



DRAFT

FISCAL YEAR
2017
PLANNING
WORK PROGRAM

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PHILADELPHIA, PA 19106
WWW.DVRPC.ORG

Commonwealth of Pennsylvania - Bucks County - Chester County - Delaware County - Montgomery County
City of Philadelphia- City of Chester - State of New Jersey - Burlington County - Camden County - Gloucester County-
Mercer County - City of Camden - City of Trenton

December 2015



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.



The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

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

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.

PUBLIC NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period on December 10, 2015 for the Draft FY 2017 Planning Work Program. This document outlines all of the federally funded planning projects slated for the nine-county region from July 1, 2016 to June 30, 2017. The listing includes DVRPC projects, as well as projects planned by member governments and transit organizations. The Work Program is developed annually by the DVRPC Board with its planning partners to reflect the region's short-range planning needs.

Copies of the Work Program are available on DVRPC's web site, www.dvrpc.org; in the DVRPC library, located at 190 North Independence Mall West, Philadelphia; or by contacting John Griffies, DVRPC Contracts Manager at 215-238-2925 (email: jgriffies@dvrpc.org). Comments regarding the Work Program should be addressed to John Griffies at the above address and should be received no later than 5 p.m. on January 15, 2016. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FY 2017 PLANNING WORK PROGRAM

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*FISCAL YEAR 2017 PLANNING WORK
PROGRAM*

CHAPTER ONE

INTRODUCTION



Delaware Valley Regional Planning Commission

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2017 PLANNING WORK PROGRAM

CHAPTER ONE

INTRODUCTION

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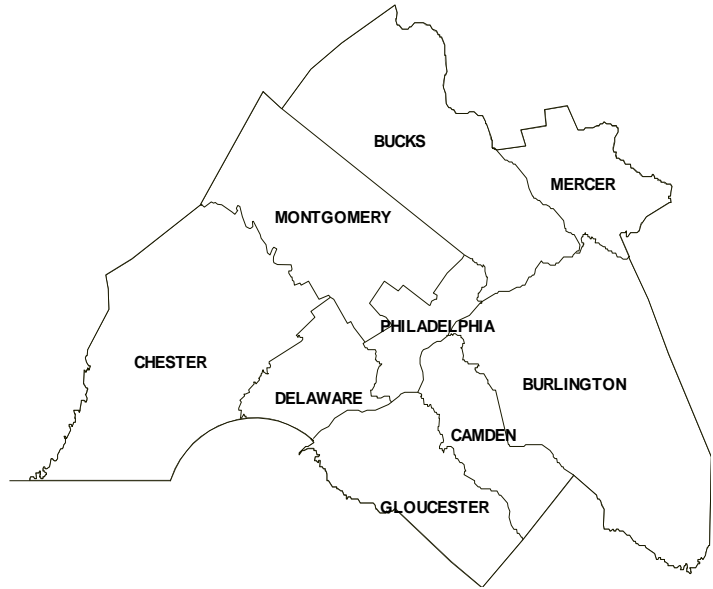
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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Fiscal Year 2017 Planning Work Program

The Fiscal Year 2017 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, 2016 through June 30, 2017. This Unified Planning Work Program (UPWP) 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.



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.

Work Program Organization

The FY 2017 Unified Planning Work Program is divided into six chapters. Chapter One serves as an introduction to DVRPC's operations and relationships to other transportation and planning organizations in the Delaware Valley region. Chapter Two provides details of the Program Areas and Projects which DVRPC will be undertaking during FY 2017. Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively, which provide funding from DVRPC for planning activities carried out by our member governments and transit operating

agencies. Chapter Five includes other projects funded through the UPWP to be carried out by member governments. Chapter Six includes planning efforts anticipated to be carried out by other regional transportation organizations to ensure coordinated transportation planning efforts. Within the framework of available financial and human resources, this work program effectively addresses the key regional issues facing the Delaware Valley. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of the Delaware Valley.

Planning Emphasis Areas

The products produced through this UPWP include technical analyses, policy recommendations, and planning services for member state and local governments. The Program Areas and Projects outlined in this document are directed by priority planning emphasis areas as identified by our federal and state partners. Planning activities strive to incorporate the requirements of the most recent federal surface transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21) where applicable;

Examples of these planning emphasis areas include the following:

- Include actions which foster a performance-based planning approach which results in recommendations that will operate, maintain and improve a safe, efficient, and reliable multimodal transportation network. These actions should include involvement with USDOT and state DOTs on the development and implementation of selected performance measures;
- Promote cooperation and coordination across MPO boundaries and across state boundaries;
- Develop “Ladders of Opportunity” which provide access to essential services as part of the transportation planning process;
- Improve traffic operations through Intelligent Transportation System upgrades and enhanced multijurisdictional and multidisciplinary coordination;
- Pursue congestion relief strategies such as Transportation Demand Management (TDM), low cost operational improvements and Complete Streets implementation;
- Continue to enhance the project development/problem intake process and local public agency project delivery;
- Improve primary freight corridors and intermodal freight connections for more efficient access and improved system performance;

- Explore risk management strategies for improving the resilience of the transportation infrastructure against the impacts of extreme weather;
- Include planning activities that support land use and transportation linkages;
- Coordinate with the states' Comprehensive Strategic Safety Plan to focus on data-driven safety planning efforts particularly related to intersections, lane departure, pedestrians and aggressive driving;
- Provide assistance to the state DOT in the delivery of the Local Technical Assistance Program (LTAP);
- Maintain and/or update the region's Long-Range Plan, TIPs, Travel Demand Model, Highway Performance Monitoring System (HPMS), Congestion Management Process, Public Participation Plan, and Title VI Plan as appropriate; and
- Leverage additional funding sources (both public and private) and promote partnerships.
- Continue and enhance opportunities for public participation and input in plans and programs including utilization of advanced visualization techniques.

