes Operations and Maintenance (O&M) tasks performed by the software vendor (TRANSCOM) and DVRPC supervisory/technical activities associated with RIMIS. The latter category includes DVRPC staff activities that continue programs to support greater integration among the region's ITS stakeholders, and more general ITS activities. Some of these activities may require DVRPC to purchase equipment and/or services.

Tasks:

I. RIMIS Tasks

A. RIMIS Software Vendor Tasks

1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the System Administrator, modifying agency and user accounts, adding additional ITS devices to the RIMIS database, and modifying the highway and transit network as required.
3. Software vendor will make enhancements to RIMIS software as directed.
4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required.
5. Software vendor will periodically meet with DVRPC and the RIMIS Users Group to review RIMIS's status, and discuss and resolve operational issues.

B. DVRPC Tasks:

1. Coordinate software vendor's activities with the RIMIS Users Group, and the Transportation Operations Task Force. Organize and participate in RIMIS Users Group meetings.
2. Supervise the RIMIS software vendor's adherence to their contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.

6. Assist the RIMIS software vendor in performing some of the minor System Administrator functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure information entered into RIMIS is accurate and timely, and agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arise.

II. Other ITS Tasks

1. Continue to provide staff support to the Transportation Operations Task Force including developing agendas, arranging presentations, and developing handout materials.
2. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies. As opportunities for interagency cooperation become available, provide technical support, financial assistance, or purchase equipment or services.
3. Continue to manage the existing Incident Management Task Forces established in the I-476/I-76 Crossroads Area, and I-295/I-76/NJ 42 Corridor. Participate in incident management programs initiated by other agencies, including US 422, PA 309, and US 202 Section 300. Provide technical support including mapping services, GIS, and other assistance as requested.
4. Organize DelDOT, NJDOT, and PennDOT tri-state meetings to improve ITS and transportation operations across state lines.
5. Identify all projects in the TIP whose regional impact necessitates a Traffic Management Plan (TMP). Work with agencies to develop TMPs. Continue the regional construction coordination program to minimize traffic impacts of overlapping construction projects.
6. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architecture and their project architectures.
7. Continue to maintain Regional Fiber Optics Communications Inventory. Identify opportunities for agencies to share fiber assets. Host meetings to foster fiber sharings discussions.
8. Continue to incorporate ITS into the transportation planning process. Identify all TIP projects involving ITS, evaluate their consistency with the Transportation Operations Master Plan. Assist agencies to advance projects identified in the Transportation Operations Master Plan, PennDOT's Regional Operations Plan, or in the regional ITS architecture.
9. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Periodic updates may be needed to reflect changes to detour routes and construction activity. Begin to define the framework of version 2.0 of IDRuM, which could potentially include PennDOT detour signing information, construction diversion routes, and more information for operational decision making.
10. Continue to provide training programs for ITS technical staff. These activities

may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region.

11. Continue coordination with I-95 Corridor Coalition programs. These activities may include sharing information about and partnering on ITS related projects.

12. Continue participation in Southeastern Pennsylvania Regional Task Force.

These activities include providing staff support to its Public Works, Engineering and Transportation Committee.

13. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

Products:

1. Transportation Operations Task Force meeting agendas, and meeting minutes.
2. Operation and maintenance of RIMIS software.
3. Management of RIMIS software vendor.
4. Meetings of incident management task forces, including agendas and meeting minutes.
5. Maintenance of the ITS Regional Architecture.
6. Operation and maintenance of IDRUM.
7. Implementations of programs to foster interagency cooperation.
8. Technical assistance to agencies

Beneficiaries:

ITS Operators, emergency responders, motorists, and transit users

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$983,500				\$983,500
2013	\$983,500				\$983,500
2014	\$983,500				\$983,500
2015	\$983,500				\$983,500

1.PA-TIP/CMAQ-DOT# 72738-\$590,100, SMLF-\$147,525 2.NJ-TIP/CMAQ/STP-STU-DOT#01300-\$245,875

PROJECT: 13-41-080 Tri-County Transportation Plan Implementation

Responsible Agency: Delaware Valley Regional Planning Commission**Project Manager:** David Anderson**Goals:**

Assist elected officials as they develop transportation and land use policies, zoning to implement those policies, municipal budgets, and future plans with respect to land use pressures and the sustainability of municipal and school district finances.

Description:

This work program element is dedicated to continuing efforts that cooperatively support the Tri-County Transportation Committee's work at identifying, prioritizing and developing transportation studies and improvement projects in and around the Borough of Pottstown (in Berks, Chester and Montgomery Counties).

The proposed project will produce Transportation Infrastructure Asset Management Plans for the eight municipalities of the Pottstown Region. It is intended that a plan will be prepared for each municipality addressing their individual roadway conditions and needs. Improvement cost estimates, priorities and funding programs will be developed for local and county roads, bridges and traffic signals to assist in municipal budgeting, and as an input to a forthcoming update of the Pottstown Metropolitan Region's Comprehensive Plan.

Tasks:

1. Coordination and communication: Present to PMRPC at outset and conclusion. Formulate a working / advisory committee with PMRPC designates, MCPC and CCPC staff, and others as necessary; and meet regularly. Conduct working meetings with municipal and county public works department staff. Communicate proceedings and products with Berks County Planning Commission staff.
2. Define priority / study highway network (e.g., local and county owned collector highways and above, per the municipal functional classification network).
3. Prepare GIS linked database, coordinated with PennDOT's Local Road and Bridge Data Collection Program, to inventory and manage project information.
4. Determine recent improvement history for the priority / study network.
5. Inventory and map projects on current transportation improvement programs of the eight municipal public works departments, the counties, and PennDOT. Investigate related information available through PennDOT's Linking Planning, NEPA and Design tool.
6. Research existing transportation infrastructure rating methodologies used by the municipalities, counties and PennDOT (i.e., pavement conditions – RMS; bridge

sufficiency ratings – BMS; traffic signal systems – SAMS). Investigate related information available through the HPMS.

7. Develop a qualitative performance measure rating scale (good-average-poor-immediate need of repair), which encompasses the engineering scores, to assess facilities not formally rated nor on a current improvement program. Assign ratings throughout the priority network with the assistance of municipal / county staff.
8. Research unit costs for improvement project categories via stakeholders and existing databases, and prepare project improvement costs.
9. Identify revenue sources (municipal, county, state and federal).
10. Formulate categorical infrastructure improvement programs for the municipalities and the counties, with mutually agreed upon criteria. Criteria can include: project cost estimates as warranted for deficient locations, basic maintenance and service-life / programming cycle (e.g., 12 years); performance ratings; improvement costs; priorities; implementation timeframes / responsibilities; potential funding sources.
11. Identify municipal and regional implementation strategies.

Products:

1. Meeting materials
2. Technical Memoranda generated in graphic or tabular formats
3. Information System Tool with linked GIS and database
4. Summary Report – including staged recommended improvement programs for each municipal and county stakeholder

Beneficiaries:

Berks, Chester and Montgomery Counties; Municipalities within the Pottstown Metropolitan Regional Planning Committee; Local Residents and Businesses

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$60,000	\$49,080	\$10,920		
2013	\$60,000	\$49,080	\$10,920		
2014	\$60,000				
2015	\$60,000				

PROJECT: 13-42-010 FFY 2012 Regional Aviation System Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Reiner Pelzer, Roger Moog

Goals:

To encourage regional growth, orderly development and more efficient mobility by preserving and improving aviation facilities through Regional Airport System planning.

Description:

Continue implementation of recommendations contained in the adopted Regional Airport System Plan (RASP), and update the plan where travel demand, safety, and improved efficiency and other criteria warrant, undertake special studies as warranted.

Tasks:

1. Working in cooperation with WILMAPCO, PennDOT, NJDOT and DelDOT, continue regional forum.
2. Continue operations counting at regional general aviation airports defined by FAA. Continue counts at other airports outside the DVRPC region as requested by FAA, PennDOT and NJDOT.
3. Provide assistance to states, local governments, operators and consultants in preparing feasibility, master plan studies and state system plans, and other planning documents and policies.
4. Maintain updated 2035 RASP due to changes in local needs, safety and security concerns, funding availability, and changing airport demand.
5. Complete AWOS installations in New Jersey and develop proposals for new aviation special studies.

Products:

1. Airport Technical Advisory Committee.
2. Regional airports feasibility and master plan studies.
3. Airport operations counts, others updated data, and capital programming recommendations.
4. RASP revisions to year 2035.
5. Reports addressing airport special studies. Policy input to PennDOT/NJDOT regarding airport development, regulation and licensing.

Beneficiaries:

Member Governments, Regional and Local Airports, regional residents and

businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000
2014	\$250,000				\$250,000
2015	\$250,000				\$250,000

*FAA Funds-\$237,500, \$6,500 - Local Cash Match, \$6,000 PennDOT Aviation
Restricted Revenue

PROJECT: 13-43-020-(HPMS and Functional Classification System (PA & NJ))

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Paul Carafides

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 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:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$200,000	\$200,000			
2013	\$200,000	\$200,000			
2014	\$200,000	\$200,000			
2015	\$200,000	\$200,000			

PROJECT: 13-43-030 PennDOT District 6-0 Traffic Volume Data

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Paul Carafides

Goals:

Improve efficiency of the region's transportation network by providing traffic 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, this data may include one or more of the following; manual vehicle classification counts; turning movement counts; pedestrian counts; physical characteristics of the intersection; descriptions of adjacent land use, particularly schools; and other appropriate information.

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 and time periods: (a) manual intersectional vehicle turning movements between 7:00 a.m. and 6:00 p.m. recorded in 15- and 30-minute time increments; (b) 48-hour portable traffic recorder counts by hour; and (c) manual truck classification hourly counts between 7:00 a.m. and 3:00 p.m.
3. Review, process and tabulate field count data. Convert recorder counts to AADT.
4. Enter counts into DVRPC Traffic Count System and transmit to PennDOT with other counts.
5. Transmit appropriate field data to PennDOT District 6-0 office.

Products:

1. Data Files
2. Responses to specific District 6-0 requests

Beneficiaries:

PennDOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000
2014	\$250,000				\$250,000
2015	\$250,000				\$250,000

*PA State Appropriation 87 Funds

PROJECT: 13-44-100 Facilitating Shared Services between Local Governments

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Patricia Elkins

Goals:

To undertake a literature review on shared services in order to cohesively and succinctly summarize the key findings as they apply to Southeastern Pennsylvania.

To strategically use the findings to undertake a municipal outreach effort on shared services through the Smart Growth Program.

Description:

Sharing services between governments is often cited as a mechanism to deliver public services more efficiently and cost-effectively, yet the practice is not widespread in our region of fragmented government entities. Recognizing that the subject has been well-studied, this project will review the relevant literature and summarize the key findings that are meaningful for Greater Philadelphia. Highlighted findings will cover: the different types of services most often shared and the mechanisms used; the legal, technical and political impediments to implementation; and the benchmarks currently employed for measuring successful programs. Case studies of local examples of shared service agreements will also be conducted.

Upon completion of the reconnaissance study, DVRPC will use these findings to convene forums on the topic of shared services under the Smart Growth Program. These will be information sharing events where local government officials learn from their peers about what works and what doesn't. If appropriate, DVRPC will select a pilot group of municipalities to help facilitate a shared service agreement.

Tasks:

1. Conduct a literature review of shared services
2. Summarize relevant findings into an easily understood primer
3. Highlight the legal, technical and political impediments
4. Highlight the benchmarks best used for evaluating successful efforts
5. Conduct local case studies

Products:

1. Primer on Shared Services for Southeastern Pennsylvania

2. New Webpages highlighting findings

Beneficiaries:

Member governments

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$40,000				\$40,000
2014	\$0				
2015	\$0				

*PennDOT Supplemental PL \$32,000, , \$8,000 SMLF Local Match

**PROJECT: 13-44-110 Transportation System Climate Change Adaptation
Planning for SE PA**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn, Robert Graff

Goals:

Develop a better understanding of how best to prepare for the vulnerability and risks posed by climate change on the transportation system in southeastern Pennsylvania

Description:

Climatic changes such as extreme heat, severe storms, flooding, and sea level rise pose real threats to the transportation system for which state, regional and local governments need to prepare. Some preparation efforts have begun, but work to date has been of a general nature.

This project will focus on the following tasks for the five counties of SE PA (Bucks, Chester, Delaware, Montgomery, and Philadelphia):

- 1) Publish a document assessing the most likely changes in local climate based on projections of temperature, precipitation and storm patterns;
- 2) Provide guidance to help local and county officials assess vulnerabilities in transportation facilities and systems, ascertain risks, and prioritize adaptation efforts; and
- 3) Identify synergies between existing state/regional planning goals, investment strategies and adaptation actions.

Performing these tasks for southeastern Pennsylvania as a whole will help alleviate the need for fiscally-constrained local governments to conduct their own time-consuming data collection, facilitate uniformity of approach for the region, and support state agency-level climate change adaptation efforts.

The project will build on work DVRPC has performed for the FHWA-funded New Jersey Climate Change Risk and Vulnerability Assessment. It will investigate how state and local governments as well as private infrastructure providers can incorporate adjustments for climate change into long-term capital improvement plans, facility designs, asset management systems, maintenance practices, operations, and emergency response plans. Possible recommended adaptation actions may include the need for design changes, retrofits of vulnerable facilities, revision of drainage systems, and revisiting emergency evacuation planning. Finally, the project will look at how Smart Transportation and Smart Growth principles, and the Linking Planning and NEPA process, can promote the design and construction of facilities and land uses that will be more resilient to the impacts

of climate change.

Tasks:

1. Conduct literature review.
2. Convene stakeholder group.
3. Assess the most likely changes in local climate based on readily-available projections of temperature, precipitation and storm patterns.
4. Develop guidance on identifying local/regional vulnerabilities in facilities and systems, and ascertaining risks.
5. Identify synergies between existing state/regional planning goals and adaptation actions.
6. Identify additional data needs

Products:

1. Climate-risk information report for southeastern PA
2. Compendium of available data sources and unresolved data needs
3. Guidance document for county and local planning officials to identify vulnerable transportation system assets and to identify and prioritize potential adaptation strategies

Beneficiaries:

State of Pennsylvania, transportation professionals, PA Counties, PA Municipalities

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$80,000				\$80,000
2014	\$0				
2015	\$0				

PennDOT Supplemental PL \$64,000, SMLF Local Match \$16,000

PROJECT: 13-46-040 Central Jersey Transportation Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Zoe Neaderland

Goals:

Achieve improved and more integrated regional land use and transportation planning that will result in a better quality of community life in Central Jersey.

Description:

The Central Jersey Transportation Forum serves a unique role in bringing together a wide range of public, non-profit, and private organizations with a stake in the transportation systems of Central New Jersey to facilitate a regional, cooperative approach to solving problems. The geography is approximately twenty-five municipalities encompassing parts of the DVRPC and NJTPA regions in three counties, generally focused around US 1. This committed group has been meeting regularly since 1999.

The Forum moves toward its goal through an agreed-upon action plan. This involves work in four interrelated issues: east-west access, transit and alternative modes, land-use/transportation integration, and system-wide planning and coordination. Progress on goals is reported on through a handout prepared for each meeting and through discussions, as has been the practice for approximately six years.

The Forum reorganized to be more effective in FY '11. This included slightly expanding its geography while developing a smaller set of formal voting members, and the addition of action teams. The Steering Committee also reorganized. Initial evaluation was completed in FY '12 and a more complete evaluation of how well these changes worked will be prepared in FY '13.

The Forum provides technical support, improves coordination, and can initiate projects. It helped the Route 1 Bus Rapid Transit (BRT) advance through alternatives analysis and continues to support implementation. The Forum also helps implement NJDOT's Route 1 Regional Growth Strategy.

Tasks:

1. Implement and track progress on the agreed-upon action plan, including the Route 1 BRT effort; prepare analysis of the effectiveness of reorganizing the Forum.
2. Arrange Forum meetings (including Steering Committee meetings) and prepare meeting materials.

3. Support action team meetings.
4. Prepare Planned Projects Status Report every other meeting or as appropriate.
5. Maintain communication among participants, including through Forum web pages.
6. Coordinate with related projects on behalf of the Forum.

Products:

1. Presentation and communication materials
2. Summaries of analysis and reports, including the Planned Projects Status Report
3. Meeting highlights and other material evaluating progress

Beneficiaries:

NJDOT, NJ Transit, NJ Office of Planning Advocacy and NJ Department of Community Affairs, TMAs, study-area counties and municipalities, other stakeholders and organizations

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$175,000				\$175,000
2013	\$175,000				\$175,000
2014	\$175,000				\$175,000
2015	\$175,000				\$175,000

NJ-STP/STU/TIP-DOT#X30A-\$175,000

PROJECT: 13-46-050 PA Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

Goals:

Improve the region's air quality by supporting the episodic, voluntary program for ozone (Air Quality Action) and particulate matter 2.5.

Description:

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may be design of education and outreach materials and advertising, printing, placement of advertising on television, radio and in newspapers.

Tasks:

- 1.Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, and stationery.
- 2.Contract for products and services required for a kickoff event, such as rentals and room rentals, to mark the beginning of the ozone season.
- 3.Contract for the placement of advertising on radio, television, or newspapers.
- 4.Contract for survey to evaluate program effectiveness on a five year rotating basis.

Products:

- 1.Advertisements and educational literature.
- 2.Event and organizations sponsorships.
- 3.Kickoff event.
- 4.Survey of region's residents evaluating program effectiveness (on a 5-year rotating schedule)

Beneficiaries:

States and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$125,000				\$125,000
2013	\$125,000				\$125,000
2014	\$125,000				\$125,000
2015	\$125,000				\$125,000

PA-CMAQ/TIP-DOT#17928-\$100,000, PADEP-Cash Match-\$25,000

PROJECT: 13-46-055 NJ Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

Goals:

Improve the region's air quality by supporting the episodic, voluntary program for ozone (Ozone Action) and particulate matter 2.5.

Description:

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may be design of education and outreach materials and advertising, printing, placement of advertising on television, radio and in newspapers.

Tasks:

- 1.Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, and stationery.
- 2.Contract for products and services required for a kickoff event, such as rentals and room rentals, to mark the beginning of the ozone season.
- 3.Contract for the placement of advertising on radio, television, or newspapers.
- 4.Contract for survey to evaluate program effectiveness on a five year rotating basis.

Products:

- 1.Advertisements and educational literature.
- 2.Event and organizations sponsorships.
- 3.Kickoff event.
- 4.Survey of region's residents evaluating program effectiveness (on a 5-year rotating schedule)

Beneficiaries:

States and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$50,000				\$50,000
2013	\$50,000				\$50,000
2014	\$50,000				\$50,000
2015	\$50,000				\$50,000

NJ-CMAQ/TIP-DOT#D0407-\$40,000, \$10,000-SILOC Match from Ozone
Forecasting

PROJECT: 13-46-172-1 Penn State University Ozone and PM 2.5 Forecasting Service

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

Goals:

Provide air quality forecasts for PM 2.5 (year round) and ground level ozone (May – September) to be disseminated to media, air quality partners and regulatory agencies.

