

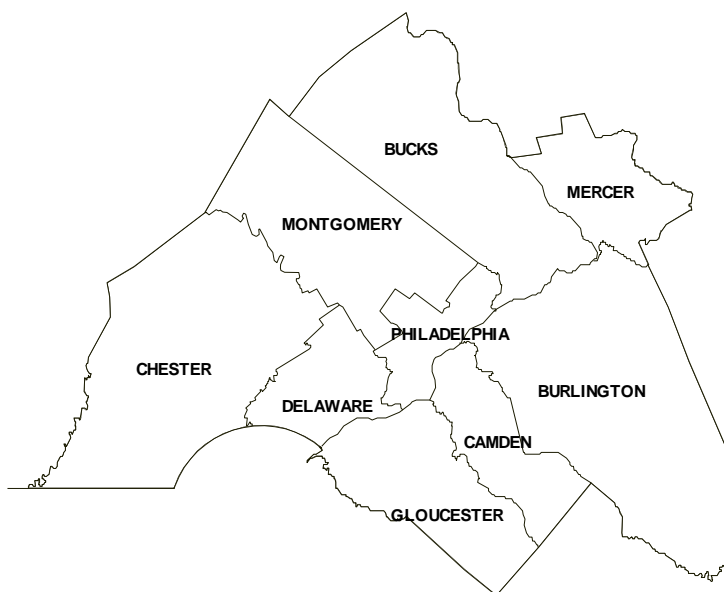
# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Fiscal Year 2014 Planning Work Program

### INTRODUCTION

The FY 2014 Planning Work Program for the Delaware Valley Regional Planning Commission incorporates the planning programs and support activities of DVRPC and its member governments within the nine-county DVRPC region for the period July 1, 2013, through June 30, 2014. 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. The Delaware Valley Regional Planning Commission (DVRPC) is the designated MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery counties and the City of Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The 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 2014. These areas are:

- Explore local transportation funding opportunities to supplement state and federal funding;
- Facilitate shared services among local governments in the Delaware Valley region;
- Maintain, continue, and enhance the intergovernmental process to ensure coordinated regional development, resolution of regional issues, and the provision of technical assistance to our member governments and the region's transportation operating agencies;
- Continue the implementation of the 2040 long-range transportation, growth management, and community development plan for the region, which provides the blueprint for where to focus further planning activities and investments; and
- Enhance the sharing of technology and information collection to ensure that pertinent information is readily available to the region's governments and decision makers.

### **MAP-21 and CAAA**

As the federally designated Metropolitan Planning Organization (MPO) for the region, DVRPC must respond to the planning requirements of two federal laws: Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and the Clean Air Act Amendments of 1990 (CAAA). MAP-21, adopted in 2012, continues the regional transportation planning programs first advanced in ISTEA, TEA-21 and SAFETEA-LU.

Under MAP-21, 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. MAP-21 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.

MAP-21 identifies seven national performance goals that must be considered in the metropolitan planning process:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality

- Environmental Sustainability
- Reduced Project Delivery Delays

The Clean Air Act Amendments (CAAA) establish a program and set a timetable for improving the nation's air quality. The Philadelphia area has been classified as a non-attainment area for ground-level ozone and fine particulate matter and must attain the mandated air quality standards for these factors. 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 must 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. For example, 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, nonprofit 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, which is 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 involvement in PennDOT's Linking Planning and NEPA initiative activities, meetings, and program tasks. 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 to complete and attain adoption of the Year 2040 Plan in FY 2013, 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 Long-Range Plan*. 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 the 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 MAP-21. 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), the Federal Transit Administration (FTA), and the 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 the Port Authority Transit Corporation (PATCO), the New Jersey Transit Corporation (NJTC), and the 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:

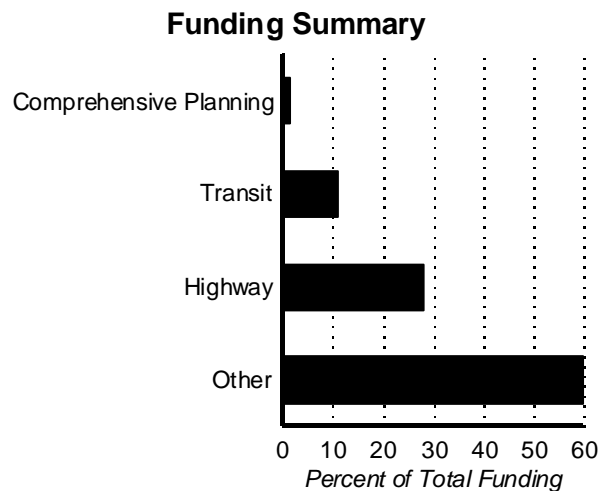
- The **Regional Technical Committee (RTC)**. The RTC serves as an advisory unit, reporting to the DVRPC Board, in reference to: (1) transportation planning consisting of a long-range element and a short-range element; (2) the Transportation Improvement Program; (3) the Transportation Planning Work Program consisting of the DVRPC Work Program; (4) all other transportation planning as directed by the Board; and (5) other functional planning projects and programs related to the Long-Range Plan and the Work Program;
- The **Public Participation Task Force (PPTF)**. The DVRPC Board took action in October 2011 to replace the Regional Citizens Committee with a Public Participation Task Force, which 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 (DVGMTF)**. 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 interregional issues and projects identified through DVRPC staff outreach to adjacent MPOs 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 2014 Program Budget

The total budget for the FY 2014 Planning Work Program is **\$24,041,010**, a decrease of **\$4,075,321** from that contained in the FY 2013 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 2014 Programs and Projects**

This Work Program continues the reorganized structure begun in FY 2008, which 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 Regional Technical Committee and Regional Aviation Committee (including meeting minutes and pertinent presentations, research, and technical assistance activities).

#### **RideECO**

RideECO provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$245/month as of January 2013. 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**

Prepare 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 nonreoccurring 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, and 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 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 multipronged 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 its 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 interregional 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 requires up-to-date models that address federal regulations. The models that produce these projections and perform these analyses need to be validated and calibrated with current data. Furthermore, refinement and revalidation of DVRPC's land use, travel simulation, and mobile source emissions models are needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments. In addition to the studies performed by DVRPC, staff will also provide support and assistance under this program to 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 MAP-21 and environmental justice concerns as it relates to this project.

### **Competitive Program and Project Management**

MAP-21, the current federal authorizing legislation for highways and transit, includes funding for nontraditional transportation projects, such as multiuse 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. Three categories of federal funding that provide broad eligibility for these nontraditional and local transportation projects are: Transportation Enhancements, 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; and administering the Commission's Information Resources Exchange Group (IREG).

## **Work Program Organization**

The FY 2014 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 that DVRPC will be undertaking during FY 2014. 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 that could not be funded in FY 2014 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 ensure 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 (*Connections Long-Range Plan Key Principles*) 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.

### **Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)**

The eight factors of MAP-21 shall be considered in the MPO planning process for all projects and strategies. The Work Program serves as an important implementation tool to achieve the directives of MAP-21. In an effort to highlight the connection between the Work Program and MAP-21, a matrix (*MAP-21 Projects and Strategies*) was developed that shows the linkage between the Work Program and the current surface transportation act. Both primary and peripheral associations between the programs and the eight project and strategy areas are shown in the matrix. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the current surface transportation act.