Federal Legislation Requirements

As the federally designated metropolitan planning organization for the region, DVRPC must respond to the planning requirements of two federal laws: Moving Ahead for Progress in the 21st Century (MAP-21) and the Clean Air Act Amendments of 1990 (CAAA). MAP-21, initially adopted in 2012, continued many of the regional transportation planning programs first advanced in ISTEA, TEA-21 and SAFETEA-LU. MAP-21 was originally set to expire on September 30, 2014. Just prior to its expiration, the US Congress passed an extension of this legislation that continued the federal surface transportation programs and funding. Several additional Continuing Resolutions have been passed as Congress has attempted to deliver a new surface transportation bill. As of the preparation of this UPWP, Congress and the Administration are working to develop a long-term bill to address the nation's surface transportation needs. Future Work Programs will be developed to address the requirements of any new federal legislation. .

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 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 also identifies eight planning factors that must be considered in the metropolitan planning process. The eight planning factors listed below are integrated within the Program Areas and Projects detailed in Chapter Two of this Work Program.

- Economic Vitality
- Safety
- Security
- Accessibility and Mobility of People and Freight
- Environmental and Energy Sustainability and Planning Consistency
- Enhanced Integration and System Connectivity
- Efficient System Management and Operation
- Preservation of the Existing System

The requirements of the Clean Air Act Amendments (CAAA) establish a program and set a timetable for improving the nation's air quality. The Philadelphia area has been classified as a non-attainment area for ground-level ozone and 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 region's TIP and the Long-Range Plan must conform to the states' air quality implementation plans. These projects must not lead to any further degradation of the region's air quality, but, instead improve air quality and move the region toward meeting the federal clean air standards.

Coordination with Member Governments and Other Planning Partners

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

Many programs, while broad in scope, effect transportation conditions in the region. For example, DVRPC's Transportation and Community Development Initiative (TCDI) Program is an important effort whereby DVRPC provides planning grants, based on the competitive review of proposals, to counties and municipalities, 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, as well as nonprofit foundations and organizations. Consequently, DVRPC annually undertakes a number of special projects funded under a variety of programs to address pressing regional issues. DVRPC continues to implement programs 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 promoting linkages between active transportation and healthy communities. DVRPC continues our involvement in PennDOT's Linking Planning and NEPA initiative activities, meetings and program tasks and continues energy, climate change and resiliency initiatives that include coordination and facilitation, analyses, management tool development and technical assistance to local governments.

Complementary and supportive initiatives also continue, including the development of the region's Comprehensive Economic Development Strategy, planning for transit system improvements, advancing transportation operations and safety projects, and responding to many other needs of DVRPC's member governments and agencies.

Supportive Regional Highway Planning Program and Transit Support Program

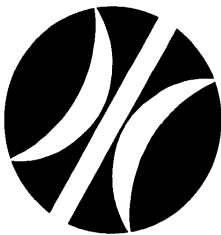
Each year DVRPC passes through federal highway and transit planning funds to member governments and operating agencies to support their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs and data which helps inform the development of regional plans and programs such as the TIP, Long Range Plan, Congestion Management Process Transportation Operations Master Plan and Regional Transportation Safety Action Plan. Detailed individual scopes of work for each recipient in the Supportive Regional Highway Planning Program are found in Chapter Three of this document. The detailed individual scopes of work for The Transit Support Program which provides comprehensive planning, programming, monitoring and coordination of transit services within their jurisdiction can be found in Chapter Four. In addition to their core planning functions, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients.

FY 2017 Program Budget

The total budget for the FY 2017 Planning Work Program is **\$28,087,918**, an increase of **\$62,736** from the FY 2016 Planning Work Program. Table A, *Funding Summary*, shows DVRPC's funding by source. Table B, *Project Funding by Source* (see Chapter 2), shows the budget and funding sources for all Program Areas and Projects.

FISCAL YEAR 2017 PLANNING WORK PROGRAM

*Table A for FY 2017
To Be Developed*



Delaware Valley Regional Planning Commission

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 development of statewide long-range plans, which include coordination with the long-range transportation plan developed by DVRPC. Each state DOT also develops a Statewide Transportation Improvement Program (STIP), which must embody the appropriate sections of DVRPC's regional TIP. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in DVRPC's TIP.

The state DOTs have the lead responsibility for developing the statewide management systems and tools provided for in MAP-21. Development of these systems involves extensive consultation with DVRPC and other MPOs. These systems help DVRPC to identify transportation needs and recommendations for addressing them.

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

City and County Planners – The nine counties (Bucks, Chester, Delaware, Montgomery, Philadelphia, Burlington, Camden, Gloucester, and Mercer) and three cities (Chester, Camden, and Trenton) that comprise the DVRPC 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 have seats on all DVRPC working committees, identify and prioritize projects for the TIP, contribute needed input into the development of the Long Range Plan, and provide the local knowledge and perspective needed to integrate with the regional planning process.

Transit Operators — The largest provider of public transportation in the Delaware Valley region is the Southeastern Pennsylvania Transportation Authority (SEPTA). Substantial service is also provided by New Jersey Transit Corporation (NJTC), Port Authority Transit Corporation (PATCO), and Pottstown Area Rapid Transit (PART). 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, funded in part through DVRPC's Planning Work 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.

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.

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 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)** 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)** provides access for the public to the regional planning and decision-making process, to review timely issues, and to advise on public outreach strategies. The Task Force is composed of appointed members, as well as citizens at large, who are selected through an application process.
- **The Delaware Valley Goods Movement Task Force (DVGMTF)** was established to maximize the Delaware Valley's goods movement capability by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy. It advises the DVRPC Board on all goods movement issues, studies and projects.
- **The Information Resources Exchange Group (IREG)** provides a forum for the exchange of ideas, practices and experiences among regional data managers.
- **The Regional Community and Economic Development Forum (RCEDF)** facilitates the various economic development, land use 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.
- **The Regional Aviation Committee (RAC)** 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 offers guidance and direction to the Commission's transportation safety planning program. The focus of the task force is diverse and addresses all users and operators of the transportation network, as well as all modes.
- **The Transportation Operations Task Force (TOTF)** is the focal point of regional ITS and operations coordination. The Task Force is a forum for agencies to share information on ITS deployments, develop a consensus on regional operations issues, and respond to federal and state initiatives. It has the ability to establish subcommittees to tackle specific issues as they arise. As a technical-level group, it directs DVRPC's ITS and Operations planning activities that in turn support the Task Force.
- **The Central Jersey Task Force (CJTF)** has been meeting since 1999 to address concerns of municipalities in Mercer, Middlesex, and Somerset counties focused on the US 1 corridor. High-level representatives from twenty-five municipalities, three counties, and numerous state agencies and other organizations meet to coordinate and to discuss transportation and land use issues and implement solutions.