Description:

Meteorologists from Pennsylvania State University will provide air quality forecasts for ground level ozone and PM2.5. Ozone and PM 2.5 forecasts will be supplied daily from May through September, including weekends and holidays. After September, PM 2.5 forecasts will be distributed on weekdays and a three day forecast will be provided each Friday from September through April. Forecasts will be emailed to DVRPC, disseminated through the EnviroFlash system and posted on the Air Quality Partnership website.

Tasks:

1. Provide daily ground level ozone forecasts from May through September.
2. Provide daily PM2.5 forecasts from May through September. Provide weekday and three day weekend PM2.5 forecasts from October through April.
3. Submit annual report detailing forecast verification statistics.

Products:

1. Air quality forecasts and advisories for ground level ozone and PM 2.5.
2. A report detailing forecast verification statistics for ground level ozone and PM 2.5.

Beneficiaries:

States and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$62,000				\$62,000
2013	\$62,000				\$62,000
2014	\$62,000				\$62,000
2015	\$62,000				\$62,000

PA-DEP-\$48,000, 2. NJ-DEP-\$11,000 3. DE-DNR-\$3,000

**PROJECT: 13-47-030 Pennsylvania Coastal Zone Management
Implementation Program**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn

Goals:

Assist the Pennsylvania CZM program as it works to protect and preserve tidal and freshwater wetlands, provide and maximize public access to coastal waters, preserve and restore historic sites and structures, minimize coastal hazard areas, manage fisheries, encourage public involvement in the management of coastal resources, insure intergovernmental consistency with regard to regulatory issues in the Delaware Estuary Coastal Zone, and preserve coastal lands through the use of Coastal and Estuarine Land Conservation Program funds. Assist the Pennsylvania Department of Environmental Protection (PADEP) in its efforts to achieve the above goals through legislative authority, environmental monitoring, and technical and financial assistance.

Description:

This is a continuing project to maintain regional coordination with local governments and the public to further the interests of the PADEP Coastal Zone Management Program. DVRPC will also continue to provide technical assistance to the state, its member governments and citizens.

Tasks:

- 1.Coordinate the activities of the Delaware Estuary Coastal Zone Advisory Committee and provide technical and administrative services.
- 2.Organize up to two DECZ Advisory Committee meetings during the course of the year. One of these meetings will be held to review and rank the CZM grant applications for the Delaware Estuary region.
- 3.Provide a mechanism for public involvement and education in the CZM Program.
- 4.Assist PADEP in working with eligible municipalities, agencies, and non-profit organizations to prepare and submit project applications for federal grants.
- 5.Attend CZAC meetings and water/environment-related special events in the Delaware Valley.
- 6.Assist PADEP with the development of Coastal and Estuarine Land Conservation Program projects and application materials, and assist with the review and evaluation of applications prior to their submission to NOAA.
- 7.Provide technical and administrative services on permitting to the Urban Waterfront Action Group.
- 8.Assist the CZM Program with tasks related to Section 6217 (Coastal Nonpoint

Pollution Program).

9.Undertake other activities as required.

Products:

- 1.Mailing lists, agendas and meeting minutes.
- 2.A bi-annual presentation on coastal zone activities, plans and projects for the state Coastal Zone Advisory Committee.
- 3.Coast Day exhibit.
- 4.Memorandum detailing the results of the coastal zone grant ranking process.
- 5.Technical memoranda, as required.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$42,000				\$42,000
2013	\$42,000				\$42,000
2014	\$42,000				\$42,000
2015	\$42,000				\$42,000

*PA- Department of Environmental Protection-\$42,000

PROJECT: 13-47-040 The Delaware Valley Regional Food System Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Alison Hastings

Goals:

To understand the region's food distribution system and its use of the regional transportation system; evaluate remaining agricultural resources and farmland preservation efforts; assess food supply, safety, and security (including access to food); explore agriculture as a vehicle for sustainable economic development; and support and collaborate with food system stakeholders, county and municipal constituents and other partners.

Description:

The food system, whether defined as global, regional, or local, poses immensely interesting and confounding planning questions: food production is an important land use; sustainable production practices can improve the environment; food can be an economic development vehicle; access to fresh and healthy food is an environmental and social justice issue; and food, as a high-turnover commodity, relies on a well-maintained transportation network.

DVRPC has undertaken multiple phases of food system planning work. The first phase involved a large surveying effort and analytical analysis that identified prominent stakeholders, successful programs, regional competitive advantages, recommendations for improvement, and opposed interests. The second defined phase created a food system plan and included the development of the multi-year William Penn Foundation Local Food Economy re-grant program. Ongoing work will consist of working directly with county and municipal constituents to better understand the role local governments in the food system, continuing to develop and lead the food system planning field, and supporting stakeholders' work.

DVRPC will a) convene Stakeholder Committee meetings; b) provide coordination and technical assistance to stakeholders and municipal/county constituents; c) review and report on the progress of implementing Eating Here: Greater Philadelphia's Food System Plan; d) create a health data snapshot in coordination with Data Exchange & Analysis, Long Range Planning, and Regional Transit Planning programs; and e) support food system work in Camden City.

To elaborate on the last activity: Several partners, including Campbell Soup Company, the New Jersey Department of Community Affairs, and The Reinvestment Fund are contemplating a food system assessment/market study to better understand Camden City's underserved market for fresh food. If the partners

proceed with the larger study, DVRPC staff will assist in the project, providing technical assistance with: 1) coordinating meetings; 2) mapping data; 3) interviewing key stakeholders; and 4) identifying recommendations.

Tasks:

1. Continue to convene the Stakeholder Committee on a regular basis.
2. Represent DVRPC and provide support and content to other projects, such as Philadelphia's City Food Policy Advisory Council.
3. Update indicators, review, and report on the progress of Greater Philadelphia's Food System Plan.
4. Identify, map and analyze different sources of data for the 9-county DVRPC region to create a "health data snapshot."
5. Update DVRPC's food system planning webpages with new content on a regular basis.
6. Participate in and coordinate with ongoing efforts of government agencies, institutions, foundations, and non-profit organizations to study the national, regional, and local food systems.

Products:

1. Three to four Stakeholder Committee meetings.
2. Review FY2011 Food System Plan.
3. An updated analysis of food system indicators.
4. Health Data Snapshot.
5. Meetings with constituents.
6. Food system planning webpages.
7. Additional products to be developed as part of ongoing technical assistance.

Beneficiaries:

State DOTs, state and county agricultural development committees, member governments and citizens, DVRPC's Goods Movement Task Force, the City of Philadelphia, the City of Camden, private sector businesses and industry groups, chambers of commerce, economic development organizations, land trusts, other regional institutions.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$100,000	\$81,800	\$18,200		
2013	\$100,000	\$81,800	\$18,200		
2014	\$100,000				
2015	\$100,000				

PROJECT: 13-47-200 Pennsylvania and New Jersey Local Environmental Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn

Goals:

Partner with New Jersey and Pennsylvania non-profits and local governments on environmental planning initiatives. Additionally, assist municipalities to document and plan protection of natural resources and open space by providing planning services on a contractual basis.

Description:

This continuing program promotes implementation of the DVRPC long-range plan for open space in both Pennsylvania and New Jersey, specifically by contracting for planning services that will enhance municipal natural resource protection and open space and farmland preservation efforts.

Projects include development and production of planning documents and assistance in obtaining funding through grant proposals for part of the costs of the projects. Project subsidies are offered to municipalities within the 9 DVRPC counties. Specific municipal projects may include:

- Environmental Resource Inventories
- Open Space and Recreation Plans
- Farmland Preservation Plans
- Master Plan Conservation Elements
- Resource protection ordinances
- Conservation Design zoning/subdivision ordinances
- Master Plan Sustainability Elements

This project also provides for DVRPC to partner with non-profit environmental organizations on environmental protection and conservation projects.

Tasks:

1. Meet with municipal leaders, especially Environmental Commissions/Environmental Advisory Councils and Planning Boards, to present project opportunities.
2. Assist municipality to obtain funding for part of the project by preparing draft grant proposal. In New Jersey, the chief source of funding is usually the Association of NJ Environmental Commissions (ANJEC) Smart Growth Grants program.
3. Meet with appropriate committees and municipal staff to gather information for the project, and to obtain review and approval of final product.

4. Develop GIS mapping for the municipality that is relevant to the project. Provide larger maps as needed for future use by municipality.
5. Work with other consultants to the municipality, as needed, to obtain and/or share information.
6. Write and produce printed document and CD for distribution by municipality, including publication on local website.
7. Participate in municipal public hearings pertaining to the projects, as needed.
8. Provide technical support to the municipality on obtaining state open space/farmland preservation funding, when appropriate.
9. Include municipality in any DVRPC-sponsored education programs on natural resource protection and open space/farmland preservation.
10. Work with non-profit organizations on other efforts, as needs are identified and opportunities arise.

Products:

1. Meeting materials, citizen questionnaires, background information on resource topics.
2. Multiple copies of Project document – Inventory, Plan, Ordinance, or other document with appropriate maps.
3. CD of document and of GIS files, for future use by the municipality or non-profit

Beneficiaries:

Local governments and environmental/conservation non-profit organizations.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$160,000			\$60,000	\$100,000
2013	\$160,000			\$60,000	\$100,000
2014	\$160,000				
2015	\$160,000				

NJ Local Governments-\$100,000

PROJECT: 13-51-020 Update DVRPC Travel Simulation Model and Household Survey

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Puchalsky

Goals:

Improve access to and efficiency of the region's transportation system, improve safety and air quality, and reduce congestion by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data that the models use.

Description:

DVRPC continually strives to keep its travel simulation models up to date to ensure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations.

From FY09 – FY11 DVRPC staff and consultants made major improvements to DVRPC's travel demand model. The model was switched from the legacy TRANPLAN software to the VISUM package by PTV. Improvements were made to the data used for modeling, most notably kicking off a region wide transit on-board survey, repeating the quinquennial cordon line surveys, and incorporating operational level data for transportation network modeling. A very innovative network and supply side model was created, and a new "best-in-class" conventional 4-step model was also created. Improvements were also made in data management, which were made possible by improvements in PTV software made at DVRPC's request. The model improvement selection process was informed by several sources, notably an FHWA peer review.

Two major improvements recommended in the FHWA peer review were not able to be started in the FY09 – FY11 project. The first was an update of the 2000 household travel survey. Household travel surveys ask a sample of households, usually recruited with minor enticements, throughout the region to keep a one-day travel diary. The information obtained is not only critical for travel forecasting, but also has numerous other planning uses, including JARC, LEED certification, environmental justice, and greenhouse gas inventories. Household travel surveys need to be redone whenever travel patterns or behaviors change significantly, with an industry standard of approximately every 10 years.

The other major element that was recommended by the FHWA peer-review and other sources was the development of an activity-based travel model (AB).

Conventional 4-step models use a number of weakly connected models to estimate various travel decisions – how often to travel and for what purpose, where to travel, by which mode to travel, and by which route to make a trip. Conventional 4-step models were originally developed for planning the interstate highway system and later modified for planning major transit projects. They have a mixed ability to inform transportation planning and policy not related to major capacity expansion. AB models, on the other hand, treat travel demand as derived from the individuals' need to participate in various spatially dispersed activities. Since AB models are behaviorally based, they can do a better job of modeling a wide variety of transportation policy and planning options. Within the last 10 years AB models have moved from academia into practice. Nearly all large MPOs currently have an AB model either in use or under development.

Mirosimulation modeling has become a critical tool for analyzing highway and transit operations. Despite the ever-growing use of micro-simulation software, there is no set of modeling input parameters that have regional consensus among users. Developing input parameter consensus will allow for a base level of understanding across micro-simulation projects, and allow for micro-simulations that more accurately portray real-world conditions.

In FY12 several ongoing activities will be continued. Traffic count trends will be identified and analyzed. Two reports will be written based on the data, the Philadelphia CBD Cordon Report and the Regional Screen line and Cordon line report. The regional transit on-board survey will be completed and the data will be analyzed.

In FY12 both the household travel survey and the activity-based model development will be initiated. An RFP will be issued to hire a consulting firm or consulting team with specific experience in conducting household travel surveys. If possible, a qualified consultant will be selected. The survey will be planned, with actual survey work to begin in the second half of FY12.

A separate RFP will be issued for a consultant or consultant team with experience in developing advanced practice models. If possible, a qualified consultant will be selected. In FY12 the modeling consultant will create a design for the AB modeling system and provide input into the household travel survey. The modeling consultant will begin software design and engineering in FY12. Additional hardware needed to run the model will be purchased as appropriate.

In FY12 DVRPC will work with the region's microsimulation users to identify and prioritize the key input parameters that would benefit from a regional standard. Using locally-relevant published research and new travel monitoring analyses conducted for this study a set of input parameters will be assembled and published.

In FY13 the transit on-board survey data analysis will be completed and a report will be issued to publicize the results of the survey. The household travel survey work will be completed in the first half of FY13. The data will be coded and analyzed and a report from the survey consultant on the results of the survey issued. The modeling consultant will finish the software engineering portion of the AB model development in the first half of FY13 and begin model estimation using the newly completed household travel survey data in the second half. Ties will be made to other software tools and processes used by DVRPC, including the land use model, air quality model, FTA user benefits model, microsimulation, and others as required.

In FY13 additional microsimulation input parameters will be measured and a regional default VISSIM .inp file will be developed as a starting point for future VISSIM micro-simulation projects. This will reduce work redundancy and create a more efficient environment for operational analysis in the region.

In FY14 the consultants will finish estimating the AB model and perform calibration and validation. Three sample studies, including back casting, will be conducted in addition to the normal validation measures to test the sensitivity of the AB model.

The activities require the purchase of goods and services.

Tasks:

FY 2013 Tasks

1. Finish household travel surveying, code data, analyze data, and write report.
2. Complete analysis of transit on-board survey data and write report.
3. Finish software implementation of AB model and begin estimation.
4. Analyze remaining microsimulation parameters and publish default regional input files.

FY 2014 Tasks

1. Finish estimation of AB model.
2. Calibrate AB model.
3. Validate AB model and perform test projects.
4. Write documentation.
5. Train staff and planning partners as required.

Products:

1. 2010 screen line and cordon line traffic counts and reports (FY12)
2. Transit on-board survey data and report (FY13)
3. Household travel survey data and report (FY13)
4. Activity-based travel demand model and documentation (FY14)
5. Technical memo on microsimulation parameters. (FY12)

6. Default microsimulation input files. (FY13)

Beneficiaries:

DVRPC, Transit Operators, State DOTs, and other member governments

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$1,225,000				\$1,225,000
2013	\$1,627,500				\$1,627,500
2014	\$400,000				\$400,000
2015	\$200,000				\$200,000

*PA-TIP-DOT#86077-\$1,155,525 2.NJ-TIP-DOT#X30A-\$471,975

PROJECT: 13-51-030 I-95 Corridor Improvement Master Services Agreement

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Matthew Gates

Goals:

Improve access to and efficiency of the region's transportation system, improve safety and air quality, and reduce I-95 reconstruction costs by analyzing the traffic volume and congestion effects of various plans, programs, and policies along the I-95 corridor in Pennsylvania.

Description:

In FY 2012, DVRPC completed traffic forecasts to support the screening of several construction staging and closure alternatives of the I-95 main line and interchange ramps between the Vine Expressway and Cottman Avenue ("Sector A"). Viable alternatives will be further evaluated and refined with a Dynamic Traffic Simulation model. That effort will identify construction staging, time-of-day lane closures, and proper mitigation measures along potential alternative routes.

A master planning effort to identify needs, improvement strategies, programs, and reconstruction plans for Sectors B and C will be initiated in FY 2013. DVRPC will support this effort by providing data collection, travel demand forecasting, and other planning services to PennDOT and its consultants. Because these tasks have not yet been well-defined, a Master Services Agreement between PennDOT and DVRPC will be prepared. As each new task is identified, DVRPC will prepare a scope, schedule, and cost estimate for approval.

Tasks:

1. Coordinate with PennDOT, their consultants, and other study-area stakeholders on all aspects of the project. Attend meetings and make presentations as needed.
2. Review documents for public involvement events, consistency checks against long range planning policies and goals, and support environmental planning services.
3. Collect corridor related data, as needed, including daily and time-period specific traffic volumes, transit ridership, travel times, and origin-destination patterns.
4. Prepare travel demand models necessary to evaluate plans, programs, policies, and individual reconstruction alternatives.
5. Run the models and prepare traffic and transit forecasts, as needed.
6. Evaluate results, as needed.
7. Prepare maps and tables for transmittal of the data and travel forecasts to PennDOT, their consultants, and other stakeholders.

Products:

1. Highway and transit travel forecasts with supporting tables and maps.
2. Technical memos and reports documenting the results.

Beneficiaries:

PennDOT, Member Governments

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$325,000				\$325,000
2014	\$0				
2015	\$0				

*To be determined as tasks are requested

PROJECT: 13-51-070 Center City Philadelphia Evacuation Model, Phase 2 of 3

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Puchalsky

Project Manager: Fang Yuan

Goals:

Analyze transportation system efficiency during emergency situations including the partial or complete evacuation of Center City Philadelphia (Center City). Develop simulation tools for evaluating and improving existing emergency response and evacuation plans.

Description:

Center City Philadelphia is the regional core of the Delaware Valley. It is loosely bounded by Spring Garden Street, South Street, the Delaware River, and the Schuylkill River. Residents, commuters, and tourists use a wide range of transportation modes, including auto, transit, walk, and bicycle, traveling to, from, and within Center City. Center City regularly experiences significant congestion during daily peak hours and special events. Transportation management during emergencies will be more challenging, with the need to accommodate the very large surge of demand. Average daily peak occupancies in Center City approach about 300,000 people during day time.

The main objective of this study is to develop a set of operational simulation models that can be used for fine-grained analysis of transportation system efficiency during emergency situations including the partial or complete evacuation of Center City. Simulation models simulate the movements of evacuees taking account of different behaviors of individuals and modes, and estimate the evacuation times under different emergency scenarios and evacuation plans. The City of Philadelphia Office of Emergency management (OEM) has developed various emergency response plans including high-rise office building evacuation rallying points and evacuation routes in Center City. Through this study these plans will be tested and analyzed with the models to be developed. Selected scenarios of great interest will be simulated to reveal transportation network bottlenecks and potential deficiencies in the existing evacuation plans. This study will help to answer questions such as how pedestrians and cars will interact at rallying points and how mass transit shall be utilized for emergency evacuation.

A multi-tier modeling approach is planned for this study. The upper-tier model, based on regional planning model and enhanced with operational details, covers

the entire Center City and analyzes network flow dynamics at the macroscopic level. The lower-tier models, extended from the analysis at the upper level, focus on congested subareas and chokepoints simulating individual vehicle or pedestrian movements and their interactions at the microscopic level. The combined system allows the analysis of different traffic operations and evacuation scenarios with a multi-resolution modeling approach.

This project is currently conducted in conjunction with the Center City Traffic Model project. Both projects share a considerable amount of joint model development. This project was expected to take 28 months to complete after the contract approval in 2011.

In FY12 a detailed work plan was drafted for this project. The work plan, including multi-tier modeling approach and three modeling scenarios, was discussed and approved by the project steering committee. The data collection and integration was completed, including vehicle and pedestrian counts, travel times, off-street parking garage counts, building occupants and evacuation times, and signal timings. A draft VISUM model was developed and tested for modeling the entire transportation network in Center City.

In FY13 the VISUM model will be completed and calibrated to replicate the current conditions plus variants for evacuation modeling. The VISUM model constitutes the upper-tier model of the final model set. The model subareas will be further refined and prepared for microsimulation in VISSIM.

In FY14 three emergency evacuation scenarios will be modeled and analyzed first with the VISUM model. Selected scenarios and concerned subareas in Center City will be further modeled and analyzed in VISSIM microscopic simulation model. Performance measures will be collected for each scenario and recommendations will be made to improve the evacuation plan. The final technical report will be developed to document the model development, calibration, applications, and findings.

The activities require the purchase of good and services.

Tasks:

FY 2013 Tasks

1. Finish the VISUM model for the entire transportation network of Center City
2. Calibrate the VISUM model for the current conditions
3. Develop VISSIM models for the defined subarea within Center City
4. Calibrate VISSIM models

FY 2014 Tasks

1. Model three scenarios of evacuation operations with VISUM and VISSIM models
2. Analyze the modeling scenarios and make recommendations

3. Produce the technical reports

Products:

1. A multi-tier simulation model set of Center City Philadelphia that simulates current conditions, plus variants for evacuation modeling.
2. Technical report on the development of the Center City simulation models that documents the current traffic count data, a description of the regional travel modeling process, and the results for the base year simulation.
3. Report on 2010 evacuation conditions for up to three evacuation scenarios, including the mapping of key system bottlenecks and other key metrics identified by the Steering Committee. The report will also document the preparation and calibration of the evacuation model.

Beneficiaries:

City of Philadelphia and surrounding region

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$150,000				\$150,000
2013	\$150,000				\$150,000
2014	\$150,000				\$150,000
2015	\$0				

*US Department of Homeland Security - \$150,000

PROJECT: 13-51-080 Center City Philadelphia Traffic Model, Phase 3 of 3

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Puchalsky

Project Manager: Fang Yuan

Goals:

To improve general traffic flow by the development and application of traffic simulation models of Center City.

Description:

Center City is the regional core of the Delaware Valley. It is loosely bounded by Spring Garden Street, South Street, and the Schuylkill and Delaware rivers. Center City has multiple connections to I-95, I-76 (the Schuylkill Expressway) and I-676 (the Vine Expressway), and is bisected by State Route 611 (Broad Street) and State Route 3 (Market Street). Residents, commuters, and tourists use a wide range of transportation modes, including auto, transit, walk, and bicycle, traveling to, from, and within Center City. Center City Philadelphia experiences significant congestion during peak hours and special events, and moderate levels of congestion through much of the day.

The main objective of this study is to develop a set of operational simulation models that can be used for fine-grained analysis of traffic operations in a mixed environment. The VISSIM/VISUM software packages by PTV will be used to build and run the model. The model will be used for traffic management modeling, and evacuation modeling in the related Center City Philadelphia Evacuation Model project, and will have the capacity for fine grained analysis of signal operations and optimization of signal timings. The highway network for modeling auto and transit bus services will include all roadway facilities (except for alleys), signalized and unsignalized intersections, and interchanges within the defined boundary. Expressways will also be modeled some distance beyond the boundaries of Center City. A micro-scale pedestrian model will be created that includes all sidewalks. Transit bus routes will be modeled with limited detail in order to capture their effects on traffic and pedestrian flow; rail transit services will only be modeled as they affect the flow of pedestrians. While a bicycle model is desirable, it will not be included at this time.

The simulation models will focus on travel patterns of peak hours, under both current (2010) and forecasted future year (2035) conditions. The models will be developed with a multi-tier modeling approach. The upper-tier model, based on regional planning model and enhanced with operational details, covers the entire Center City and analyzes network flow dynamics at the macroscopic level. The

lower-tier models, extended from the analysis at the upper level, focus on congested subareas and chokepoints simulating individual vehicle or pedestrian movements and their interactions at the microscopic level. The combined system allows the analysis of different traffic operations and evacuation scenarios with a multi-resolution modeling approach.

In FY12 the data collection and integration was completed, including vehicle and pedestrian counts, travel times, off-street parking garage counts, building vehicle entry/exit locations, and signal timings. A draft VISUM model was developed and tested for modeling the entire transportation network in Center City. The model subareas were refined and prepared for microsimulations in VISSIM.

In FY13 the VISUM model will be completed and calibrated to replicate the current conditions plus a variant for 2035 traffic operations. Selected subareas in Center City will be further modeled and analyzed in VISSIM microscopic simulation model. Performance measures will be collected for each scenario and recommendations will be made to improve traffic operations. The final technical report will be developed to document the model development, calibration, applications, and findings.

Tasks:

FY 2013 Tasks

1. Calibrate the VISUM model for the entire transportation network of Center City
2. Develop and calibrate VISSIM models for the defined subarea within Center City
3. Analyze the current and 2035 traffic operations
4. Produce the technical reports

Products:

1. A set of detailed calibrated simulation models of Center City Philadelphia that simulates current conditions and a variant for 2035 traffic operations modeling.
2. Technical report on the development of the Center City microsimulation model that documents the current traffic count data, a description of the travel forecasting process, and the results for the base year simulation.
3. Report on 2010 and 2035 traffic conditions including mapping of LOS and congested corridors, including the summary of other key metrics such as delay.

Beneficiaries:

Center City Philadelphia Motorists

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$40,000				\$40,000
2013	\$95,000				\$95,000
2014	\$0				
2015	\$0				

*PA- Supplemental PL-\$76,000, \$19,000 SMLF

PROJECT: 13-53-020 Regional Transportation GIS Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: William Stevens

Goals:

Ensure coordinated regional planning and information sharing by developing a region-wide transportation GIS system.

Description:

The focus of this continuing project will be to integrate transportation data developed by member governments into a regional transportation network that allows for the seamless exchange of data. This project provides support to DVRPC and all member governments and agencies to assist with transportation data development and data sharing and the continued growth of their transportation GIS systems, including the update and maintenance of DVRPC's internet mapping capabilities. Efforts are being coordinated with NJDOT, PennDOT, member governments, operating agencies, and DVRPC's GIS Program and will be consistent with current imagery.

Tasks:

1. Arrange periodic committee meetings with project participants to report on progress and to discuss transportation-related issues and developments.
2. Coordinate with DVRPC's GIS Program.
3. Coordinate regional GIS database design development with DVRPC's enterprise database.
4. Coordinate database implementation issues with project participants, including PennDOT and NJDOT.
5. Provide technical assistance to member governments, as needed, for geography file and database development.
6. Acquire additional hardware, software, and training, as appropriate.
7. Incorporate use of current aerial imagery products in the region-wide GIS system as may be appropriate.
8. Acquire and test geography and database files developed by member governments for utilization in the Region-wide Transportation GIS.
9. Maintain transportation data clearinghouse for project participants.
10. Develop new internet mapping applications as needed.
11. Improve and maintain internet mapping applications.

Products:

1. Regional transportation GIS files, including geography and database files, that can

be utilized by all participants.

2. Hardware, software, and training for DVRPC and participating organizations, as necessary.

3. Files to support DVRPC's GIS Program.

4. Updated and new internet mapping applications.

Beneficiaries:

All Client Groups

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$400,000				\$400,000
2013	\$400,000				\$400,000
2014	\$400,000				\$400,000
2015	\$400,000				\$400,000

*PA- TIP/STU- DOT# 48202-\$200,000 2.NJ-TIP/STP-STU-DOT#X30A-\$200,000

PROJECT: 13-56-700 Member Government Special Projects

Responsible Agency: Delaware Valley Regional Planning Commission**Project Manager:** Donald Shanis**Goals:**

Improve 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.

Description:

DVRPC will respond to specific project requests and coordinate with member governments and other agencies to prepare special studies, such as data collection, data analysis, socioeconomic and traffic forecasts, technical analysis, public involvement, and related planning activities.

Tasks:

1. Collect and analyze required data, environmental and demographic information.
2. Assist in intergovernmental and public coordination process.
3. Prepare special technical reports and related documentation as required.

Products:

1. Technical memo or report for each study.

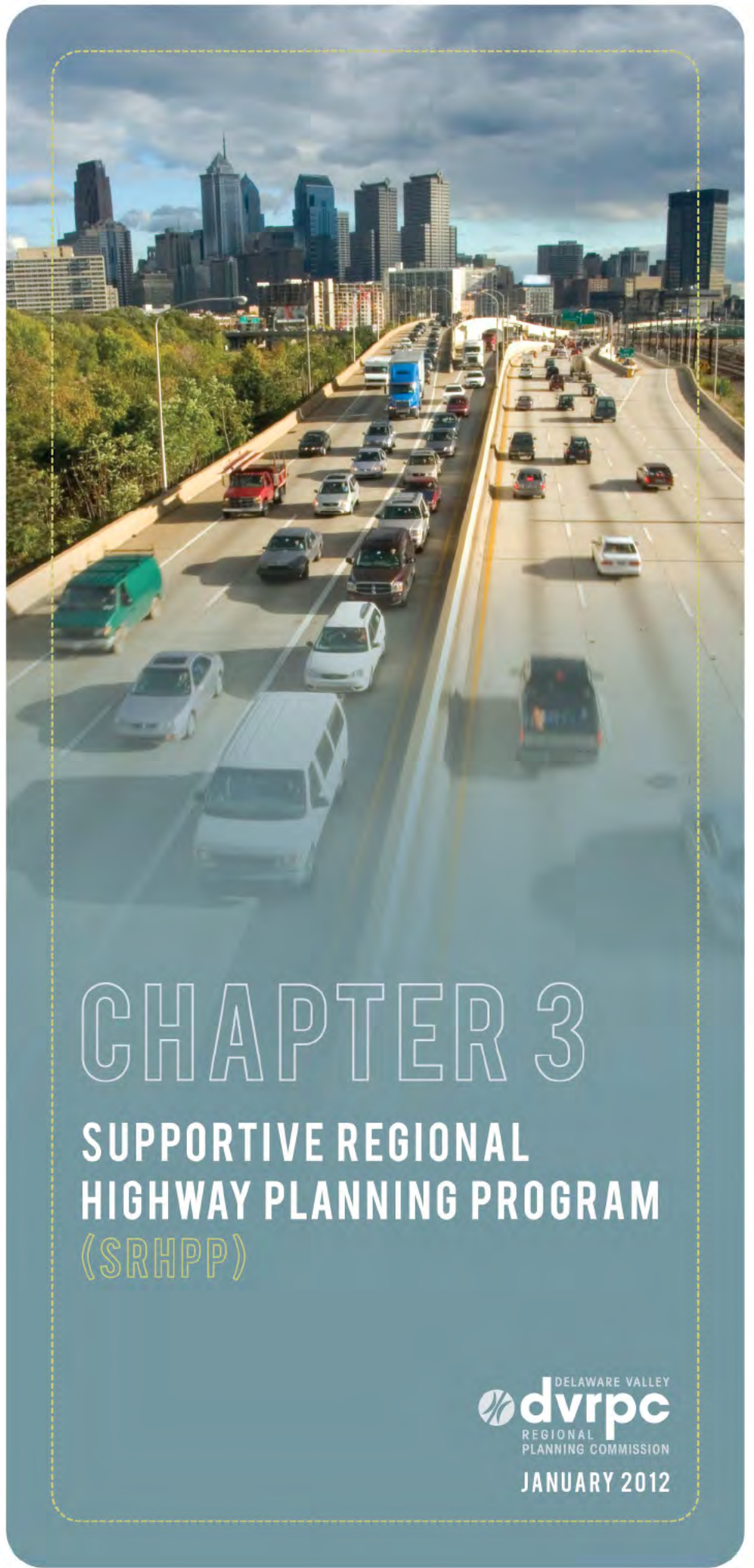
Beneficiaries:

Member governments and other agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$668,532				\$668,532
2013	\$1,226,922				\$1,226,922
2014	\$500,000				\$500,000
2015	\$500,000				

* Various Projects Funded by Project Sponsors



SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM (SRHPP)



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION
JANUARY 2012

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2013 PLANNING WORK PROGRAM

CHAPTER THREE

SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM

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**Delaware Valley Regional Planning Commission
FY 2013 PENNSYLVANIA SUPPORTIVE REGIONAL
HIGHWAY PLANNING PROGRAM**

Core Projects					
Project Number	Agency	Project	FY 2013 Budget		
			Cash	Match	Total
13-60-010	Bucks County	Supportive Regional Highway Planning	\$84,000	\$21,000	\$105,000
13-60-020	Chester County	Supportive Regional Highway Planning	121,600	30,400	152,000
13-60-030	Delaware County	Supportive Regional Highway Planning	60,800	15,200	76,000
13-60-040	Montgomery County	Supportive Regional Highway Planning	126,400	31,600	158,000
13-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	185,200	46,300	231,500
Subtotal			\$578,000	\$144,500	\$722,500
Special Studies					
Project Number	Agency	Project	FY 2013 Budget		
			Cash	Match	Total
13-60-051	City of Philadelphia Streets Department	Traffic Counting Program	\$50,000	\$12,500*	\$62,500
Subtotal			50,000	12,500	62,500
Program Total			\$628,000	\$157,000	\$785,000

*** Counties are responsible for the match of all projects done on their behalf.**

PROJECT: 13-60-010 Bucks County: Supportive Regional Highway Planning Program

Responsible Agency: Bucks County Planning Commission

Project Manager: Sarah Oaks

Goals:

Improve efficiency of the region's transportation network by participating in sub-regional transportation core planning efforts.

Description:

This is a continuing project which 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 -Administration and Coordination:

- 1)Develop annual work program.
- 2)Prepare progress reports and invoices.
- 3)Perform general administration.
- 4)Perform interagency liaison and coordination.
- 5)Prepare an annual report summarizing efforts on the entire work program.

Task II -Database Management:

- 1)Maintain traffic count data.
- 2)Review and revise the county's roadway capacity analysis.
- 3)Disseminate transportation information and data.
- 4)Integrate county accident, capacity and traffic information into GIS database.

Task III -Transportation Improvement Program:

- 1)Maintain the Bucks County Transportation Improvement Program (BCTIP) inventory of proposed highway improvements.
- 2)Review and evaluate new proposals for inclusion in the BCTIP.
- 3)Inventory and prioritize all existing and new projects for the BCTIP, emphasizing the need to address capacity constraints and clean air standards.
- 4)Participate in the maintenance of DVRPC's regional TIP.
- 5)Assist PennDOT in the maintenance of the Twelve Year Program.
- 6)Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
- 7)Work with DVRPC and PennDOT on congestion management strategies.

Task IV -Transportation System Program:

- 1)Provide technical assistance to municipalities concerning the implementation of congestion management strategies.
- 2)Promote inter-municipal coordination for transportation planning and other development-related issues.
- 3)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 which 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.Progress reports and invoices.
- 2.Annual completion report.
- 3.Proposed FY 2014 Work Program.
- 4.Up-to-date inventory of proposed highway improvements.
- 5.Recommendations to DVRPC for regional TIP submissions.
- 6.Recommendations to PennDOT for the Twelve Year Program.
- 7.Input on various transportation task forces.
- 8.Input to municipal requirements for new development.
- 9.Participate in municipal transportation planning efforts.
- 10.GIS database.
- 11.Sample corridor evaluation and recommended improvements.

Beneficiaries:

States, Counties, Municipalities, Private Sector.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$105,000	\$105,000			
2013	\$105,000	\$105,000			
2014	\$105,000	\$105,000			
2015	\$105,000	\$105,000			

**PROJECT: 13-60-020 Chester County: Supportive Regional Highway
Planning Program**

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

Description:

This is a continuing project which 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.Prepare quarterly progress reports and invoices.
- 2.Participate in DVRPC's Annual Planning Work Program development for SRHPP.
- 3.Perform general administration and respond to information requests.

Task II - Transportation Improvement Program:

- 1.Maintain an inventory of proposed transportation improvements in the County.
- 2.Participate in developing and amending the PennDOT Twelve Year Program and regional Transportation Improvement Program (TIP).
- 3.Coordinate with PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
- 4.Monitor transportation funding programs and opportunities.

Task III - Transportation Plan Maintenance:

- 1.Participate in DVPRC committees and provide input to DVRPC for studies concerning short-range and long-range transportation planning.
- 2.Update 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 impacts studies, land development plans, zoning changes, and Comprehensive Plans that impact the County and Regional Transportation Plans.

Products:

- 1.Quarterly progress reports and invoices
- 2.Proposed SRHPP Work Program
- 3.Inventory of proposed transportation improvements
- 4.Twelve Year Program and TIP submissions
- 5.Input on various transportation plans and studies

Beneficiaries:

State, Counties, Municipalities, Private Sector, Chester County Residents and Employees

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$152,000	\$152,000			
2013	\$152,000	\$152,000			
2014	\$152,000	\$152,000			
2015	\$152,000	\$152,000			

PROJECT: 13-60-030 Delaware County: Supportive Regional Highway Planning Program

Responsible Agency: Delaware County Planning Department

Project Manager: Sarah Oaks

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

Description:

This is a continuing project which 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 progress reports, closing reports, and invoices.
2. Develop annual SRHPP and participate in development of DVRPC Planning Work Program.
3. Coordinate with other agencies, including attending DVRPC and Delaware County TMA meetings that are not for specific projects or studies, such as DVRPC Board/RTC meetings and TMA Board and membership meetings.
4. Respond to information requests.

Task II – Transportation Improvement Program

1. Maintain an inventory/database of proposed highway, bicycle, and pedestrian improvement projects in Delaware County.
2. Survey municipalities every two years for potential TIP funded projects.
3. Participate in update of DVRPC TIP and PennDOT 12 Year Program.
4. Monitor transportation funding programs and opportunities and advocate Delaware County's position on this issue.
5. Provide programming information to County Council, County Executive Director, legislative delegation, and municipal officials.
6. Coordinate with PennDOT, municipalities, and other project sponsors on implementation of programmed improvements.

Task III – Transportation Plan Maintenance

1. Participate in process to update DVRPC long-range plan.
2. Prepare highway/bicycle/pedestrian components of Delaware County Comprehensive Plan.
3. Prepare highway, bicycle, and pedestrian mobility components of municipal comprehensive plans; review highway/bicycle/pedestrian components of draft municipal comprehensive plans.
4. Review land development plans and traffic impact studies and provide comments on highway, bicycle, and pedestrian access to Delaware County Planning Commission.
5. Participate in Delaware County, DVRPC, PennDOT, and municipal highway, bicycle, and pedestrian studies and planning efforts.

Products:

1. Quarterly progress reports, closing report, and invoices
2. Proposed SRHPP Work Program
3. Inventory of proposed transportation improvements
4. TIP and 12 Year Program submissions
5. Updated long-range/comprehensive plans
6. Comments on land development plans
7. Input on various transportation plans and studies

Beneficiaries:

Delaware County, municipalities, residents, businesses

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$76,000	\$76,000			
2013	\$76,000	\$76,000			
2014	\$76,000	\$76,000			
2015	\$76,000	\$76,000			

PROJECT: 13-60-040 Montgomery County: Supportive Regional Highway Planning Program

Responsible Agency: Montgomery County Planning Commission

Project Manager: Sarah Oaks

Goals:

Improve efficiency of the region's transportation network by participating in sub-regional transportation planning efforts.