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

FY 2017 Program Areas 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. Each program's concept allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board's direction. The list below shows each of DVRPC's major program areas and their goals.

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 quarterly meetings of the Regional Aviation Committee (including meeting minutes and pertinent presentations, research and technical assistance activities). Special studies and local asset inventory activities are also included.

RideECO Marketing

RideECO provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$130/month as of January 2014. 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 Unified Planning Work Program includes negotiating program and project funding, monitoring progress throughout the year, and preparing and submitting required applications and contract documents. Administering the UPWP also includes preparing, administering and providing technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit supportive planning at the local level.

Public Participation Information and Visualization Techniques

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

Title VI and 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.

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 sub-corridor at a regional planning level. The CMP strengthens the connection between the Long-Range Plan, TIP, and other projects. It includes work with DOT and county project managers and others to help make transportation investments more effective.

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 recurring congestion and incident management.

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 supports the conduct of transit planning studies, with project selections guided by our planning partners through the Regional Transit Advisory Committee (RTAC). Work includes evaluations of proposed services or facilities, corridor level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites or corridors.

Bicycle & Pedestrian Planning Program

This program promotes transportation facilities and land use decisions that support active modes of transportation to make walking and biking more safe, convenient, affordable, and attractive transportation options throughout the region. Projects emphasize stakeholder outreach, the development and sharing of new data resources using bicycle and pedestrian counters, and the conduct of analysis to develop appropriate, safe, and context-sensitive bicycle and pedestrian facilities and "complete streets" in communities throughout the DVRPC region. As an area of focus, this work includes an emphasis on Active Transportation and Active Places—the idea that those places where walking and biking (Active Transportation) are prevalent are good for the vibrancy and quality of life of a community (Active Places), and vice versa. With this integrated approach, communities gain health benefits, increased mobility, economic stability, and an overall sense of vibrancy.

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 in accordance with State DOT and MAP-21 guidance.

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 the transportation safety and security planning factors, as 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 in which coordination and outreach are important factors.

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 Process (CMP), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. The types of data collected 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 supports greater understanding of sprawl and its impacts on the region's accessibility and mobility, land preservation, urban revitalization, and economic development.

Economic Analysis and Coordination

The Economic Analysis and Coordination program supports and fosters coordination and information exchange between the economic development and business community on one hand, and the transportation and land use planning community on the other. The program includes various economic analyses and reports and administration of the Regional Community and Economic Development Forum. It incorporates the voices of the economic development and business community into DVRPC's planning activities.

Strategies for Older Communities

Many of the region's oldest suburbs and boroughs face social and economic challenges due to aging infrastructure and disinvestment that are uncharacteristic of more affluent growing suburbs. At the same time, the older suburbs often lack the resources and attention available to the region's core cities to address these issues. 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

This program focuses 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

The Long-Range Plan program fosters and maintains a long-range vision to guide development patterns and transportation investments in the region and identifies strategies to implement the vision. The program ensures that the region's transportation investments are linked to long-range land use, environmental protection, economic development, and transportation goals, while providing guidance and a policy framework for numerous other DVRPC programs.

Air Quality Planning

The Air Quality Planning program improves air quality in the region through coordination of intra- and interregional policies, public education and demonstration of transportation conformity of the region's long-range plan and transportation improvement programs.

Environmental Planning

The Environmental Planning program promotes a clean and sustainable environment and implementation of *Connections 2040* by assisting in efforts to preserve the 2040 Greenspace Network and 2040 Conservation Focus Areas, and to complete The Circuit (Greater Philadelphia's regional trail network) for natural resource protection, agricultural preservation, outdoor recreational, and alternative commuting purposes.

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).

Transportation Improvement Program (TIP)

This program area 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 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; 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. This information will be provided to stakeholders and the public via meeting materials and postings on the DVRPC website. DVRPC will

undertake an extensive public participation program that responds to the requirements of MAP-21 and environmental justice concerns, as it relates to this project.

Performance Based Planning and Asset Management

Greater and greater demands are straining the region's 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 existing assets. A more strategic and systematic process of operating, maintaining, upgrading, and expanding these physical assets is needed. By effectively refocusing business and engineering practices on life cycle costs and benefits, better resource allocation and utilization will result. Such an approach requires quality information and well defined objectives.

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 DVRPC's consultants as they upgrade the land use and travel models and related software.

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, local highway and bridge projects, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. Three categories of federal funding that provide broad eligibility for these nontraditional and local transportation projects are: Transportation Alternatives, Congestion Mitigation and Air Quality and the Surface Transportation Program. TIP funds are also provided to the subregions through the Local Concept Development Program in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move

into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP).

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.

The UPWP 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 was developed that shows the linkage between the Work Program and the current surface transportation act (Figure 1). Both primary and peripheral associations between the Program Areas and the eight Planning Factors are shown in the matrix. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the surface transportation act, current at that time.

In addition to addressing the federal legislative requirements, the UPWP serves as an important implementation tool to achieve the future land use and transportation development vision that is set forth in the region's Long Range Plan. The four key principles of the Long-Range Plan serve as a framework for many of the projects and programs undertaken by DVRPC. 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 (Figure 2). Both primary and peripheral associations between the Program Areas and the four key principles of the Long-Range Plan are shown in the matrix.

MAP-21 Planning Factors - Figure 1

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

• Primary Association ○ Secondary Association

MAP - 21 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 nonmotorized users.
3. Increase the security of the transportation system for all motorized and nonmotorized users.
4. Increase accessibility and mobility of people and for 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.