Description:

This is a continuing project which 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.
2. Involvement in inter-agency coordination (e.g. PENNDOT, DVRPC Technical and Policy Committees) and other local and county agencies.
3. Prepare quarterly financial and progress reports and general correspondence.
4. Develop the annual SRHPP and participate in the development of the Annual DVRPC Planning Work Program.
5. Respond to information requests.

Task II – Transportation Improvement Programming:

1. Maintain an inventory of highway improvements projects.
2. Participate in the update of the PENNDOT Twelve Year Program and the regional TIP.
3. Provide highway programming information to the County Commissioners, legislative delegation, and municipal officials.

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.
3. Update the County Transportation Plan.

Products:

- 1.PENNDOT Twelve Year Highway and Bridge Program.
- 2.Regional Transportation Improvement Program.
- 3.County Transportation Plan.
- 4.Highway Improvement Project Inventory.

Beneficiaries:

Montgomery County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$158,000	\$158,000			
2013	\$158,000	\$158,000			
2014	\$158,000	\$158,000			
2015	\$158,000	\$158,000			

PROJECT: 13-60-050 Philadelphia: Supportive Regional Highway Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sarah Oaks

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

Description:

This is a continuing project which 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:

- 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 between county and regional highway planning agencies.
- 4.Develop a work program for future "pass through" funds.

Task II - Transportation Improvement Program:

- 1.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.
- 2.Assist in developing project descriptions.
- 3.Coordinate preparation of 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 programs such as Transportation Enhancements, CMAQ, Hometown Streets/Safe Routes to School and the Transportation Community Development Initiative.
- 4.Coordinate candidate projects with other city agencies to assure that transportation capital projects are consistent with overall city and regional goals and objectives.
- 5.Develop a prioritization of projects and facilities under consideration for inclusion in

the Capital Program.

6. Review and comment on the TIP with federal, state and regional agencies.
7. Coordinate city involvement in the preparation of the current PennDOT Twelve-Year Program.
8. Monitor and update the Transportation Improvement Program as it relates to county and regional transportation objectives.
9. Coordinate and review projects with implementing agencies.
10. Review and update certain "milestone" data for city federal-aid projects on file in the PennDOT Multimodal Project Management System (MPMS) computer information bank.
11. Review and coordinate project cost estimates and breakdowns for programming with the PennDOT Program Management Committee (PMC).

Task III - TSM Planning:

1. Develop, maintain and prioritize an inventory of TSM type projects.
2. Identify TSM deficiencies and candidate projects.
3. Review literature on TSM planning.
4. Coordinate the City of Philadelphia TSM programs.
5. Coordinate and participate in TSM public forums.
6. Review and comment on TSM studies and proposals for the county and region. Provide county input to the regional TSM effort.
7. Review and comment, as required, on the recommended TSM Plan report and assist and coordinate with DVRPC in the adoption of the plan, as may be appropriate.
8. Participate in, coordinate, and assist in the implementation of such regional TSM strategies as ride-sharing, staggered work hours, intermodal considerations and other appropriate activities.
9. Assist and coordinate in the maintenance of the Regional TSM plan through periodic update and plan amendments.
10. Assist and coordinate corridor level analysis of selected TSM 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 which 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 Transportation Enhancement, Hometown Streets/Safe Routes to School and Transportation Community Development Initiative recipients.

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 facilities and put such information into an easily accessible and usable form.

4.Process the automatic traffic recorder information through the MPO to assure 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 which 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.

Products:

1.Summary reports on meetings, committees, teams, etc. attended.

2.A work program for Supportive Regional Highway Planning Program.

3.Annual Completion Report for the Supportive Regional Highway Planning Program.

4.Successful completion of capital improvements.

5.An up-to-date highway capital improvement program for City of Philadelphia.

6.A program TIP document for use by Commission and others.

7.Advancement of high priority TSM projects.

8.A plan showing the updated systems.

9.Proper technical coordination of studies, plans, committee reports, analyses, etc. concerning the city's highways and highway program.

Beneficiaries:

City of Philadelphia

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$294,000	\$294,000			
2013	\$294,000	\$294,000			
2014	\$294,000	\$294,000			
2015	\$294,000	\$294,000			

Contracted Amount is \$244,000. \$50,000 is allocated to DVRPC to perform traffic counts as directed by the Streets Department

**Delaware Valley Regional Planning Commission
FY 2013 NEW JERSEY SUPPORTIVE REGIONAL
HIGHWAY PLANNING PROGRAM**

Core Projects					
Project Number	Agency	Project	FY 2013 Budget		
			Cash	Match	Total
13-61-010	Burlington County	Supportive Regional Highway Planning	\$39,755	\$9,939	\$49,694
13-61-020	Camden County	Supportive Regional Highway Planning	29,815	7,454	37,269
13-61-030	Gloucester County	Supportive Regional Highway Planning	39,100	9,774	48,874
13-61-040	Mercer County	Supportive Regional Highway Planning	34,130	8,532	42,662
Subtotal			\$142,800	\$35,700	\$178,500
Special Studies					
Project Number	Agency	Project	FY 2013 Budget		
			Cash	Match	Total
13-61-060	Burlington County	Bicycle Master Plan	\$32,200	\$8,050	\$40,250
13-61-070	Camden County	Highway Circulation Plan Update	45,000	11,250*	56,250
13-61-080	Camden County	Traffic Counting Program	55,000	13,750*	68,750
13-61-090	Gloucester County	Traffic Counting Program	55,000	13,750*	68,750
13-61-100	Mercer County	Traffic Counting Program	55,000	13,750*	68,750
Subtotal			242,200	60,550	302,750
Program Total			\$385,000	\$96,250	\$481,250

* Counties are responsible for the match of all projects done on their behalf.

PROJECT: 13-61-010 Burlington County: Supportive Regional Highway Planning Program

Responsible Agency: Burlington County - Land Development

Project Manager: Sarah Oaks

Goals:

Improve efficiency of the region's transportation network by participating in sub regional transportation core planning efforts.

Description:

This is a continuing project which 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 - Administration:

- 1.Attend the monthly Board RTC/PCC meetings, and other meetings with federal, state, regional, and local transportation agencies.
- 2.Prepare and submit the Quarterly Progress Reports/Invoices and the Annual Completion Report.
- 3.Prepare the FY 2013 Work Program.

Task II - Transportation Improvement Program (TIP):

- 1.Maintain an inventory of projects under consideration for inclusion in the local capital improvement program.
- 2.Coordinate with NJDOT Bureaus of Local Aid and Local Transportation Planning and DVRPC with regard to local project status formulation of regional TIP. Provide comment to the State and DVRPC on NJDOT and regional TIP.
- 3.Formulate the Local Transportation Improvement Program and submit to state and regional agencies for inclusion in the regional TIP.

Task III - Transportation Plan Maintenance:

- 1.Coordinate local governments Land Use and Transportation Policies.
- 2.Periodically review and update the Burlington County Transportation Plan.
- 3.Review proposed development to ensure compliance with the Transportation Plan and to assess their impact on existing and proposed transportation systems.
- 4.Update the priority list of projects generated by the Transportation Plan.

- 5.Participate in the development of Transportation Development Districts to further the goals of the Transportation 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.
- 8.Provide information to the public as requested.

Task IV - Transportation Planning Data Files:

- 1.Update and maintain the County Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county.
- 2.Maintain accident files and analyze accident 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.

Products:

- 1.Quarterly Progress Reports/Invoices and Annual Completion Report.
- 2.FY 2013 Work Program.
- 3.Summaries of meetings and seminars attended.
- 4.Commentary on transportation reports when appropriate.
- 5.An updated and approved Burlington County Transportation Improvement Program.
- 6.Summary reports of planning activities and project implementation (in quarterly progress report unless circumstances require additional reporting).
- 7.An updated Transportation Plan.
- 8.Various maps and/or plans used in planning transportation improvements.
- 9.Coordination of various transportation studies and projects to ensure an integrated transportation system.
- 10.Traffic Volume Map, available for public use.
- 11.Updated accident files.

Beneficiaries:

Burlington County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$49,694				\$49,694
2013	\$49,694				\$49,694
2014	\$49,694				\$49,694
2015	\$49,694				\$49,694

*STP-STU

PROJECT: 13-61-020 Camden County: Supportive Regional Highway Planning Program

Responsible Agency: Camden County - Department of Public Works - Division

Project Manager: Sarah Oaks

Goals:

To 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 insures 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 -Administration

- 1.Perform general administrative duties, including liaison and interagency coordination.
- 2.Prepare annual progress and expenditure reports and a completion report.
- 3.Develop FY 2014 Camden County work program for inclusion in the Regional Transportation Committee Work Program.
- 4.Attend meetings including DVRPC monthly RTC meetings, NJ Subcommittee Meetings, and special meetings as required.

Task II -Transportation Improvement Program (TIP)

- 1.Assist with the preparation of the Camden County Transportation Improvement Program (TIP) in coordination with DVRPC and NJDOT.
- 2.Maintain an inventory of TIP projects.
- 3.Maintain channels of communication with the public regarding project status through regular updates of county and DVPRC websites.
- 4.Assist DVRPC with the coordination of TCDI grant process in Camden County.

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 NJ 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 GIS-based Highway Asset Management database.

2.Field collection of highway asset data.

3.Attend DVRPC IREG, FY 2010 Imagery Acquisition and other steering committee meetings.

Products:

1.Progress and expenditure reports and minutes of meetings.

2.Annual Completion Report for FY 2013

3.FY 2014 Work Program for Supportive Highway Programs

4.Updated County and Regional Transportation Improvement Program

5.Inventory and Status of TIP projects

6.Aerial photographs, DVRPC TravelSmart updates, CMS, PMS updates, Sign and Signal Management data updates.

Beneficiaries:

Camden County, Municipalities, State, Private Citizens

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$62,269				\$62,269
2013	\$62,269				\$62,269
2014	\$62,269				\$62,269
2015	\$62,269				\$62,269

*STP-STU

PROJECT: 13-61-030 Gloucester County: Supportive Regional Highway Planning Program

Responsible Agency: Gloucester County Planning Department

Project Manager: Sarah Oaks

Goals:

Improve efficiency of the region's transportation network by participating in sub-regional transportation core planning efforts.

Description:

This is a continuing project which 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 - Administration:

1. Perform the general administrative duties, including liaison and interagency coordination.
2. Prepare quarterly progress reports and expenditure reports; prepare annual completion report.
3. Develop annual work program for FY 2013.
4. Perform necessary public participation.
5. Review transportation reports and correspondence and provide responses.
6. Attend meetings including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required.

Task II - Transportation Improvement Program:

1. Prepare the Gloucester County TIP in coordination with NJDOT and DVRPC with regard to local project status and formulation of the regional TIP and provide comment.
2. Monitor federal aid program progress.
3. Maintain an inventory of TIP projects and update project status.
4. Formulate scoping projects in coordination with NJ DOT and DVRPC.

Task III - Transportation Plan Maintenance:

1. Coordinate County Transportation Policies with the Regional and State Long

Range Plans.

2. Monitor and evaluate 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 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 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 traffic county map.
5. Develop and maintain a GIS database for traffic counts.

Products:

1. Quarterly progress and expenditure reports.
2. Summaries on meetings and seminars attended related to highway planning.
3. Annual completion report for FY 2013.
4. FY 2014 work program for Supportive Regional Highway Planning Program.
5. An updated and adopted county Transportation Improvement Program.
6. A brief report on the activities which were undertaken in the planning/implementation of TIP projects.
7. Current and up-to-date version of the Official Map of County Highways and related transportation planning documents, as necessary.
8. Traffic Information available for public use.
9. Updated traffic counts at selected locations to support transportation planning efforts.

Beneficiaries:

Gloucester County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$62,264				\$62,264
2013	\$62,264				\$62,264
2014	\$62,264				\$62,264
2015	\$62,264				\$62,264

*STP-STU

PROJECT: 13-61-040 Mercer County: Supportive Regional Highway Planning Program

Responsible Agency: Mercer County Planning Department

Project Manager: Sarah Oaks

Goals:

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts

Description:

This is a continuing project which 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 -Administration:

- 1.Perform general administration, interagency liaison and technical coordination of the program.
- 2.Develop the annual work program for inclusion in the FY 2014 Planning Work Program. Prepare annual completion report, monthly progress reports and quarterly expenditure reports.
- 3.Attend monthly DVRPC Board, and Regional Transportation Committee meetings and other meetings with Federal, State, and local transportation agencies.

Task II -Transportation Improvement Program:

- 1.Review and coordinate all TIP projects with federal, state and local governments.
- 2.Participate in the development of state and county Transportation Improvement Programs. Comment on proposed regional projects in terms of their local impact.
- 3.Maintain and inventory TIP projects to account for implementation and consider the development of additional projects to accommodate new problem areas. Update status of projects and make changes as required.

Task III -Transportation Plan Maintenance:

- 1.Coordinate local governments Land Use and Transportation Policies with the Regional and State Long Range Plans including activities under the Cross Acceptance Plan.
- 2.Communicate with the public about the master plan, and provide transportation information to the public as requested.

3. Review Highway Master Plans being updated by municipalities to determine their consistency with the county transportation plan and resolve any differences.
4. Prepare modifications as required to the Master Plan and present to Planning Board for public hearing and adoption.
5. Review regional, state and local plans, particularly with respect to long range plans, as required.
6. Monitor and evaluate existing and proposed major developments in terms of impact on short and long range transportation facility improvements, with regard to social, economic, environmental and energy considerations.
7. Determine the necessity and scope of work for a transit section of the county transportation plan.
8. Revise and maintain Transportation Development District Plan. This includes preparing fee binder agreements, tracking developments in the District, and revision of plan boundaries, fees, and travel demand model.

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. Obtain traffic counts with county equipment and personnel to supplement outside sources for a specific task.
3. Land use, economic and demographic data compilation and analysis which support transportation planning.
4. Create and update transportation-related maps.

Products:

1. Monthly progress reports.
2. Quarterly expenditure reports and invoices.
3. Annual completion reports summarizing FY 2013 activities and accomplishments.
4. A work program for the FY 2014 Regional Planning Work Program.
5. An updated County and Regional Transportation Improvement Program with local government input.
6. Maps and/or studies used in planning transportation improvements.
7. Approved Transportation Improvement Program and Capital Improvement Program.
8. A brief report of activities which were undertaken in the implementation of TIP projects.
9. Highway data and analysis to the county and other governmental agencies, developers and citizens.
10. Correspondence on meetings and seminars attended.
11. Highway project analyses as they relate to new highway construction, functional classification and future planning activities.
12. Selective reports and new technical data files.

Beneficiaries:

Mercer County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$56,412				\$56,412
2013	\$56,412				\$56,412
2014	\$56,412				\$56,412
2015	\$56,412				\$56,412

*STP-STU

PROJECT: 13-61-060 Burlington County Bicycle Master Plan

Responsible Agency: Burlington County - Land Development

Project Manager: Sarah Oaks

Goals:

To facilitate implementation of a county-wide bicycle network in Burlington County through the creation of a comprehensive bicycle master plan.

Description:

Burlington County currently has over 208 miles of existing bicycle facilities, and an additional 285 miles of facilities proposed. Despite this volume of infrastructure, the County does not currently have a comprehensive bicycle master plan to guide the efficient and effective implementation of its bicycle network. The proposed project would allow CCCTMA to work with Burlington County staff and local stakeholders to create a Bicycle Master Plan for Burlington County. This project would analyze existing plans and conditions, perform public outreach, and identify needs and network gaps. The plan will also provide bicycle network recommendations and prioritization for implementation. Elements in the plan will be rooted in the “5E’s” of engineering, education, enforcement, encouragement, and evaluation. The project is intended to increase the safety, quality and connectivity of bicycle facilities in Burlington County for the purposes of transportation and recreation.

Tasks:

1. Assemble a steering committee comprised of representatives from Burlington County, NJ DOT, DVRPC, and other relevant stakeholders.
2. Establish existing conditions including: review of existing plans, collecting base mapping data, field survey of location conditions (as necessary) and review projects included in the Statewide Transportation Improvement Plan and Capital Program.
3. Determine user needs through: a countywide bicycle travel demand analysis which considers demographic and land use variables to estimate demand; analysis of crash data available through the Plan4Safety tool; review and evaluation of existing education, enforcement, and evaluation programs.
4. Hold public outreach events to solicit input from Burlington County residents.
5. Administer online survey of Burlington County resident bicycle use and preferences.
6. Hold meetings of the Steering Committee to guide plan goals and development.
7. Formulate plan recommendations for bicycle network development, prioritization, and implementation through network gap analyses, project evaluation, evaluation of established user needs, and input from residents and stakeholders.
8. Prepare draft Bicycle Master Plan for Steering Committee review.
9. Prepare final Plan incorporating stakeholder input.

Products:

1. Comprehensive Bicycle Master Plan for Burlington County
2. Technical memoranda as necessary for stakeholder involvement and to document results of task elements.

Beneficiaries:

Burlington County residents and other bicycle users in southern NJ.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$40,250	\$40,250			
2014	\$0				
2015	\$0				

PROJECT: 13-61-070 Camden County Highway Circulation Plan Update

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Ward

Goals:

A complete update of the 1997 Camden County Highway Circulation Plan to complement the update of the Land Use element in the revision of the Comprehensive Plan.

Description:

Camden County has recently started a program to update and revise its Comprehensive Plan and all of its elements. The current Highway Circulation Plan, Transportation Element, dates back to 1997. There have been significant changes made throughout the county and the plan needs to be revised.

The update of the Highway Circulation Plan will complement the revision of the Land Use element and together these new plans along with the 2004 Open Space and Farmland Preservation Plan will be used as the elements of the new County Comprehensive Plan.

The project will take a phased approach, and is expected to take two years. In FY 13 work will concentrate on data collection in inventory of assets. In FY 14 work will focus on analysis, recommendations, and mapping.

Tasks:

1. List long- and short-term needs of the county-owned highway network.
2. Create a complete inventory of the highway infrastructure including outfalls.
3. Update demographic data and projected changes for the county.
4. Analyze improvement recommendations and list new priority project sites.
5. Provide a link to the Bicycling and Multi-Use Trails Master Plan

Products:

1. Interim report listing long- and short-term needs, an inventory of highway infrastructure, and updated demographic data
2. A final report with interim data, analysis, recommendations, and priority new project sites.
3. Technical and interim memos as required.

Beneficiaries:

Camden County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$45,000				\$45,000
2014	\$0				
2015	\$0				

*STP-STU

PROJECT: 13-61-080 Camden County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

Goals:

Obtain data needed for transportation, engineering and pavement management studies.

Description:

Camden County has requested that DVRPC continue to perform a traffic counting program within the county. This information will be used by county staff for transportation infrastructure needs assessment and economic development purposes. DVRPC will provide traffic count information at locations determined by the county.

Tasks:

1. Schedule meetings with county representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
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 traffic count data for the county's GIS file and prepare traffic count map showing new locations.

Products:

1. Detailed printouts showing hourly counts and annual average daily traffic.
2. An updated traffic information file and GIS map.

Beneficiaries:

Camden County, municipalities, NJ DOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$55,000				\$55,000
2013	\$55,000				\$55,000
2014	\$55,000				\$55,000
2015	\$55,000				\$55,000

*STP-STU

PROJECT: 13-61-090 Gloucester County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

Goals:

Obtain data needed 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 traffic count information at locations determined by the County's Planning and Engineering staff.

Tasks:

1. Schedule meetings with County Planning and Engineering representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
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 traffic 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 printouts showing hourly counts and annual average daily traffic.
2. An updated traffic information file and GIS map.

Beneficiaries:

Gloucester County, municipalities, NJ DOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$55,000				\$55,000
2013	\$55,000				\$55,000
2014	\$55,000				\$55,000
2015	\$55,000				\$55,000

*STP-STU

PROJECT: 13-61-100 Mercer County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

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 to annually collect approximately 200 more counts throughout other parts of the county.

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.

Tasks:

1. Schedule meetings with County Planning and Engineering representatives to determine locations for traffic counting in addition to cyclical counts.
2. Collect traffic data at selected locations.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
4. Check field data for accuracy.
5. In GIS, link new count data with developer traffic study data.

Products:

1. Detailed traffic count data for selected locations.
2. Maps, tables, and text for Transportation Element of the Master Plan.

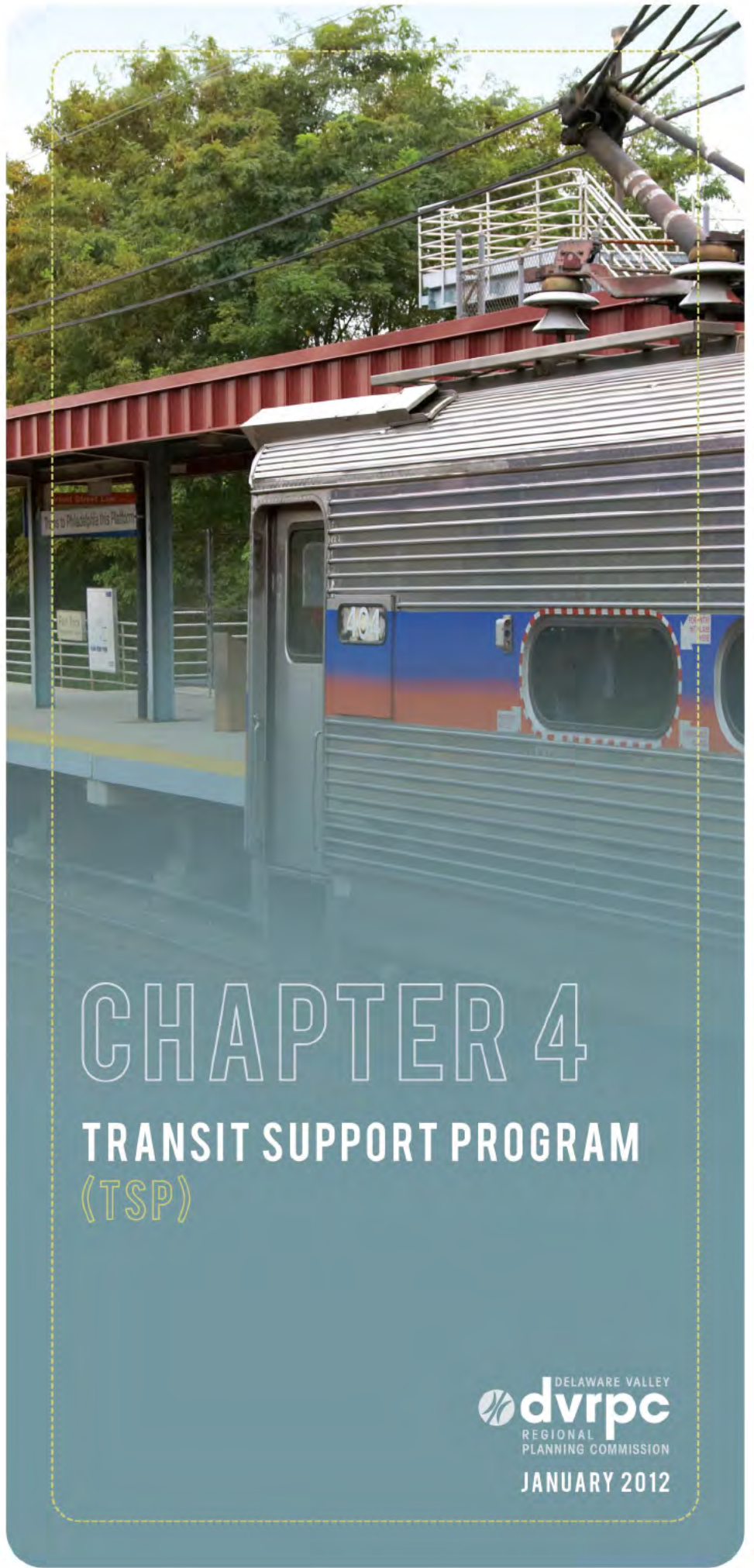
Beneficiaries:

Mercer County; municipalities in which traffic counts are taken; NJDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$55,000				\$55,000
2013	\$55,000				\$55,000
2014	\$55,000				\$55,000
2015	\$55,000				\$55,000

*STP-STU



TRANSIT SUPPORT PROGRAM (TSP)



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION
JANUARY 2012

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2013 PLANNING WORK PROGRAM

CHAPTER FOUR

TRANSIT SUPPORT PROGRAM

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**Delaware Valley Regional Planning Commission
FY 2013 PENNSYLVANIA TRANSIT SUPPORT PROGRAM**

Core Projects					
Project Number	Agency	Project	FY 2013 Budget		
			Cash	Match	Total
13-63-001	Bucks County	Transit Planning & Programming	\$55,739	\$13,935	\$69,673
13-63-002	Chester County	Transit Planning & Coordination	41,596	10,399	51,995
13-63-003	Delaware County	Transit Planning & Coordination	79,030	19,758	98,788
13-63-004	Montgomery County	Transit Planning & Implementation	69,878	17,470	87,348
13-63-005	Philadelphia Office of Transportation and Utilities	Transit Planning & Programming	89,012	22,253	111,265
13-63-006	Philadelphia City Planning Commission	Short Range Planning	108,145	27,036	135,181
13-63-007	SEPTA	Capital Planning/TIP	267,870	66,967	334,837
Subtotal			\$711,270	\$177,818	\$889,088
Special Studies					
Project Number	Agency	Project	FY 2013 Budget		
			Cash	Match	Total
13-63-008	Bucks County	Regional Rail Visibility Enhancement	\$20,000	\$5,000	\$25,000
13-63-009	Chester County	On-Line Transit Guide	50,000	12,500	62,500
13-63-010	Delaware County	Re-Print Transit Map	36,000	9,000	45,000
13-63-011	City of Philadelphia	Prioritize Transit First Signal Upgrade Corridors	50,000	12,500*	62,500
13-63-012	SEPTA/Delaware County	Chester Riverfront Rail Station Alternatives Analysis	80,000	20,000	100,000
Subtotal			236,000	59,000	295,000
Program Total			\$947,270	\$236,818	\$1,184,088

* Counties are responsible for the match of all projects done on their behalf.

PROJECT: 13-63-001 Transit Planning and Programming

Responsible Agency: Bucks County Planning Commission

Project Manager: Sarah Oaks

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 guarantees that development pressures will continue. Bucks County's Comprehensive Plan 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.

Tasks:

1. Program administration and interagency coordination, to include general program correspondence and public information requests.
2. Assist the business community in identifying unique transportation needs and provide information as to public transportation alternatives.
3. Review existing and proposed development to identify areas capable of supporting public transportation services or areas in particular need of expanded transit services.
4. Review county and municipal growth management policies to ensure that access to public transportation services are included where feasible.
5. Review existing paratransit services for evaluation and compliance with ADA requirements.
6. Maintain liaison with the Bucks County Transportation Management Association.

Products:

1. Monthly and Quarterly progress reports.
2. Quarterly invoices.
3. Expanded and/or modified transit service proposals.
4. Recommendations for improving transit services throughout the county.

Beneficiaries:

Operating agencies and utilities; economic development agencies; private sector; and municipalities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$67,000		\$67,000		
2013	\$69,673		\$69,673		
2014	\$67,000		\$67,000		
2015	\$67,000		\$67,000		

PROJECT: 13-63-002 Transit Planning and Coordination

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

The purpose of this project is to provide comprehensive planning, programming, monitoring, and coordination of transit services in Chester County. It provides for staff support to respond to requests for technical and policy assistance on regional public transportation issues and projects. It enables staff to coordinate with PennDOT, SEPTA, TMACC, GVFTMA, Amtrak, and other public transit service providers and stakeholders.

Tasks:

Task I – 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.

Task II – 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 (TIP).
- 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.

Task III – Coordination:

- 1.Participate in meetings of regional or multi-county interest to discuss issues related to public transportation services or policies. Coordinate with DVRPC, SEPTA, Amtrak, PennDOT, TMACC, 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 TMA of Chester County and Greater

Valley Forge TMA.

Products:

1. Quarterly Progress Reports and Invoices
2. Proposed TSP Work Program

Beneficiaries:

State, County, Municipalities, Transit Operating Agencies, Private Sector, Chester County Residents and Employees

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$50,000		\$50,000		
2013	\$51,995		\$51,995		
2014	\$50,000		\$50,000		
2015	\$50,000		\$50,000		

PROJECT: 13-63-003 Transit Planning and Coordination

Responsible Agency: Delaware County Planning Department

Project Manager: Sarah Oaks

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.

Tasks:

- 1.Administer project and prepare required invoices, progress reports, and completion reports.
- 2.Continue to build and maintain a transit database.
- 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 levels of service.
- 5.Provide input to SEPTA and PennDOT capital budgets and monitor capital projects and subsidies.
- 6.Promote transit initiatives through marketing strategies, service planning, and travel demand management. Evaluate upcoming land development and recommend measures to encourage transit use.
- 7.Plan and coordinate paratransit services.
- 8.Maintain liaison with SEPTA, PennDOT, Community Transit, The Delaware County TMA, and private providers.

Products:

- 1.Quarterly progress reports
- 2.Quarterly invoices
- 3.Closing report

Beneficiaries:

Member Governments, Operating Agencies, Private Sector, Citizens

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$95,000		\$95,000		
2013	\$98,788		\$98,788		
2014	\$95,000		\$95,000		
2015	\$95,000		\$95,000		

PROJECT: 13-63-004 Montgomery County Transit Planning and Implementation

Responsible Agency: Montgomery County Planning Commission

Project Manager: Sarah Oaks

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

The purpose of this project is to partially fund staff participation in transit planning with SEPTA, DVRPC and Pottstown Urban Transit, Inc. (PUT). 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.

Tasks:

Task I – Administrative/Coordination:

- 1.Participate in the activities of the Greater Valley Forge and The Partnership TMAs.
- 2.Provide policy analysis and liaison with County Commissioners and SEPTA Board Members.
- 3.Provide inter-agency coordination with DVRPC, SEPTA and Pottstown Urban Transit.
- 4.Prepare TSP submittal and participate in DVRPC's annual Planning Work Program development.
- 5.Prepare quarterly progress and financial reports, general correspondence and respond to public information requests.

Task II – Transportation Plan Maintenance and Implementation:

- 1.Participate in the development of the Transportation Improvement Program.
- 2.Review new or modified transit service proposals and review subdivision and land development plans for transit access.
- 3.Review SEPTA and PUT operating and capital budgets.
- 4.Update the County Transportation Plan.
- 5.Participate in various transportation study task forces.
- 6.Participate in the development of the R6 Extension and the Route 100 Extension projects.

Products:

- 1.Monthly progress and financial reports.
- 2.Route and service plans.

3.County Transportation Plan Update.

Beneficiaries:

Operating Agencies, Private Sector, County and Municipalities

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$84,000		\$84,000		
2013	\$87,348		\$87,348		
2014	\$84,000		\$84,000		
2015	\$84,000		\$84,000		

PROJECT: 13-63-005 Philadelphia Transit Planning and Programming

Responsible Agency: Mayors Office of Transportation and Utilities

Project Manager: Sarah Oaks

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 Mayor's office of Transportation & Utilities for expenses incurred as a result of its input and participation in the regional transit planning and capital programming processes. This is a continuation of similar grants received for the past several years by the City's Office of Strategic Planning.

Tasks:

Short-Range Transit Planning Process:

1. Manage, analyze, develop, and evaluate the City of Philadelphia's short-range low capital-intensive transportation projects that are under various stages of implementation, with emphasis on coordination with the City's neighborhood and commercial corridor improvement programs.
2. Prepare necessary inputs into the regional transportation plan:
 - a. Assist in the development and coordination of City and Regional transit plans.
 - b. Assist in planning for compliance with, and implementation of, strategies related to the Clean Air Act Amendments and the Americans with Disabilities Act.
3. Participate in the development of regional TSM planning:
 - a. Review and evaluate short-range transit plans.
 - b. Participate in the Commission's transit planning projects.
 - c. Participate in SEPTA's transit planning technical studies and projects such as route analysis.
 - d. Participate in transit planning studies sponsored by other agencies, such as the Delaware River Port Authority, New Jersey Transit, PennDOT, and the Center City Philadelphia TMA.
 - e. Attend transportation planning related meetings and conferences sponsored by FTA, PennDOT, APTA, TRB, PTI, NACTO, IMPACTS, or other transportation organizations.

Long-Range Transit Planning Process:

Assist in preparing the transportation elements of DVRPC's Long-Range Plan Update

TIP Coordination and development:

1. Review and analyze the current Regional TIP, including the status of the current Budget Year and the 2-6 Year Program of the City of Philadelphia's Transportation Capital Budget and Program.
2. Coordinate the TIP's progress and status with the Commission and member agencies.
3. Make field trips to examine sites as required.
4. Identify and resolve issues requiring coordination with the Commission and member agencies.
5. Provide assistance to the Commission's staff in analyzing the City of Philadelphia's TIP projects and implementation thereof.
6. Collect data for each City transit improvement project, including purpose, justification, physical description, status, and implementation schedule.
7. Prepare and review the City of Philadelphia long range Capital Budget and Program for transit projects.
8. Update and present to the Commission and member agencies the City's portion of the Regional TIP updates and updates to the State 12-Year Transit Capital Program.
9. Review and analyze the draft regional TIP in light of the Long Range Plan. Prioritize and stage the elements of the TIP within fiscal funding constraints.
10. Make suggestions to improve and revise the City's and SEPTA's Transit Capital budgeting process.
11. Participate in the preparation and coordination of City submissions for Transportation Enhancements, CMAQ, TCDI, and TCSP funding.

Products:

Transit Capital Project element of the City's long range Capital Budget and Program.

Beneficiaries:

City of Philadelphia, PA, SEPTA, PATCO, NJ Transit

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$107,000		\$107,000		
2013	\$111,265		\$111,265		
2014	\$107,000		\$107,000		
2015	\$107,000		\$107,000		

PROJECT: 13-63-006 Philadelphia Short Range Planning

Responsible Agency: Philadelphia City Planning Commission

Project Manager: Sarah Oaks

Goals:

To support the City Planning Commission's 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 that the City Planning Commission prepare an annual Capital Program and Budget. This work also provides input into 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 Planning Commission is also required by the Charter to prepare and maintain a Comprehensive Plan for the City. Staff support is also needed for analyses of proposed developments, as well as the development of transportation improvement proposals for immediate implementation. This project will also include participation in the regional planning process.

Tasks:

Task 1: Transportation Capital Programming Projects

- a) Evaluate requested transportation projects and make recommendations about their inclusion and level of funding in the City's Capital Budget and Program
- b) Develop supporting data, tables, and text for the Capital Program and contribute to capital program maintenance, including the evaluation and processing of amendments.
- c) Participate in the development and maintenance of the regional Transportation Improvement Program.
- d) Review and make recommendations regarding studies and plans for transportation capital projects.

Task 2: Transportation Plan Development and Maintenance

- a) Participate in the development and maintenance of the transportation elements of the City's comprehensive plan and district plans.
- b) Provide City Planning Commission input to DVRPC's transportation planning projects, including the development of the Long Range Plan.

- c) Work with the Transit First Subcommittee in its efforts to improve the effective operation of surface transit.
- d) Continue non-motorized transportation planning activities, particularly as they relate to transit access.
- e) Attend transportation planning related meetings and conferences sponsored by organizations such as PennDOT, FTA, and TRB.
- f) Evaluate proposed development projects for potential impacts on transportation systems.
- g) Review plans and participate in planning efforts of other agencies, including SEPTA, the Streets Department, PennDOT, PATCO, and the Central Philadelphia Development Corporation TMA.
- h) Participate in the Regional Transportation Committee of DVRPC and the SEPTA City-County meetings.

Task 3: Administration and Coordination

- a) Perform contract administration
- b) Prepare quarterly progress reports and invoices.

Products:

- 1. Recommended Capital Budget and Program
- 2. Final Capital Program Report
- 3. Memos and reports on individual transportation issues

Beneficiaries:

General Public/Citizens, DVRPC, SEPTA

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$130,000		\$130,000		
2013	\$147,681		\$147,681		
2014	\$130,000		\$130,000		
2015	\$130,000		\$130,000		

**PROJECT: 13-63-007 Capital Budgeting/Planning/Transportation
Improvement Program**

Responsible Agency: Southeastern Pennsylvania Transportation Authority

Project Manager: Sarah Oaks

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

Prepare the SEPTA Capital Budget, Program and Comprehensive Plan and provide the required input to the Regional Transportation Improvement Program. Prepare SEPTA's responses to federal guidelines and rule making regarding the next reauthorized transportation bill and Act 44. Provide for short-range planning studies and long range planning activities to support SEPTA operating departments. Provide support to other departments in developing work programs for DVRPC sponsored projects and FTA demonstration programs, and represent SEPTA at regional forums and provide technical assistance and coordination for various regional studies.

Tasks:

Transportation Improvement Program:

1. Submit input to DVRPC and participate in meetings concerning amendments and modifications to the Regional Transportation Improvement Program.
2. Refine prioritized SEPTA Capital Budget, Twelve-Year Capital Program and Comprehensive Plan with data and assistance from within SEPTA and also from outside agencies.
3. Perform generalized planning and analysis in order to prioritize the capital projects.
4. Program and produce SEPTA One-Year Capital Budget and Twelve-Year Capital Program, and Comprehensive Plan.
5. Provide assistance to DVRPC in analyzing the SEPTA Capital Budget and Twelve-Year Capital Program, and in assimilating this information into the regional TIP.
6. Maintain and utilize the Capital Program Management System data files.
7. Provide information to federal, state, city and county officials and staff concerning SEPTA capital projects.