CONNECTIONS 2040 LONG-RANGE PLAN KEY PRINCIPLES - Figure 2

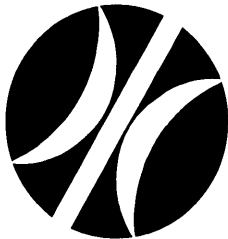
PROGRAM AREAS	Create Livable Communities	Manage Growth & Protect the Environment	Build the Economy	Establish a Modern Multi-Modal Transportation System
Technical Assistance to Member Governments	●	●	●	●
RideECO Marketing			○	●
Regional Forum	●	●	●	●
Work Program Administration	●	●	●	●
Public Participation, Information and Visualization Techniques	●	●	●	●
Title VI and Environmental Justice	●	●	●	●
Regional Congestion Management Process	○	○	○	●
Transportation Operations	○	○	○	●
Corridor Planning	●	○	○	●
Regional Transit Planning Program	○	○	○	●
Bicycle and Pedestrian Planning Program	○	○	○	●
Delaware Valley Freight Planning	○	○	○	●
Transportation Safety and Security	○			●
Travel Monitoring				●
Smart Growth	●	●	○	○
Economic Analysis and Coordination	○	○	●	○
Strategies for Older Communities	●	○	○	○
Energy and Climate Change Initiatives	○	●	●	○
Long-Range Plan	●	●	●	●
Air Quality Planning	○	●		●
Environmental Planning	○	●		○
Data Exchange and Analysis	●	●	●	●
Transportation Improvement Program	○	○	○	●
Performance-Based Planning and Asset Management	○	○	○	●
Travel and Land Use Modeling		○		●
Competitive Program Project Management	○	○	○	●
Geographic Information Systems	●	●	●	●

● Primary Association ○ Secondary Association

*FISCAL YEAR 2017 PLANNING WORK
PROGRAM*

CHAPTER TWO

*DVRPC PROGRAM AREA
AND
PROJECT DESCRIPTIONS*



Delaware Valley Regional Planning Commission

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2017 PLANNING WORK PROGRAM
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**TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2017 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE**

11/19/2015

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2017 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
	Chpt. Two-Sect. A						
	DVRPC PROGRAM AREAS						
31	17-21-010	Technical Assistance to Member Governments	\$ 398,947	281,922	\$ 67,171	\$ -	\$ 49,854
35	17-22-020	RideECO Marketing	312,500	-	-	-	312,500
37	17-23-010	Regional Forum	240,000	193,608	46,392	-	-
39	17-23-020	Work Program Administration	260,000	209,742	50,258	-	-
41	17-23-030	Public Participation, Information and Visualization Techniques	320,000	258,144	61,856	-	-
45	17-23-040	Title VI and Environmental Justice	210,000	169,407	40,593	-	-
49	17-41-010	Regional Congestion Management Process	230,000	230,000	-	-	-
53	17-41-020	Transportation Operations	300,000	242,010	57,990	-	-
59	17-41-030	Corridor Planning	710,000	532,422	127,578	-	50,000
63	17-41-040	Regional Transit Planning Program	576,250	-	401,250	-	175,000
67	17-41-050	Bicycle and Pedestrian Planning Program	330,000	266,211	63,789	-	-
71	17-41-060	Delaware Valley Freight Planning	350,000	282,345	67,655	-	-
75	17-41-090	Transportation Safety & Security	470,000	338,814	81,186	-	50,000
79	17-43-010	Travel Monitoring	765,000	645,000	-	-	120,000
81	17-44-010	Smart Growth	400,000	282,345	67,655	-	50,000
85	17-44-020	Economic Analysis and Coordination	200,000	129,072	30,928	40,000	-
91	17-44-030	Strategies for Older Communities	490,000	169,407	40,593	40,000	240,000
95	17-44-040	Energy and Climate Change Initiatives	240,000	164,027	39,304	36,669	-
101	17-44-050	Long-Range Plan	510,000	411,417	98,583	-	-
105	17-44-060	Air Quality Planning	280,000	225,876	54,124	-	-
109	17-44-070	Environmental Planning	304,000	204,000	-	100,000	-
115	17-44-080	Data Exchange and Analysis	260,000	209,742	50,258	-	-
119	17-44-090	Transportation Improvement Program (TIP)	560,000	451,752	108,248	-	-
123	17-44-100	Performance Based Planning & Asset Management	220,000	177,474	42,526	-	-
127	17-51-010	Travel and Land Use Modeling	440,000	354,948	85,052	-	-
131	17-52-020	Competitive Program and Project Management	910,000	50,000	-	-	860,000
135	17-53-010	Geographic Information Systems	380,000	306,546	73,454	-	-
		Subtotal	\$ 10,666,697	\$ 6,786,231	\$ 1,756,443	\$ 216,669	\$ 1,907,354
	Chpt. Two-Sect. B						
	DVRPC PROJECTS						
	15-44-112	William Penn -- Regional Trail Technical Assistance Program **	\$ 119,735	\$ -	\$ -	\$ 36,400	\$ 83,335
	15-44-300	William Penn -- Planning, Design & Construction of Priority Trails **	100,000	-	-	-	100,000
	15-44-380	William Penn -- Delaware Watershed**	125,000	-	-	15,402	109,598
	16-41-100	FFY 2016 Regional Aviation System Planning **	50,000	-	-	-	50,000
	16-44-120	Camden City Food Economy **	35,000	-	-	-	35,000
	16-51-020	Update Travel Simulation Model **	500,000	-	-	-	500,000
	16-51-150	Roosevelt Blvd. Multimodal Modeling Study **	170,000	-	-	-	170,000
	16-51-170	I-95 Central and South Philadelphia Traffic Forecasts **	250,000	-	-	-	250,000
	17-10-010	General Fund	194,482	-	-	-	194,482
141	17-10-020	Private Sector Data Requests	10,000	-	-	-	10,000
143	17-21-020	Local Technical Assistance Program (LTAP)	30,000	-	-	-	30,000
145	17-22-010	Commuter Benefit Program - RideECO	650,000	-	-	-	650,000
149	17-22-030	Commuter Services / Mobility Alternatives Program (Share-A-Ride)	251,000	-	-	-	251,000
151	17-41-070	Intelligent Transportation Systems (ITS) Program Including RIMS	933,500	-	-	-	933,500
157	17-41-080	Tri-County Transportation Plan Implementation	60,000	48,402	11,598	-	-
159	17-41-100	Regional Aviation System Planning	100,000	-	-	-	100,000
161	17-41-110	Central Jersey Transportation Forum	150,000	-	-	-	150,000

**TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2017 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE**

11/19/2015

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2017 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
163	17-41-130	Hard Shoulder Running & ITS Enhancements on I-76, Phase 2	140,000	-	-	-	140,000
167	17-43-020/25	HPMS and Functional Classification System (PA & NJ)	200,000	-	-	-	-
169	17-43-030	PennDOT District 6-0 Traffic Volume Data	300,000	200,000	-	-	300,000
171	17-44-110	Station Area Planning for NHSL King of Prussia Extension	120,000	-	-	24,000	96,000
175	17-44-130	Safe Routes to Transit Concept Development - PA Locations	137,000	-	-	27,400	109,600
179	17-44-150	PA Ozone Action Supplemental Services	125,000	-	-	-	125,000
181	17-44-160	NJ Ozone Action Supplemental Services	50,000	-	-	-	50,000
183	17-44-160	Pennsylvania Coastal Zone Management Implementation Program	50,000	-	-	-	50,000
187	17-44-190	Healthy Communities Planning	100,000	80,670	19,330	-	-
191	17-44-200	PA/NJ Local Planning Initiatives	200,000	-	-	52,198	147,802
195	17-51-030	Exton Train Station - Concept Planning for Phases 2 & 3	110,000	-	-	22,000	88,000
199	17-51-040	Eastwick Intermodal Center	205,000	-	-	41,000	164,000
203	17-51-050	Centennial District Trolley Service Concept Evaluation	85,500	-	-	17,100	68,400
205	17-51-060	South Philadelphia Transportation Center Transit Planning	120,000	-	-	24,000	96,000
207	17-51-070	Delaware County Transit Facility Bicycle Audits	96,250	-	-	19,250	77,000
209	17-51-080	East Callowhill Safety and Traffic Calming Measures	150,000	-	-	-	150,000
211	17-51-090	Bridge Feasibility Study in Pottstown	90,000	-	-	-	90,000
213	17-51-120	I-95 Planning Assistance	155,000	-	-	-	155,000
215	17-51-130	Fast Turn Around Traffic Analysis	50,000	-	-	-	50,000
217	17-53-020	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
219	17-53-040	Local Asset Data Collection-Delaware County	100,000	-	-	-	100,000
221	17-55-700	Member Government Special Projects	1,174,254	-	-	-	1,174,254
	17-56-700	Carryover of PennDOT Highway Needs Studies **	300,000	-	-	-	300,000
		Subtotal	8,186,721	329,072	30,928	278,750	7,547,971
		SUBTOTAL DVRPC PROGRAM	\$ 18,853,418	\$ 7,115,303	\$ 1,787,371	\$ 495,419	\$ 9,455,325
		** Carryover Projects					
		MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH					
223	Chpt. Three	Supportive Regional Highway Planning Program					
	17-60-000/17-61-000	PA/NJ Supportive Regional Highway Planning Program	\$ 1,296,250	\$ 785,000	\$ -	\$ -	\$ 511,250
271	Chpt. Four	Transit Support Program					
	17-63-000	PA/NJ Transit Support Program	1,608,250	-	1,608,250	-	-
321	Chpt. Five	Other Member Government Projects					
	15-44-300	William Penn -- Planning, Design & Construction of Priority Trails Re-Grant Program**	3,000,000	-	-	-	3,000,000
327	17-53-300	PA/NJ Regional GIS Implementation Coordination	300,000	-	-	-	300,000
329	17-62-000	NJ Local Concept Development	430,000	-	-	-	430,000
331	17-64-000	NJ Regional Signal Retiming Initiative Project	350,000	-	-	-	350,000
333	17-66-000/17-67-000	PA & NJ Transportation and Community Development Initiative	2,000,000	-	-	-	2,000,000
		SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES	\$ 8,984,500	\$ 785,000	\$ 1,608,250	\$ -	\$ 6,591,250
		GRAND TOTAL	\$ 27,837,918	\$ 7,900,303	\$ 3,395,621	\$ 495,419	\$ 16,046,575

FISCAL YEAR 2017 PLANNING WORK
PROGRAM

CHAPTER TWO - A

DVRPC PROGRAM AREA
DESCRIPTIONS



Delaware Valley Regional Planning Commission

PROJECT: 17-21-010 Technical Assistance to Member Governments

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Ward

Project Manager: Renee Wise

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 Regional Technical Committee and quarterly meetings of the 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. 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. 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.

This project will also allow DVRPC staff to participate in PennDOT planning and programming efforts such as the Planning Partners meetings, Planning Catalyst Team and the annual Unified Planning Priorities Work Group. It will also allow staff to prepare for participate in the NJDOT Quarterly Collaboration Meetings.

Tasks:

1. Staff the Regional Technical 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 semiannually, 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. 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.
7. If required, respond to legal inquiries on previously completed PennDOT studies.
8. Continue to undertake activities that respond to the ongoing 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.
9. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.
10. Coordinate with the Federal Transit Administration with regard to New Start and Small Start applications proposed by member governments and transit operators.

Products:

1. Policy papers, memoranda, and brief research reports as required.
2. Meeting agendas, minutes and related materials as required.
3. Reports and other study-related information (traffic data, transit ridership counts, turning movements, land use, economic, and demographic information) as requested.
4. Data and other research materials related to the investigation of legal issues involving specific transportation improvement proposals or projects.
5. Summary of coordination and outreach activities related to the Linking Planning and NEPA program and process as required.
6. Inventory data for inclusion in PennDOT's statewide Local Asset Inventory.

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 *
2016	\$404,093	\$298,056	\$71,037		\$35,000
2017	\$398,947	\$281,922	\$67,171		\$49,854
2018	\$404,093				
2019	\$404,093				

*NJ Supplemental FTA Funds

PROJECT: 17-22-020 RideECO 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 commuters and businesses via a coordinated marketing effort.

Description:

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

This commuter benefit program has been administered by DVRPC since its inception in 1991, with the name RideECO commencing in 2013. RideECO provides area employers with the opportunity and structure to provide employees with a transit benefit per federal IRS tax code. 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 and northern Delaware. (See 17-22-010 for more program background.)