Capital Budgeting:

1. Participate in the budget process for the Commonwealth of Pennsylvania,

including the annual budget process. Develop and submit SEPTA's request for local matching funds.

2. Participate in the budget process for Bucks, Chester, Delaware and Montgomery Counties, and the City of Philadelphia. Develop SEPTA's request for local matching funds.

3. Develop commitment and cash flow schedules for the Pennsylvania Dedicated Funding Program.

4. Respond to information requests from a variety of federal, state, and local funding agencies.

Long Range Planning:

1. Research and analyze capital and long range planning options.

2. Provide assistance to DVRPC, the Counties and local governments on station area planning studies and long-term system expansion projects.

Products:

SEPTA One-Year Capital Budget, Twelve-Year Capital Program and Comprehensive Plan, and input SEPTA capital projects to the DVRPC Regional TIP document.

2. Reports and recommendations to be used in support of the short and long range planning program and development of work programs for various internal and external studies.

Beneficiaries:

Member Governments, State, Operating Agencies

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$322,000		\$322,000		
2013	\$334,837		\$334,837		
2014	\$322,000		\$322,000		
2015	\$322,000		\$322,000		

PROJECT: 13-63-008 SEPTA Regional Rail Visibility Enhancement

Responsible Agency: Bucks County Planning Commission

Project Manager: Sarah Oaks

Goals:

This effort seeks to both complement and augment ongoing and future work by SEPTA's planning and marketing departments to increase attractiveness, visibility, and utilization of transit facilities in Bucks County by recommending and pursuing strategies and opportunities in those areas outside of SEPTA's direct control.

Description:

Ongoing concerns with fuel costs and a need to create and retain quality jobs have resulted in more attention being paid to public transportation. For employers, public transportation affords greater recruitment and retention potential for quality workers. For citizens, public transportation reduces vehicle traffic, improves air quality, and provides an appealing commuting alternative to driving. Numerous studies have shown that public transportation increases property values and improves quality of life in the communities it serves.

Many communities in central and lower Bucks County benefit from the presence of SEPTA's Regional Rail system. Residents enjoy a car-free commute to jobs in older suburbs and the city of Philadelphia, and local employers are able to recruit workers from throughout the system. Through work with host communities to improve access to transit from its businesses and residences, this project will expand upon efforts by SEPTA to improve its infrastructure and ridership.

With assistance from Bucks County Planning Commission, TMA Bucks staff will perform a thorough documented examination and assessment of the communities surrounding the Doylestown, Warminster, West Trenton, and Trenton Regional Rail lines operating within Bucks County. This evaluation will consider existing conditions in each community and identify improvements that, if implemented, will likely prove beneficial for current and new SEPTA patrons. Emphasis will be placed upon safety related issues (e.g. sidewalks, cross walks, traffic speed, etc.), as well as improvements that could increase community awareness and familiarity with the SEPTA system.

TMA Bucks will invite participation from relevant stakeholders (e.g., SEPTA, PennDOT, municipalities, etc.) as required throughout this process.

Tasks:

- For every SEPTA station location on the branch lines that are identified within the study area, there will be an examination of pedestrian facilities providing passage between key points in communities and the SEPTA Rail Stations and Bus routes. Sidewalks, cross walks, and traffic conditions are among the conditions to be considered;
- Inventory and evaluation of existing passenger shelter facilities along SEPTA bus routes and recommendations for placement of passenger shelters or other appropriate amenities for bus users;
- Identification of those communities where new or improved transit wayfinding signage systems are warranted as a means to direct residents and visitors in a community to nearby SEPTA routes and/or stations;
- Other relevant items as identified throughout program period deemed beneficial for transit users within communities.

Products:

- Progress reports and invoices;
- Report of findings and recommendations for each community;

Beneficiaries:

- Residents;
- Visitors;
- Public transportation users;
- Operating agencies and utilities;
- Economic development agencies;
- Employers; and
- Municipalities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$25,000		\$25,000		
2014	\$0				
2015	\$0				

PROJECT: 13-63-009 Public Transportation in Chester County Resource Guide

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

Develop a central portal of public transportation information for Chester County that explains the fundamental availability of transit services and directs riders to the appropriate transit agency for more detailed transportation information.

Description:

With two railroad providers, four public bus providers, a paratransit system with three services (and differing eligibility), private taxis, and other special transportation services, understanding the public transportation choices in Chester County is extremely challenging. Currently, information about these transportation services is scattered among various agencies' websites and printed information. The lack of consolidated public transportation information for a first-time user to understand the various transportation services within the County is a significant issue and barrier for both riders and transportation-reliant agencies; this issue has been raised previously by the County's Paratransit Advisory Board, CCPC, Rover, TMA, and legislative staff.

This project will enable Chester County Planning Commission staff to develop a branded, dedicated website and complementary PDF document that will serve as a central "portal" of information for the public transportation services in Chester County. The targeted audience for the guide will be first-time transit riders, with a particular emphasis on the elderly, disabled, and transit-dependent audiences. This resource is not intended to replace the current information published by each service provider, but will serve as a gateway to the various service providers by explaining the geographic coverage, service hours, cost, and rider eligibility of each service. The Chester County Department of Community Development's Guide to Transportation in Chester County and the Chester County Planning Commission's Public Transportation Map will serve as the basis for this resource guide.

The electronic format of these products will provide the flexibility to update the resource information in a cost and time-effective manner. The complementary PDF version of the resource will permit on-demand printing for riders that prefer a hard-copy, paper format. Limited printed materials will be distributed to partner agencies to bolster awareness of this resource guide. The need for bi-lingual materials will be assessed by the technical committee. The Chester County Planning Commission will commit to the hosting and updating these resources annually.

Tasks:

1. Form a technical committee
2. Inventory existing transportation user-guide resources
3. Conduct stakeholder interviews with transportation-reliant agencies
4. Develop dedicated website and complementary PDF document
5. Distribute transportation resources to partner agencies

Products:

1. Public Transportation in Chester County Resource Guide
2. Dedicated, branded Website

Beneficiaries:

Chester County Departments: Planning Commission, Community Development, Health, Aging; SEPTA; PART; TMACC; GVFTMA; Chester County Rover (Paratransit); Legislative Representative Offices; Transportation-Reliant Agencies (Healthcare Providers, Senior Centers, etc.); Public

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$62,500		\$62,500		
2014	\$0				
2015	\$0				

PROJECT: 13-63-010 Delaware County Public Transportation Map and Guide Update

Responsible Agency: Delaware County Planning Department

Project Manager: Sarah Oaks

Goals:

To update and produce the Delaware County Public Transportation Map and Guide

Description:

In 2009, the Delaware County Planning Department (DCPD) completed its update for Delaware County Public Transportation Map and Guide. This project the result of cooperation with SEPTA, PennDOT, DVRPC and the Delaware County TMA. A private consultant provided technical assistance for the production of the map. The result was a useful and informative foldout pamphlet, which proved highly popular with the public when DCPD distributed it throughout the county. It has been over three years since the map and guide was produced. All copies have been distributed, and it is no longer readily available as a hard copy. In addition, there have been many service changes that require an updated map rather than a straight re-print.

DCPD believes that the time is appropriate to undertake an update and reprint of the Public Transportation Map & Guide. There have been several important changes that need to be reflected in the new document including newly built trip-generating developments, several route modifications within the last two years and more route modifications planned for Delaware County in SEPTA's Annual Service Plan update. DCPD requests that the project be funded as part of the DVRPC FY 2013 Transit Support Program. The update will be a smaller task in terms of cost and time than the 2009 update of the map and guide, as the majority of the information still remains accurate.

Tasks:

1. Update transit routes shown on original map to reflect current services available.
2. Work with mapping consultant to create new map.
3. Work with printing company to produce as many maps as possible with budget available.
4. Distribute maps to interested parties and organizations.

Products:

1. Updated Public Transportation Map and Guide

Beneficiaries:

: Citizens and businesses in Delaware County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$45,000		\$45,000		
2014	\$0				
2015	\$0				

PROJECT: 13-63-011 Prioritizing Corridor Signal Upgrades for Transit First

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Gregory Krykewycz, Laurie Matkowski

Goals:

Transit Signal Priority (TSP) is an important element in the toolkit of Transit First strategies that seek to improve the effectiveness and attractiveness of surface transit in Philadelphia. Of Transit First interventions (stop consolidation, stop relocation, etc.), TSP may be among the most effective, but it is also among the most capital-intensive. This study will build on prior data gathering, analysis, and mapping work to develop a citywide prioritization framework that will identify the corridors where TSP and related signal upgrades are likely to be the most cost effective and have the greatest operational benefits for transit and all road users.

Description:

DVRPC has explored the regional potential of TSP as an emerging 'Best Practice' in prior planning projects (see Speeding Up SEPTA [pub. 08066]; Transit First Analysis of SEPTA Route 34 [pub. 09040]; and Boosting the Bus [pub. 10033]). TSP investments have been made in the City of Philadelphia using CMAQ funds under prior Transit First projects (SEPTA Route 52 bus and Routes 10 & 15 trolleys), and the City has recently been awarded competitive capital funding from FHWA to implement signal upgrades including TSP for several additional routes.

This study will examine traffic signal and surface transit routes citywide and develop a method of scoring corridors on their likelihood for successful and cost-effective TSP/signal investments. In addition to prior and ongoing transit planning work by DVRPC staff as part of the Transit First Committee, including the studies cited above, this project will build on prior work by DVRPC's Office of Transportation Operations Management, which has gathered and mapped the following data in the City of Philadelphia: fiber optic networks owned by various agencies, closed loop and other traffic signal databases, official detour routes, and Intelligent Transportation System (ITS) equipment locations of traffic sensors, closed circuit television cameras (CCTV), and variable message signs (VMS). The unit has also documented operations and ITS policies with respect to Philadelphia in the Transportation Operations Master Plan [pub. 09049], which was developed in conjunction with DVRPC's recent long range plan.

Tasks:

1. Convene a project steering committee comprised of City of Philadelphia staff (Streets Department, MOTU, Planning Commission), SEPTA staff, and DVRPC

staff. Project steering committee meetings and discussion may occur in conjunction with Transit First Committee meetings.

2. Assemble available ridership and bus operations data (such as segment-level bus volumes and travel times) from SEPTA and the DVRPC TIM 2.0 network.

3. Inventory available citywide signals and roadway data.

4. Work with the project steering committee to develop a corridor scoring framework that takes into account all relevant factors, building on prior DVRPC analysis and industry best practices.

5. Apply the scoring framework developed in (4) to signalized corridors citywide.

Corridors may be ranked individually from first to last priority, or grouped into several priority levels.

Products:

Datasets and maps summarizing the results of the citywide evaluation, as well as a report or technical memorandum detailing the analysis that was conducted.

Beneficiaries:

City of Philadelphia, SEPTA, transit riders.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$50,000		\$50,000		
2014	\$0				
2015	\$0				

PROJECT: 13-63-012 Chester Riverfront Rail Station Alternatives Analysis

Responsible Agency: Delaware County Planning Department

Project Managers: Sarah Oaks

Goals:

Produce a detailed analysis of the three alternatives for riverfront rail access as recommended by DVRPC's Chester Riverfront & Community Rail Access Study.

Description:

The Chester Riverfront Rail Station Alternative Analysis follows up on the FY 10 Chester Riverfront & Community Rail Access Study, by producing a detailed analysis of each of the three alternatives recommended by DVRPC: (1) Retain the existing Highland Avenue Station, (2) Replace the Highland Avenue Station, and (3) Relocation of the Highland Avenue Station. The study will be undertaken by a consulting firm with appropriate experience in studies such as this one.

Tasks:

1. A review and analysis of all possible site locations from the Chester Riverfront & Community Rail Access Study, selecting the best location that will link the station with riverfront development.
2. An investigation of all land acquisition, parking, construction, bus and pedestrian access (to the station and between the station and the riverfront), and Conrail crossing issues associated with the three alternatives.
3. A more precise estimate than that which was provided in the Chester Riverfront & Community Rail Access Study of capital and operating costs for the three alternatives and a discussion of possible funding sources, both public and private.
4. A determination of the potential for Transit-Oriented Development at all station sites, including whether a Transit Revitalization Investment District (TRID) would be applicable.
5. Provide a firm recommendation for action and implementation of the best site. If that site remains Highland Avenue, determine the best temporary site for use while that station is rebuilt, and detail land acquisition, construction, and other costs associated with this temporary site.

Products

1. Project report detailing recommended alternative option and all cost estimates associated with this recommendation.

Beneficiaries:

City of Chester, Delaware County, SEPTA, the Buccini/Pollin Group, The Philadelphia Union soccer team, employers and employees of The Wharf at

Rivertown, Citizens of the region traveling to destinations served by this station.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$100,000		\$100,000		
2014	\$0				
2015	\$0				

**Delaware Valley Regional Planning Commission
FY 2013 New Jersey Transit Support Program**

Core Projects					
Project Number	Agency	Project	FY 2013 Budget		
			Cash	Match	Total
13-63-020	Burlington County	Transit & Ridesharing	\$36,834	\$9,209	\$46,043
13-63-021	Camden County	Transit Planning & Programming	40,881	10,220	51,01
13-63-022	Gloucester County	Transportation Systems Planning	53,228	13,307	66,535
13-63-023	New Jersey Transit	TIP and Short Range Planning	69,690	17,422	87,112
13-63-024	Mercer County	Transit Planning & Programming	32,787	8,197	40,984
Subtotal			\$233,420	\$58,355	\$291,775
Special Studies					
Project Number	Agency	Project	FY 2013 Budget		
			Cash	Match	Total
13-63-015	Mercer County	Feasibility Assessment for Transit Signal Priority	\$84,099	\$21,025*	\$105,124
13-63-016	NJ Transit	Pennsauken TOD	90,000	22,500*	112,500
13-63-017	NJ Region	TMA Administration	20,000	5,000**	25,000
Subtotal			194,099	48,525	242,624
Program Total			\$427,519	\$106,880	\$534,399

* Counties are responsible for the match of all projects done on their behalf.

**Each core recipient is responsible for \$1,000 in match for TMA Administration

PROJECT: 13-63-020 Transit and Ridesharing

Responsible Agency: Burlington County - Land Development

Project Manager: Sarah Oaks

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, 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 car pooling 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.

Tasks:

- 1.Assist NJ Transit in efforts to establish legal bus stops and install 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.Coordinate programs with local, county, state, and regional agencies.
- 7.Draft regulations and sample ordinances that would implement TCMs at county and municipal levels.
- 8.Coordinate with the operators of light rail transit in Burlington County.
- 9.Implement the transit portion of the Burlington County Transportation Master Plan.
- 10.Serve on the Executive Committee of the CCCTMA.

Products:

- 1.Quarterly progress reports.

- 1.Approved legal bus stop and shelter locations.
- 3.Recommendations and implementation of improvements in the moving of people within the transportation system including preparation of the final report.
- 4.Transit section of Burlington County Transportation Master Plan.

Beneficiaries:

Burlington County, Local Governments, Private Citizens, Developers, Transportation Engineers and NJDOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$47,043		\$47,043		
2013	\$47,043		\$47,043		
2014	\$47,043		\$47,043		
2015	\$47,043		\$47,043		

PROJECT: 13-63-021 Camden County: Transit Planning and Programming

Responsible Agency: Camden County - Department of Public Works - Division

Project Manager: Sarah Oaks

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. Do research and prepare reports on public transportation matters as required, etc. Coordinate with Cross County Connection TMA other Counties and State Agencies. Serve on various corridor study task forces.

Tasks:

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. Administer the project, which includes submission of a progress report, final billing and report
6. Respond to public information requests
7. Develop and maintain transit -oriented GIS to include the development and update of asset management data on county roadways.
8. Coordinate planning activities with various county and state agencies
9. Provide technical support to the CMAQ Subcommittee of the DVRPC RTC.
10. Develop the Camden County Work Program for inclusion in the Regional Transportation Committee work program.

Products:

1. Transit-oriented GIS data and reports.
2. Progress reports and final report.

Beneficiaries:

Citizens, private sector, operating agencies

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$52,101		\$52,101		
2013	\$52,101		\$52,101		
2014	\$52,101		\$52,101		
2015	\$52,101		\$52,101		

PROJECT: 13-63-022 Transportation Systems Planning & Implementation

Responsible Agency: Gloucester County Planning Department

Project Manager: Sarah Oaks

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.

Tasks:

1. Monitor NJ TRANSIT service within the county, perform detailed analysis and submit recommendations to NJ TRANSIT
2. Assist NJDOT, NJ TRANSIT and DVRPC in the investigation of potential transportation improvements
3. Assist the business community in identifying their transportation needs and provide information as to their transportation alternatives
4. Continue regional marketing and marketing activities
5. Provide technical assistance and program coordination with regional, state and local agencies
6. Participate in transportation meetings and conferences
7. Administer project, which will include submission of quarterly progress reports, quarterly invoices and final report
8. Respond to public information requests

Products:

1. Service improvement recommendations
2. Quarterly reports and billings and final report

Beneficiaries:

Gloucester County, Municipalities, Private Sector, Citizens

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$67,535		\$67,535		
2013	\$67,535		\$67,535		
2014	\$67,535		\$67,535		
2015	\$67,535		\$67,535		

PROJECT: 13-63-023 Transportation Improvement Program and Short Range Planning

Responsible Agency: New Jersey Transit

Project Manager: Sarah Oaks

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

This project continues NJ Transit's ongoing support and coordination of regional planning activities in the DVRPC region. NJ Transit will assist in the development of the regional Transportation Improvement Program and maintain and utilize a computerized database for capital projects. This project will provide for continued NJ Transit representation at DVRPC meetings and regional forums, such as RTC, Board, Air Quality Conformity, Congestion Management System, Jobs Access Reverse Commute, and Bus Rapid Transit meetings. NJ Transit will provide technical assistance and coordination for regional forums and regional studies pertaining to NJ Transit.

Tasks:

Transportation Improvement Program:

1. Participate in the development of the regional Transportation Improvement Program.
2. Provide capital project descriptions and project ratings according to DVRPC project selection criteria.
3. Support the preparation of the capital program and priorities within NJ Transit.
4. Program and produce NJ Transit's one year and five year capital programs.
5. Support DVRPC in the analysis of NJ Transit's capital program and in the preparation of the regional transit element of the DVRPC TIP.
6. Continue to develop, maintain and apply the project information database.
7. Provide NJ Transit capital project information to state, county and local agencies and staff.
8. Maintain an ongoing dialog with county and local officials regarding capital project problem statements, programs and progress.

Regional Planning Activities:

1. Support the continued development and refinement of the Congestion

Management/Intermodal Systems.

2. Support the refinement and continued development of the regional and statewide long range transportation plans.

3. Analyze new federal, state and local regulations concerning planning and development guidelines.

4. Provide technical assistance to NJ Transit departments in the pursuit of FTA program funds.

5. Represent NJ Transit at regional planning forums and provide technical assistance and coordination for county or local transportation studies.

Products:

NJ Transit's annual capital program, five year capital plan and transit element of the DVRPC Regional TIP.