Tasks:

1. Work with contracted vendor to develop relevant advertising messages and materials for both key target audiences (below, #3).
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 by transit, and transit-riding commuters.
4. Extend the educational effort, to a degree, to commuters not currently using transit or vanpools.
5. Analyze results of periodic research to ascertain any effects on commute mode changes and elicit suggestions to enhance the program for users.

Products:

1. Marketing and advertising material design and production.
2. Media schedule and placements.
3. Ensure website information is accurate and current; update as necessary.

4. Social media activity to reach a variety of audiences and to keep clients and users informed of program and legislative changes, and transit news in general.

Beneficiaries:

Public, area employers, transit agencies, and member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$312,500				\$312,500
2017	\$312,500				\$312,500
2018	\$312,500				\$312,500
2019	\$312,500				\$312,500

*1. PA-TIP/CMAQ- DOT#17891-\$200,000 RideECO Funds-\$50,000.

2. NJ-TIP/CMAQ-DOT#D0406- \$50,000, RideECO Funds-\$12,500

PROJECT: 17-23-010 Regional Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Renee Wise

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 secretarial and management services. Through the Board Policy Committee, identification, monitoring, and formulation of policy analyses for issues of regional significance are 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 public information requests.

Tasks:

1. Plan, develop, coordinate and schedule all business to be transacted by the Board, Executive Committee and its subcommittees with follow-through to ensure 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 *
2016	\$240,000	\$193,608	\$46,392		
2017	\$240,000	\$193,608	\$46,392		
2018	\$240,000				
2019	\$240,000				

PROJECT: 17-23-020 Work Program Administration

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Griffies

Project Manager: John Ward

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 2018 Planning Work Program, negotiate project funding, monitor the FY 2017 program progress, and prepare and submit required applications and contract documents. Provide input to the 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 2018 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, and 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 Nonprofit Organizations.
10. Prepare closing report(s).

Products:

1. FY 2018 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 *
2016	\$240,000	\$193,608	\$46,392		
2017	\$260,000	\$209,742	\$50,258		
2018	\$260,000				
2019	\$260,000				

PROJECT: 17-23-030 Public Participation, Information and Visualization Techniques

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Alison Hastings

Project Manager: Elise Turner

Goals:

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

Description:

DVRPC's Office of Communications and Engagement will maintain and deepen its communications program, emphasizing DVRPC's mission to audiences both familiar and unfamiliar with the planning process; promote the Commission's Long-Range Plan and the implementation of the Plan through public involvement; and foster outreach and collaboration between DVRPC and the region's policymakers, municipal officials, organizations, and citizens. The DVRPC website and social media platforms are used to enhance public participation and information availability. An information and engagement program will continue through contact with the public as a means of highlighting the Commission and its work. This office also ensures that Environmental Justice (EJ) mandates in public participation are met by conducting outreach to traditionally underserved populations in the region, and by enhancing Limited English Proficiency (LEP) options. The Office will continue to explore new ideas with meeting facilitation, community engagement and stakeholder outreach. This program also enables 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 data, plans and programs. This office also handles requests for information, 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 in traditional (i.e., newspapers) and non-traditional (i.e., blogs) media.
2. Use social media platforms (Facebook, Twitter, LinkedIn, etc.) to promote DVRPC news, engage partner organizations, and increase awareness of the Commission to the general public.
3. Prepare Annual Report.

4. Collect and distribute press clippings on DVRPC, as well as electronic news updates.
5. Provide staff support and services to the Public Participation Task Force: set agendas; plan and facilitate meetings; manage membership; and provide highlights of meetings.
6. Issue legal notices and advertise public meetings.
7. Coordinate special events and conferences that promote DVRPC's image and message.
8. Support staff in public communications, engagement, and participation in DVRPC programs and projects, including the Long-Range Plan, the TIP, and other studies, plans, and programs.
9. Prepare newsletters and special features on timely issues.
10. Update the DVRPC website to enhance public participation and to highlight various events and publications.
11. Sponsor public listening sessions or other outreach events for citizens in all parts of the region.
12. With IT staff, maintain online Board action public commenting feature. Staff will monitor and respond to comments and prepare a monthly packet of comments for Board member distribution.
13. Maintain and promote activities of the Regional Student Forum.
14. Assist staff with publication issues, and distribution.
15. Respond to RTK and OPRA requests as needed.
16. Review and evaluate public participation strategies, as necessary, to ensure effectiveness and outreach to a broad audience. Update public participation documents, such as the Public Participation Plan and Planner's Methodology, as needed, to reflect federal mandates.
17. Respond to general comments received via www.dvrpc.org, or by other means of communication, from the general public, member governments, other MPOs, etc.
18. Hold annual Board Retreat.

Products:

1. Media releases and press clippings.
2. DVRPC electronic newsletters.
3. Annual Report.
4. Public Participation Task Force: orientation program, notices, agendas, highlights, and recommendations.
5. Legal Notices.
6. Public Comment on Board Action Items packet.
7. Communications (e-mail blasts, notices, website, etc.) to promote agency initiatives.

Beneficiaries:

Member governments and operators, planning partners, the general public, and the

private sector.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$320,000	\$258,144	\$61,856		
2017	\$320,000	\$258,144	\$61,856		
2018	\$320,000				
2019	\$320,000				

PROJECT: 17-23-040 Title VI and Environmental Justice

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Alison Hastings

Goals:

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

Description:

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

Tasks:

1. Update and maintain the DVRPC Public Participation Plan (particularly in reference to updating LEP language), Title VI Compliance Plan, the Planner's Methodology, and other publications/reports 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 staff to monitor progress toward Title VI, EJ, and public participation goals.
3. Publish "Environmental Justice at DVRPC" annual report, which highlights DVRPC plans and programs.
4. Participate in any reviews conducted by state transportation agencies or other planning partners. Prepare an annual update memo on activities to be distributed to DVRPC Board members, planning partners, and posted online for the public.
5. 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.
6. Refine plan and implementation strategies to provide improved public input opportunities to the environmental and transportation planning processes.
 7. Refine mechanisms for the ongoing review of the TIP and long-range plan.
 8. Incorporate EJ analysis into individual studies, programs, and plans contained in the DVRPC Work Program, such as corridor studies, to help streamline the transportation project delivery process. Integrate EJ with National Environmental Policy Act (NEPA) planning, particularly with regard to human and environmental impacts, as well as plan recommendations on investments that promote quality of life and mitigate adverse impacts for residents in Greater Philadelphia.
 9. Continue to train staff in EJ/Title VI strategies. Complete responsibilities of the Title VI Compliance Manager, including working with the Accounting Division to review DBE goals.
 10. Convene meetings and/or other outreach to the DVRPC Environmental Justice Work Group and plan other events related to equity issues in the region.
 11. Explore opportunities for EJ events for DVRPC stakeholders and the general public.
 12. Participate in equal opportunity, nondiscrimination, and DBE training and committees offered by PennDOT, NJDOT, FHWA, FTA, or other planning partners.
 13. Refine or update the Indicators of Potential Disadvantage (IPD). Explore IPD and other mapping/technology strategies to enhance EJ data gathering and analysis.
 14. In collaboration with the Office of Smart Growth and the Office of Transit, Bicycle and Pedestrian Planning, continue work related to the FY2016 Equity Through Access (ETA) update to DVRPC's Coordinated Human Services Transportation Plan (CHSTP). Work tasks may include continuation/completion of plan development, program outreach, or coordination of equity-related work activities with other DVRPC efforts.
 15. Act as a resource for planning partners, counties, subrecipients, etc. in meeting Title VI, EJ, and public participation mandates.

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, the long-range plan, and other programs and plans, as needed.
3. Refine and update the Indicators of Potential Disadvantage (IPD) methodology, maps, and online application, as needed.
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 a web-based directory of EJ/Title VI resources, as well as

expanded EJ/Title VI publications in the 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.

Beneficiaries:

Transportation agencies and operators, environmental agencies, planning partners, counties, community organizations, low-income and minority population groups, and Greater Philadelphia residents.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$210,000	\$169,407	\$40,593		
2017	\$210,000	\$169,407	\$40,593		
2018	\$210,000				
2019	\$210,000				

PROJECT: 17-41-010 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 Congestion Management Process (CMP) uses measures to analyze the regional multimodal transportation system, defines congested corridors, and develops a set of strategies for each congested subcorridor. It also includes strategies appropriate almost everywhere in the region. The CMP assists with considering alternatives to additional road capacity, with developing the required supplemental strategies where additional road capacity is necessary; and with advancing projects toward completion. There are other tasks included in this substantial program.

The CMP is an objectives-driven, performance-based approach that addresses all elements of federal CMP regulations. It increases coordination of transportation and land use planning. It specifically incorporates operations, TDM, goods movement, complete streets, safety, transportation preparedness and resiliency planning for major events, and use of archived operations data for planning. The CMP continues to evolve.

Tasks:

1. Improve how the CMP results in projects working with state DOTs and other partners
 - a. Participate in the DVRPC process for setting priorities among transportation recommendations for New Jersey transportation projects in cooperation with NJDOT and other partners. Participate in related NJDOT effort to improve their process for initiating projects.
 - b. Participate in PennDOT Planning and NEPA process and tasks. Participate in PA Signal Retiming TIP project and processes to initiate projects through various funding programs available through PA Act 89.
 - c. Participate in the NJDOT Complete Team and related efforts including CMS-21 and Congested Places. Conduct Congested Places field views as requested and resources allow; stay engaged as results move forward at NJDOT.

- d. Continue to investigate benefit/cost analysis tools and other means to evaluate anticipated effects of multimodal strategies at a sketch planning level. Utilize tools to inform alternatives analysis as requested by DOTs and other partners.
- e. Support efforts to understand effects of strategies in the Delaware Valley by assisting with and posting before-and-after studies.
- f. Enhance communication through annual meeting at PennDOT and NJDOT, and with other partners as useful or requested including other MPOs; prepare CMP communication materials including by enhancing the CMP web pages; coordinate on DVRPC projects such as area/corridor studies and the update of the Long-Range Plan.

2. Advance use of archived operations data for congestion management planning - This includes coordination with a range of other offices within DVRPC, and with NJDOT, PennDOT, and other partners

- a. Participate in the I-95 Corridor Coalition's Vehicle Probe Project, potentially continuing to participate as co-chair or chair of working groups
- b. Continue to explore how best to use archived operations data from arterial roads and explore integrating bottleneck analysis into CMP analysis
- c. Continue to lead Partners Using Archived Operations Data for Planning, a voluntary group of East Coast MPOs, DOTs, and others interested in effectively using this resource. Work with them and I-95 Corridor Coalition on usage of MAP-21 measures relating to congestion, including performance measure target setting.
- d. Continue to enhance visualization and communication of analysis to elected officials, municipal board members and staff, interested members of the public, and others

3. Alternatives Analysis and Supplemental Projects for congestion management (also see related project 17-51-120: I-95 Planning Assistance)

- a. Continue to review TIP projects with respect to the CMP, and coordinate with the TIP and Plan
- b. Participate in alternatives analysis regarding whether congestion problems can be significantly managed by means other than adding road capacity. It has been requested by Pennsylvania county partners that more time be reserved for tasks b and c in FY '17.
- c. If additional capacity is warranted, help identify and implement supplemental strategies scaled to the project to get the most long-term value from the investment. Share and present tables for CMP Advisory Committee and RTC acceptance
- d. Track status of supplemental projects in coordination with project sponsors and share through online database

Products:

Congestion analysis in DVRPC prioritization process, congested intersection field view summaries and coordinated NJDOT problem statements, benefit-cost analyses, before-and-after studies posted on CMP web page; communication pieces and

meeting summaries, TIP projects with CMP notes, tables of accepted supplemental commitments, updated online database of supplemental projects

Beneficiaries:

Member governments and agencies, 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 *
2016	\$230,000	\$230,000			
2017	\$230,000	\$230,000			
2018	\$230,000				
2019	\$230,000				

PROJECT: 17-41-020 Transportation Operations

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Laurie Matkowski

Project Manager: Christopher King, Matthew West

Goals:

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

Description:

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. This program will not only help DVRPC comply with federal requirements, it will also support DVRPC's ongoing transportation operations planning activities. More detailed information about DVRPC's transportation operations activities can be found at <http://www.dvrpc.org/operations/>. Transportation systems management and operations principles are integrated into DVRPC's planning processes through the Long-Range Plan, the Congestion Management Process, and the Transportation Systems Management and Operations Master Plan.