Beneficiaries:

Member Governments and Operating Agencies

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$101,600		\$101,600		
2013	\$110,612		\$110,612		
2014	\$101,600		\$101,600		
2015	\$101,600		\$101,600		

PROJECT: 13-63-024 Transit Planning and Programming

Responsible Agency: Mercer County Planning

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 rides, and van or car pooling 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.

Tasks:

- 1.Assist NJ Transit in efforts to establish legal bus stops and install 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 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 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.Coordinate programs with local, county, state, and regional

Products:

- 1.Quarterly progress reports and invoices.
- 2.Approved legal bus stop and shelter locations.
- 3.Recommendations and implementation of improvements in the moving of people within the transportation system including preparation of the final report.

Beneficiaries:

Mercer County, Local Governments, Private Citizens, Developers, Transportation

Engineers and NJDOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$47,800		\$47,800		
2013	\$63,009		\$63,009		
2014	\$47,800		\$47,800		
2015	\$47,800		\$47,800		

PROJECT: 13-63-0%5 Feasibility Assessment for Transit Signal Priority

Responsible Agency: Delaware Valley Regional Planning Commission**Project Manager:** Gregory Krykewycz**Goals:**

Transit Signal Priority (TSP) has been suggested in prior planning efforts (NJ TRANSIT near-term Central Jersey BRT planning; DVRPC Future Bus Plan for Mercer County) as a way to improve the effectiveness and attractiveness of bus transit in Mercer County. This study will take a closer look at the routes and locations for which TSP has been proposed, and identify the locations that are likely to be the most cost effective and have the greatest operational benefits.

Description:

DVRPC has explored the regional potential of TSP as an emerging 'Best Practice' in prior planning projects (see Speeding Up SEPTA [pub. 08066]; Transit First Analysis of SEPTA Route 34 [pub. 09040]; and Boosting the Bus [pub. 10033]). TSP is one of a number of strategies (including stop consolidation, queue-jumping lanes, and limited exclusive rights-of-way) that offer the potential to meaningfully improve bus operations and travel times at comparatively minimal expense. TSP has been proposed for Mercer County bus routes through NJ TRANSIT's near-term (2015) Central Jersey BRT planning, NJDOT's Route 1 Regional Growth Strategy, and most recently DVRPC's Mercer County Future Bus Plan [pub. 10035; publication pending].

This study will take a closer look at the locations and routes in Mercer County where TSP has been proposed, and identify the projects with the best 'bang for the buck'; i.e., the greatest potential operational improvements with the fewest cost and complexity tradeoffs. As a result of this study, locations and corridors will be identified to inform a Phase II effort focused on engineering, signal timing, and implementation.

Tasks:

1. Convene a project steering committee comprised of DVRPC, NJ TRANSIT, Mercer County, and municipal stakeholders (the Central Jersey Transportation Forum will be a starting point for this).
2. Assemble available ridership and bus operations data (such as segment-level bus volumes and travel times) from NJ TRANSIT and the DVRPC TIM 2.0 network.
3. Assemble available countywide signals and roadway data.
4. Inventory the routes and locations in Mercer County where TSP has been suggested in prior studies.

5. Using regional and national Best Practices (such as DVRPC's recommendations for TSP in Speeding Up SEPTA and Cambridge Systematics' TSP Intersection Evaluation Methodology developed for Bergen County and NJ TRANSIT), analyze and score the routes and locations identified in Task 4, as well as any additional locations suggested by the steering committee.

6. Identify the projects that are deemed most suitable for TSP as a result of the analysis, and develop order-of-magnitude cost estimates for their implementation.

Products:

1.A report detailing the results of the analysis, with suggested next steps for Phase II advancement.

Beneficiaries:

Mercer County, NJ TRANSIT, Central Jersey Transportation Forum, transit riders

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$0				
2013	\$84,099		\$84,099		
2014	\$0				
2015	\$0				

PROJECT: 13-63-0% Pennsauken Transit Center TOD Assessment

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Karin Morris, Sarah Oaks

Goals:

1. Promote livable communities and greater use of the region's public transit and rail systems.
2. Revitalize older suburbs, including local neighborhoods and business districts.
3. Foster multi-modalism, including pedestrian and bicycle connections with existing and planned transit stations.
4. Investigate appropriate parking and related transit-supportive strategies to facilitate public transit access and use.
5. Involve local communities and their residents in the development of TOD planning activities and recommendations.

Description:

Currently, a new transit/rail connection is planned and being constructed by New Jersey Transit involving the crossing of their Riverline and Atlantic City Rail Line in Pennsauken Township. This new station will facilitate intermodal travel to/from Atlantic City by residents and employees who reside in Riverline communities. Following completion of the new transit center, prospects for increased development activity, including both revitalization and new construction, will be enhanced. The study will include working with local officials, Camden County, New Jersey Transit, and New Jersey Department of Transportation to develop a transit-oriented development (TOD) plan for the area around and including the transit center. Public involvement meetings will also be scheduled to obtain local opinions and reactions to study ideas and recommendations

Tasks:

1. Form study advisory committee (SAC) comprised of the agencies and governmental officials described above.
2. Determine and refine a study area boundary working with the SAC; the initial area would be within a one-half mile radius around the new transit center.
3. Determine existing conditions: land use, transportation facilities and services, sidewalks, trails, bicycle facilities, environmental features and community services and facilities.
4. Working with the SAC, determine study goals and objectives, followed by an outreach meeting and process to share the assessment of existing conditions in the defined study area and the proposed goals and objectives with local residents and businesses.

5. Develop a TOD plan for the area, including land use and transportation recommendations, incorporating the outcome of the public review process and the continuing involvement of the SAC. A second outreach process would be undertaken to obtain community comments on the planning proposals.
6. Include an implementation component on next steps to achieve the proposed plan and related study recommendations.
7. Prepare a final report with an executive summary and present the overall study outcome to Pennsauken Township elected officials and planning commission

Products:

Final report with an executive summary in both print and on-line formats.

Beneficiaries:

Pennsauken Township, Camden County, local residents and businesses, New Jersey Transit, New Jersey Department of Transportation

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012					
2013	\$90,000		\$90,000		
2014					
2015					

PROJECT: 13-63-07 New Jersey TMA Work Program Administration and Oversight

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sarah Oaks

Goals:

Provide NJ DOT and NJTPA with administrative services and oversight of the work programs of the Greater Mercer and the Cross County Connection Transportation Management Associations, and represent the region at meetings, committees, and other activities pertaining to the statewide TMA program in New Jersey.

Description:

Since the DVRPC region includes two Transportation Management Associations (TMAs), NJ DOT requested that DVRPC be represented on the Boards of the Greater Mercer (GM) and Cross County Connection (CCC) TMAs. DVRPC recognizes the TMAs as valuable partners in planning efforts in their service areas, and the TMAs work cooperatively with staff in a variety of capacities. In addition, Commuter Benefits staff has been asked to attend statewide TMA coordination meetings and has also served on a variety of committees related to Travel Demand Management strategies, Best Workplaces for Commuters, and other committees which provide direction to the GM and CCC TMAs. In FY 11 NJ DOT transferred oversight authority for TMA work programs to their respective MPO. Quarterly meetings which convene all TMAs with oversight staff, including DVRPC to represent this region, continue, hosted by NJTPA.

Tasks:

1. Attend Board meetings of the GM and CCC TMAs.
2. Attend Quarterly TMA administration and other coordination meetings as scheduled by NJTPA.
3. Review annual work programs submitted by GM and CCC TMA.
4. Participate in TMA activities as required by GM and CCC TMA.
5. Serve on statewide TDM Committees as requested.

Products:

1. Meeting Minutes or highlights circulated to relevant staff.
2. Work Program comments.

Beneficiaries:

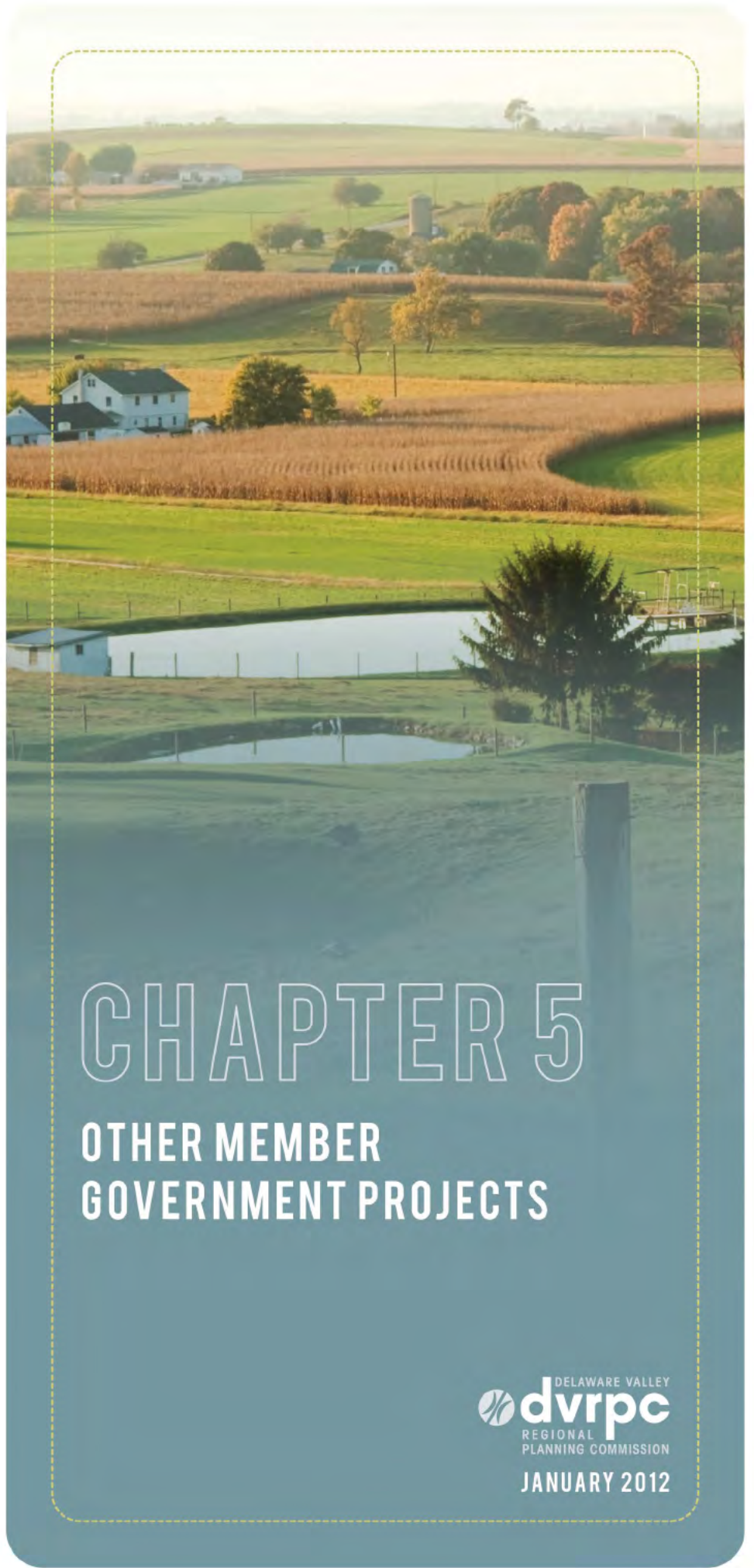
New Jersey TMAs, New Jersey DOT, commuters in the DVRPC region in New

Jersey

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012					
2013	\$20,000		\$20,000		
2014					
2015					

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CHAPTER 5

OTHER MEMBER GOVERNMENT PROJECTS

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2013 PLANNING WORK PROGRAM

CHAPTER FIVE

OTHER MEMBER GOVERNMENT PROJECTS

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PROJECT: 11-47-400 William Penn - Regional Trails Network Re-Grant and Technical Assistance Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn

Goals:

To design and develop a grant program to support implementation of the regional multi-use trails network. The program will make grants to: 1) design and construct trails to close gaps in the network; 2) build project management and stewardship capacity within governmental and non-profit trail-related organizations; and 3) provide technical assistance to regional trail partners.

Description:

In recent years, the William Penn Foundation increased its support for multi-use trail projects such as the Schuylkill River Trail and East Coast Greenway. This support grew out of the recognition that multi-use trails lay at the nexus of numerous Foundation goals, including active transportation, community revitalization, public health, sustainability and the creation of livable communities. Trails have also emerged as a centerpiece of major Foundation investments in the North Delaware and Central Delaware riverfronts, the tidal Schuylkill River, and the City of Camden.

Recognizing that a completed multi-use trails network could transform the region in multiple ways, the Foundation conducted a “Regional Trails Scan” in 2010 to evaluate the current state of the network, and think strategically about its future implementation. Upon completion, the scan identified and prioritized an interconnected, bi-state trail system centered on the region’s urban core. In November 2010, the Foundation approved a DVRPC proposal to create and administer a \$10 million re-grant and technical assistance program aimed at “filling gaps” in the regional trails network identified by the scan.

DVRPC will create a Regional Trails Network Implementation and Technical Assistance Program (Regional Trails Program) to provide capital funding and technical assistance for implementing trails, and will work to build capacity among regional partners. The Regional Trails Grant Program will take place over three years. Eligible activities will include:

1. Design and/or construction of multi-use trails that complete segments of, or close gaps in, the regional trails network;
2. Technical assistance related to rights-of-way, project management, legal indemnification and trail stewardship;
3. Trail planning and feasibility studies.

Eligible grantees include government agencies and non-profit organizations involved with trail planning, project management, and construction. A Regional Trails Program Technical Advisory Committee will be convened to help guide the

program and inform funding decisions.

DVRPC will create a database of trail project opportunities and establish criteria for making grant awards. An emphasis will be placed on completing gaps within the network that have regional significance, especially those that are within or connect to the region's core. Project cost and readiness, institutional capacity, community support and leverage will all be factors in determining grant awards.

Administration of the program will be broken down into four elements: 1) planning; 2) project management; 3) implementation; and 4) communication and coordination. Sub-tasks underneath these elements will include such items as branding, program management, project solicitation, project requirements, selection criteria, scheduling, budget requirements, contracting, grant management, construction management, technical assistance, information dissemination, and program evaluation.

The project will also work to build capacity and strengthen coordination among organizations and agencies involved in trail advocacy, planning and construction, in order to create a strong foundation for future trail projects. The total budget for the re-grant program is \$10,000,000, which will be paid for by the William Penn Foundation grant.

Tasks:

1. Form Committee: Form small technical advisory committee to design the grant program. Committee would meet as many times as needed during the project's duration from February 1, 2011 to January 31, 2014.
2. Determine Eligibility: Working with committee, determine eligible activities, projects types, and eligible organizations.
3. Determine Program Elements: Working with the committee, determine naming/branding, project selection criteria, application and budget requirements, project solicitation and evaluation process, program management and project management, and program schedule.
4. Solicit Candidate Projects: Reach out to regional partners to develop a list of candidate projects that meet program criteria.
5. Prepare All Grant Materials: Prepare grant program request for proposals, application and budget forms, and any other printed or web materials for the program.
6. Process and Select Proposals: Review and prioritize proposals and select grantees based upon program criteria, advisory committee input, project readiness, and fiscal constraints.
7. Manage Design Projects: Complete design project bid package including plans, specifications, and estimates ready for final project advertisement according to all necessary standards and requirements.
8. Manage Construction Projects: Perform project management and provide technical oversight. Complete construction projects with maintenance plan in place.
9. Establish Technical Assistance Program: Identify training needs, engage

consultants, and develop an outreach and communications plan to disseminate best practices and information related to trail funding, design, construction, and stewardship.

10. Information Dissemination: Provide greater visibility for the regional trail system through media coverage, events and other activities that highlight successful efforts towards completion of the regional trails network.

Products:

1. Quarterly meetings of the technical advisory committee.
2. Grant program application and guidelines, containing program elements, selection criteria, budget requirements, program requirements, and project management process.
3. Completed plan for financial assistance program, including lists of priority capital projects eligible for funding.
4. Completed design project bid packages including plans, specifications, and estimates ready for final project advertisement.
5. Meetings, workshops and technical training programs to provide peer learning and networking opportunities and increase trail building and stewardship capacity.
6. Outreach and communications plan developed and implemented with partners to disseminate best practices and provide training related to trail funding, design, construction and stewardship.
7. Print and web-based materials for program marketing and communication

Beneficiaries:

Member governments, municipalities, state DOTs, PA DCNR, NJDEP, active transportation advocates, bicyclists, pedestrians and the commuting public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012					
2013	\$5,000,000				\$5,000,000
2014					
2015					

*William Penn Foundation

PROJECT: 13-53-300 PA/NJ Regional GIS Implementation Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: William Stevens

Goals:

Ensure coordinated regional planning and information sharing by developing a region-wide transportation GIS system.

Description:

Following a Board directive, DVRPC has, in consultation with member governments and operating agencies, determined the needs and specifications for a region-wide transportation GIS system. This project enables the regional planning partners to expand their GIS capability by establishing the hardware, software and training needed to implement a GIS operation. Each partner will also establish a local system that can be integrated to share files with their adjoining counties, the DVRPC regional network, and the state systems. Data can thus be shared horizontally or vertically to improve planning and decision-making.

Tasks:

- 1.Participate in continuing project committee meetings and meet with DVRPC staff, DOT staff, and consultants as necessary.
- 2.Acquire GIS hardware, software, and training as approved for use in the project.
- 3.Augment in-house staff as necessary to complete tasks.
- 4.Participate in criteria development for transportation GIS centerlines and related geography files.
- 5.Contribute existing centerlines, add linework updates and related geography files where available.
- 6.Conflate DOT LRS on regional road network as needed.
- 7.Edit linework provided by the DOT or other organization that provides input to the transportation GIS.
- 8.Develop capability to utilize state DOT files for transportation planning.
- 9.Identify and develop local transportation data elements for inclusion in the region-wide GIS system.
- 10.Insure that data files have the necessary LRS reference fields.
- 11.Provide available address or address range files.
- 12.Participate in development of a continuing Region-wide Transportation GIS maintenance system.
- 13.Perform any updates consistent with the maintenance program.
- 14.Insure that all geography and data files contributed or developed under this project can be shared with the project participants.

Products:

- 1.Implementation of common regional transportation GIS architecture.
- 2.Transportation GIS files, including geography and database files, that can be utilized by all participants.
- 3.Hardware, software, and training necessary for project participation.

Beneficiaries:

All Client Groups

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$300,000				\$300,000
2013	\$300,000				\$300,000
2014	\$300,000				\$300,000
2015					

1.NJ-TIP- DOT# X30A-\$150,000 2. PA-TIP-DOT#48202-\$150,000

PROJECT: 13-62-000 New Jersey Local Study and Development

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Coscia

Goals:

Improve the efficiency of the region's transportation network by providing federal funds to the New Jersey subregions to advance projects through preliminary engineering and in some cases final engineering.

Description:

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the National Environmental Policy Act (NEPA), preliminary engineering, and in some cases Final Engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in TIP.

A project is considered to be "Scoped" when it has received an approved Environmental document, and a Design Report including any design exceptions and that the preliminary engineering is completed.

Tasks:

- 1.Kickoff Meetings
- 2.Public Meetings
- 3.Environmental Documents
- 4.Project related reports

Products:

- 1.Categorical Exclusion Documents
- 2.Design Reports

Beneficiaries:

Member and Local Governments and the Traveling Public

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012	\$330,000				\$330,000
2013	\$330,000				\$330,000
2014	\$330,000				\$330,000
2015					

PROJECT: 13-64-000 Pennsylvania Local Scoping

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Elizabeth Smith

Goals:

Improve the delivery and quality of improvements to the region's transportation network by providing a mechanism to help define the conceptual design of a project to address a local transportation problem.

Description:

This project will enable DVRPC to work with the PA counties to take a selected transportation deficiency (Problem Statement) through the steps of problem documentation, conceptual design, preliminary alternatives screening, and initial public outreach. The objective is to make candidate projects ready for consideration in the next TIP update cycle. This project assists the PA counties with problem identification, selection, and monitoring of the projects in the program. The work of preparing the project report will be done by a consultant managed by DVRPC.

Tasks:

1. Establish a selection committee for the program.
2. Solicit candidate problem statements for possible advancement under the program.
3. Select most appropriate problem statements for advancement.
4. Develop a generic scope of work to cover problem documentation, conceptual design, preliminary alternatives screening, initial public outreach, and project report.
5. Develop and publish a RFP for consultant services; evaluate and select a consultant to perform studies; issue and administer the consultant contract.
6. Direct and monitor each consultant study.
7. Prepare project information for PennDOT Level 2 Linking Planning and NEPA Screening form.
8. Present each report to DVRPC's committees for further consideration and for potential inclusion of the studied project in the TIP.

Products:

1. RFP for consultant services.
2. Project Reports for each selected problem statement.

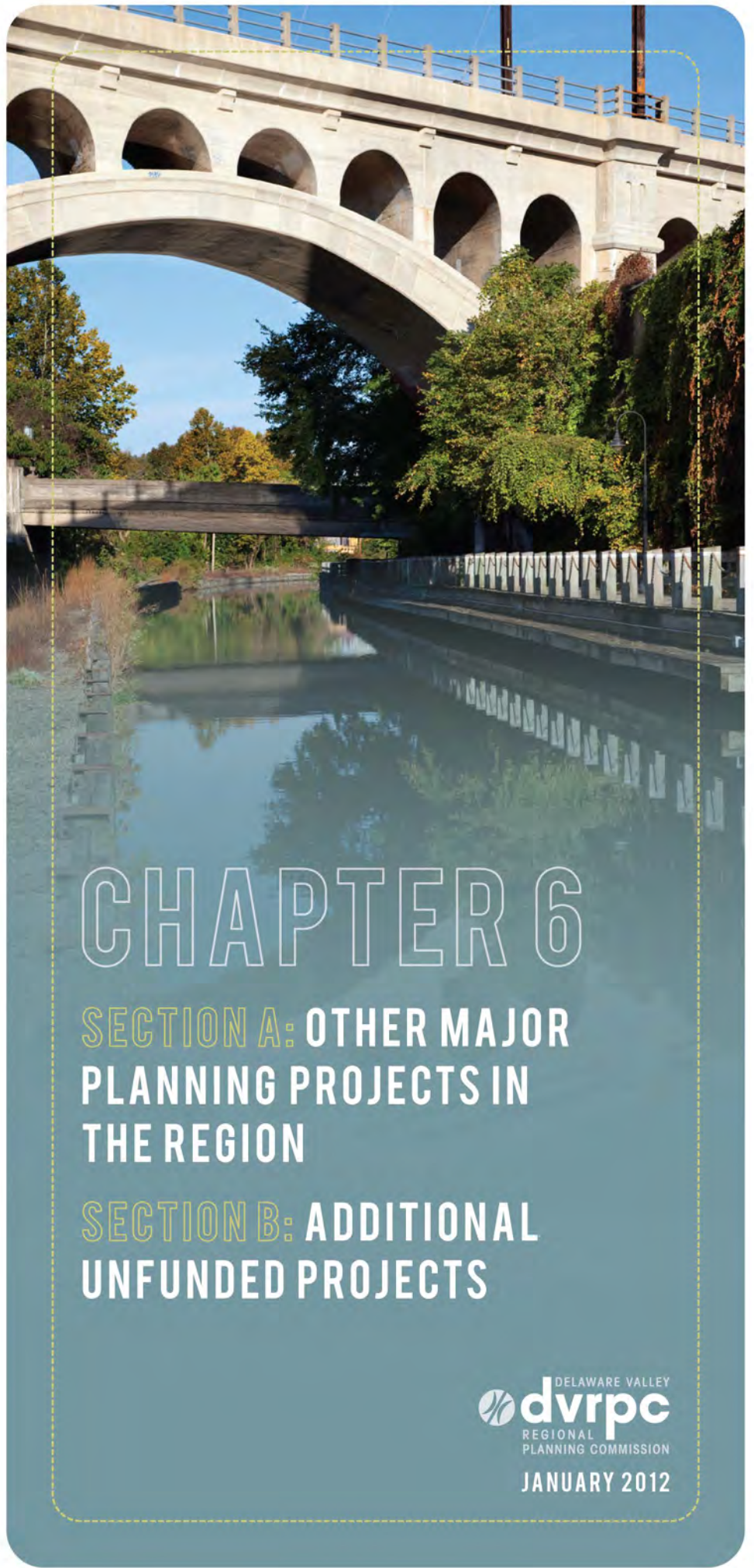
Beneficiaries:

PA counties and municipalities, PennDOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012					
2013	\$500,000				\$500,000
2014					
2015					

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CHAPTER 6

**SECTION A: OTHER MAJOR
PLANNING PROJECTS IN
THE REGION**

**SECTION B: ADDITIONAL
UNFUNDED PROJECTS**

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2013 PLANNING WORK PROGRAM

CHAPTER SIX - SECTION A

OTHER MAJOR PLANNING PROJECTS IN THE DVRPC REGION

Major transportation planning activities that receive funding from sources other than through DVRPC have been placed in Chapter Six-A of the FY 2013 Planning Work Program.

Transportation planning studies funded from other sources may include: Corridor, Sub-Area and Interchange Studies; Study and Development Program; Feasibility Studies; Transportation Investment Studies; Environmental Impact Statements; Categorical Exclusion (CE) Projects and Federal Transit Administration New Starts Planning Projects.

Additionally, transportation projects of regional significance that have official web pages are linked from the DVRPC web site:

<http://www.dvrpc.org/Transportation/RegionallySignificantProjects/>

Corridor, Sub-Area and Interchange Studies: These are projects which may be funded and advanced by other agencies during FY 2013 and may require coordination with DVRPC. Projects in this category may include traffic/transit analyses, access improvements or operational improvement studies. Additional corridor and area studies are also proposed by DVRPC for supplemental funding.

Study and Development Program (Concept Development - CD and Feasibility Assessment - FA): This represents the first stages in New Jersey DOT's project development process, where data is collected, public input is obtained, and potential conceptual improvements are defined and evaluated. In this phase, policy and strategic direction are established, the problem statement is packaged and the project scope developed. The Study and Development (S&D) stage includes the transportation analysis required to identify needs from the state, regional and local community perspectives. The entire S&D Program is included in the New Jersey TIP document.

Feasibility Study: This type of planning study examines the potential of alternative modal facilities in relation to the characteristics, needs and goals of the area. The environmental assessment or pre-engineering work associated with the feasibility study is generally done at the "fatal flaw" level.

Transportation Investment Study (TIS): TIS projects are generally performed by the Pennsylvania and New Jersey Departments of Transportation. These detailed studies are required for regionally significant transportation projects and whenever there is a need to develop information about likely impacts and consequences of alternative transportation investment strategies at the corridor or subarea level.

Environmental Impact Statement (EIS) / Environmental Assessment (EA): An EIS is a document required by the National Environmental Policy Act (NEPA) prepared for projects which are expected to use federal funds for implementation and which have been deemed to have the potential for significant environmental impacts. An EIS provides information on the alternatives considered and associated impacts. A draft document (DEIS) is prepared with input from affected local, state, regional, and federal agencies as well as the general public. The DEIS is circulated to the public and review agencies for comments which are considered and incorporated into the final document (FEIS). The approval of the FEIS is called a Record of Decision and is required to be published in the Federal Register. A number of EISs will be undertaken or continued in FY 2013 by the appropriate project sponsor. An Environmental Assessment (EA) is a lower level investigation similar to an EIS.

Categorical Exclusion (CE): A categorical exclusion is a designation provided to a project deemed not to have a significant or controversial effect on the human or natural environment and therefore not required to conduct an environmental assessment or an environmental impact statement. A categorical exclusion evaluation (CEE) is still a rigorous scan for project effects involving preliminary engineering activities to identify these effects and determine measures to avoid, minimize, and where necessary mitigate the effects. Agency review and concurrence is necessary throughout and public meetings may be required.

Preliminary Design (PD): At this planning stage, local project sponsors refine the design of the locally preferred alternative to the extent necessary to complete the NEPA process, taking into consideration all reasonable design options.

Preliminary Engineering (PE): Preliminary engineering results in estimates of project costs, benefits, and impacts for which there is a much higher degree of confidence. The PE effort demonstrates the technical capability of the project sponsor to advance the project, and commitments of local funding sources should be firmed up (if not previously committed).

Federal Transit Administration New Starts Planning: FTA has established a series of regulations regarding development of New Start projects. Because a DEIS is required to advance an Alternatives Analysis, they are sometimes combined into a single document, an AA/DEIS. The AA required by TEA-21 and SAFETEA-LU was formerly referred to as a Major Investment Study (MIS) under ISTEA. The end result of an AA or AA/DEIS is a Locally Preferred Alternative (LPA) which defines the proposed service plan and mode, thereby determining the estimated capital costs, operating costs, ridership and operating revenue. The AA or AA/DEIS is submitted to FTA for evaluation and determination on whether or not to allow the project to enter the Preliminary Engineering phase.

Not all projects listed in Chapter Six have been endorsed by the DVRPC Board, therefore inclusion does not guarantee either funding or imply approval of the DVRPC Board.

OTHER MAJOR PROJECTS: PROJECTS FUNDED FROM OTHER SOURCES

The following transportation planning projects may be advanced by agencies other than DVRPC during FY 2013:

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
BI-STATE				
I-95 Scudder Falls Bridge / road widening / interchange reconstruction	n/a	DRJTBC	Bucks and Mercer Counties	EA Completed
NEW JERSEY				
I-295, I-76 and Route 42 Direct Connect	355	NJDOT	Camden and Gloucester Counties	Final Design started
NJ Turnpike Widening, Exits 6 through 9	n/a	NJ Turnpike Commission	Burlington County, Mercer County, Middlesex County	TIS
PATCO Southern New Jersey Transit Expansion	n/a	DRPA / NJ TRANSIT	City of Philadelphia, Gloucester County, Cumberland County	AA completed; locally preferred alternative identified
Atlantic City Line Rail Operations Study	n/a	NJ TRANSIT	City of Philadelphia, Camden County, Atlantic County	Operations planning study underway
Route 55/42/676 Transit Alternatives Analysis	n/a	NJ TRANSIT	City of Philadelphia, Camden County, Gloucester County	AA underway
US Route 1 Bus Rapid Transit (BRT) Study	n/a	NJ TRANSIT	Mercer and Middlesex Counties	FA completed, elements of project advancing

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
US Route 1 Regional Growth Strategy	n/a	NJDOT	Mercer and Middlesex Counties	Report is complete, Statewide Strategies Unit continues to work on advancing the land use recommendations
Route 29 Trenton Boulevard Study	N/A	Trenton City & CCDC	Trenton City, Mercer County	FA complete; turned over to Trenton City
Route 38 Smart Growth Initiative	n/a	Local lead Burlington County	Burlington County	N/A
US Route 1 / CR 571 (Penns Neck Area) Improvements	31	NJDOT	Mercer County	PD complete, advancement on hold pending funding
NJ Statewide Freight Plan—Phase II	n/a	NJDOT	New Jersey	Nearing completion
NJ Statewide Rail Plan	n/a	NJDOT / NJ Transit	New Jersey	Nearing completion
NJ Marine Highway	n/a	NJDOT	New Jersey	Underway
NJ 286,000 Lb. Rail Freight Study	n/a	NJDOT	New Jersey	Nearing completion
NJ Oversize/Overweight Permitting Procedures	n/a	NJDOT	New Jersey	Underway
NJ 102" Wide Large Truck Network	n/a	NJDOT	New Jersey	Underway
Freight Management System and Performance Measures	n/a	NJDOT	New Jersey	Underway
PENNSYLVANIA				
US Route 202 Section 100	15385	PENNDOT	Chester and Delaware Counties	FD
NHSL Extension to King of Prussia	n/a	SEPTA	Delaware and Montgomery Counties	Updated AA & DEIS to commence

PROJECT NAME	MPMS / DB #	SPONSOR	LOCATION	CURRENT PHASE
US 422 River Crossing Complex	Multiple inc. 66952, 64796, 70197, 16703	PENNDOT/ VFNHP/ Montgomery County	In and around Valley Forge National Historical Park (PA 23 at US 422, US 422 from US 202 to PA 363, PA 363 at US 422, and North Gulph Rd. at park gateway)	66952: FD 64796: ROW 70197: ROW 16703: PE
Quakertown Rail Restoration	n/a	TMA Bucks	Bucks County, Montgomery County	Phase I study complete; phase II of AA currently underway
PATCO Philadelphia Waterfront Transit Expansion	n/a	DRPA	City of Philadelphia	AA completed; locally preferred alternative identified
Route 23 Relocation	48172	Upper Merion Twp.	US 202 to US 422, Montgomery County	PE
Southeastern Pennsylvania Emergency Transportation Plan	n/a	PEMA	Southeastern Pennsylvania	CD
PHL, Class B Airspace re-design	n/a	FAA	City of Philadelphia, Chester, Delaware, Montgomery, and Bucks Counties in PA; Burlington, Gloucester, Camden, Salem Counties in NJ; and New Castle County in DE	Draft re-design is complete
PA Comprehensive Statewide Freight Plan	n/a	PennDOT	Pennsylvania	RFP to be issued in Spring 2012

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2013 PLANNING WORK PROGRAM

CHAPTER SIX - SECTION B

ADDITIONAL UNFUNDED PLANNING PROJECTS

High priority projects proposed by DVRPC member governments, committees and staff, which could not be funded under DVRPC's \$28.1 million FY 2013 budget, have been placed in Chapter Six of the FY 2013 Planning Work Program.

Unfunded planning projects represent those projects identified by DVRPC staff or proposed by individual member governments or interested agencies, which were considered by the DVRPC Board but not funded within the regular FY 2013 Planning Work Program because of budget constraints. If additional funding sources can be secured during the fiscal year, these projects may be undertaken as well.

Unfunded Projects: Typically, there are more project ideas generated through DVRPC's Work Program development process than can be accommodated within the Commission's budget. These projects may represent area or corridor studies; local or regional technical analyses; policy studies; data projects; or map products. Such projects are included in Chapter Six -B and will be considered if additional funds become available. These projects may also be reconsidered as the FY 2013 Planning Work Program is developed.

Not all projects listed in Chapter Six have been endorsed by the DVRPC Board, therefore inclusion does not guarantee either funding or imply approval of the DVRPC Board.

Additional Unfunded Planning Projects

Identifying Data Needs for Local and Regional Climate Change Adaptation Planning

Climatic changes such as extreme heat, severe storms, flooding, and sea level rise pose real threats to the built and natural environment for which our region needs to prepare. Some preparation efforts are being led by the states and federal government. However, local governments in DVRPC's region must also begin preparing for these expected changes. A fundamental starting point for preparation is to understand the most likely changes in local climate based on projections of temperature, precipitation and storm patterns. To this end, this project will develop a climate-risk report for the Greater Philadelphia region. In addition, the project will identify the scope of data and technical information needed to support risk and vulnerability assessments for assets and populations across multiple sectors, and will further identify which of these data sources are available, as well as identifying data needs that are not currently collected or generated at local, regional or state scales. Identifying these data needs for the region as a whole will help alleviate the need for our region's fiscally constrained local governments to conduct their own time-consuming data collection process.

Regional Building Energy Dataset

Data currently available on building energy use is estimated by the Energy Information Administration (EIA) from national data sources. These national data sources are out of date and rely on a small sample, resulting in a wide margin of error in the EIA's ability to characterize the region's building energy use accurately. In addition, the EIA has announced that it is planning to cease updating this information, leaving 2002 as the most recent year available.

This project would work with industry groups, real estate development companies, and other regional partners to develop a database of energy consumption, expenditure, and other useful building indicators (such as age, size, use and ownership) for actual buildings in the Greater Philadelphia region. Due to privacy and competitiveness concerns, building owners are often reluctant to share information on energy consumption and expenditure, so this project would work closely with building owners and industry groups to assure from the outset that the database would suppress information that would identify a particular building in order to ensure their support and participation. The development of a regional building energy use database would support best practices for energy management in all building types in the Greater Philadelphia region by allowing accurate benchmarking. DVRPC's Office of Energy and Climate Change Initiatives has already begun discussions with regional partners who are working on similar efforts to develop building datasets for the region. The mere act of compiling this information has been shown to yield positive

action in improving energy efficiency – so the benefits of participation to building owners would be great

A regional building energy dataset would be an invaluable tool in support of local and regional programs and planning efforts to improve the energy efficiency of the region's building stock.

Financing Energy Efficiency Projects White Paper

A major barrier to implementing long term energy efficiency investments in the Greater Philadelphia region is a lack of financing. The financing of small and medium size energy efficiency projects for public sector stakeholders, such as our local and municipal governments, is particularly challenging. These stakeholders have limited access to debt or leasing options due to the small scale projects that they seek to implement; yet many of these energy efficiency projects have high estimated returns on investment. Local governments and other public entities need a source of debt or lease financing that will support the short-term, high payback investments they are currently unable to make given fiscal constraints. Additionally, there is a need for long-term yet relatively low-cost project financing as well. Through various projects, DVRPC's Office of Energy and Climate Change is working with an advisory team to identify a straightforward method for obtaining financing for various types of public sector energy efficiency projects. This project would focus solely on addressing this issue through the development of a white paper that would analyze the barriers to energy efficiency through traditional public and private sources of financing, and will also address the feasibility of establishing alternative financing mechanisms, such as revolving loan funds.

Preparation and Adoption of a Regional Housing Plan

In fall 2011 DVRPC completed *The Mismatch Between Housing and Jobs: A 2011 Update and Discussion on Achieving Balance*. This report includes an assessment of the current location, condition, and affordability of housing; compares housing location to existing employment centers, infrastructure, and the regional transportation network; identifies the location of the region's existing public and assisted housing stock; and identifies alternatives for achieving a better regional jobs/housing balance. Building on this work and that of other regional non-profits and advocacy groups, a regional housing plan will be developed as a component of the 2040 Long Range Plan. The plan will identify goals, objectives, and strategies for ensuring that a full range of housing choices is available throughout the region to all income groups. This work will include broadening of the Study Advisory Committee; conducting public outreach, education, and consensus building activities; identifying goals and objectives; and developing an implementation strategy.



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