This year's work program is divided into five components: incident management task forces, traffic signals, roundabout feasibility, transportation operations outreach to municipalities outside of IMTF corridors, and transportation operations/technical assistance. Some activities, like incident management and traffic signal optimization, are applicable region-wide, while others, like the roundabout study, are specifically focused on a particular state or county. As transportation operations activities tend to be short-term oriented, tasks listed under transportation operations/technical assistance are likely to change as new needs arise.

Managing Incident Management Task Forces (IMTFs) is a major component of transportation operations and is a collaborative effort with the Pennsylvania and New Jersey departments of transportation, and Pennsylvania and New Jersey State Police Departments. Currently, DVRPC administers and manages eight IMTFs, supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs address regional safety issues, improve incident management responses, and foster interagency coordination. In Pennsylvania, DVRPC is working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC continues to manage the I-476/I-76 Crossroads Area, Chester County, and Bucks County IMTFs. In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area

First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies. DVRPC will hold a regional IMTF leaders symposium in FY 2017 to continue efforts from the FY 2016 leaders symposium, as well as hold topical specialized training session(s) to be determined.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT and the counties to choose corridors for retiming and serve on the project team. DVRPC will be supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

DVRPC will study the feasibility of a roundabout in Bethel Township, Delaware County at the five-way intersection of Concord, Valley Brook, Foulk, and Chelsea Roads using traffic volume, safety, property acquisition, and historic resource perspectives.

DVRPC will conduct outreach to municipalities along key corridors not currently served by IMTFs. Topics included in the outreach will be an awareness of transportation operations resources in the region such as RIMIS and IDRUM.

DVRPC will continue to provide planning and technical assistance for transportation operations. NJDOT requested that DVRPC continue to be involved with a traffic monitoring program for the I-295 Direct Connect Project. This effort involves monitoring the effectiveness of NJDOT's traffic management plan, including measuring travel times, traffic volumes, and crashes. In FY 2017, DVRPC will continue to support this project, as well as develop a bulletin to highlight regional incident management and transportation operations data. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the five components 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, and other applicable agencies.
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. The task force is composed of PennDOT, FHWA, Delaware County Emergency Management Agency, local police and fire departments, and other applicable agencies.

4. Assist the Delaware County 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

5. Continue to manage the Chester County Incident Management Task Force. The task force is composed of PennDOT, Chester County Department of Emergency Services, Chester County Planning Commission, Pennsylvania State Police, local police and fire departments, and other applicable agencies.

6. Assist the US 30 Incident Management Task Force in conducting incident reviews, developing procedures to implement PennDOT detour routes, and develop a policy and procedures manual.

7. Continue managing the Burlington County Incident Management Task Force in cooperation with NJDOT, New Jersey State Police, the New Jersey Turnpike Authority, Burlington County, local police and fire departments, and other applicable agencies.

8. Assist the Burlington County IMTF in providing training, construction coordination, and response area coordination.

9. Continue to manage the Bucks County IMTF, in cooperation with PennDOT, Pennsylvania State Police, Bucks County, local police and fire departments, and other applicable agencies.

10. Assist the Bucks County IMTF in providing training, construction coordination, and response area coordination.

11. Continue to manage the existing Incident Management Task Force established in the I-476/I-76 Crossroads Area, in coordination with PennDOT, Pennsylvania State Police, Montgomery County, local police and fire departments, and other applicable agencies.

12. Assist the I-476 Crossroads Area IMTF in providing training, updating operating guidelines, and construction coordination.

13. Continue to manage the existing NJ SAFR Incident Management Task Force established in the NJ 42/NJ 55/I-76/I-676/I-295 Corridor in coordination with NJDOT, New Jersey State Police, Camden and Gloucester Counties, local police and fire departments, and other applicable agencies. Outreach to agencies further south of the corridor in Gloucester County as needed.

14. Assist the NJ SAFR IMTF in providing training, construction coordination, and response area coordination.

15. Manage the existing Mercer County Incident Management Task Force as established in coordination with NJDOT, New Jersey State Police, Mercer County, local police and fire departments, and other applicable agencies.
16. Assist the Mercer County IMTF in providing training, construction coordination, and response area coordination.
17. Participate in incident management programs initiated by state agencies and other agencies. Provide technical support, including mapping services, GIS, and other assistance as requested.
18. Meet with regional IMTF leaders to develop TIM objectives and goals.
19. Provide topical specialized training session(s) to be determined.

Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. Provide project management assistance to a consultant as the concept of retiming and optimizing traffic signals is developed on a regional basis on 500 and 600 routes in New Jersey's DVRPC Counties.

Bethel Township Roundabout Study Tasks

1. Work with a stakeholder team to determine feasibility of a roundabout at the five-way intersection of Concord, Valley Brook, Foulk, and Chelsea Roads from traffic volume, safety, property acquisition, and historic resource perspectives. Data acquisition and analyses are anticipated to be required.
2. Develop a technical memorandum outlining the results of any analyses which would help determine the feasibility of a roundabout at this location.

Transportation Operations Outreach to Municipalities Outside of IMTF Corridors Tasks

1. Identify municipalities along key corridors not currently served by IMTF's.
2. Meet with identified municipalities to present transportation operations resources in the region, such as RIMIS and IDRUM. Meetings may include county and state representatives.
3. Develop an outreach document identifying transportation operations resources in the region.

Transportation Operations/Technical Assistance Tasks

1. Continue participating in the I-295 Direct Connect traffic monitoring program with NJDOT.
2. 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. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.

Traffic Signal Optimization Products

- 1. MOUs, Concept of Operations, memorandums, and final reports, developed for both the Pennsylvania and New Jersey Regional Signal Retiming Initiative Programs.

Bethel Township Roundabout Study Products

- 1. Stakeholder committee meeting agendas and meeting highlights.
- 2. A technical memorandum outlining the results of any analyses which would help determine the feasibility of a roundabout at this location.

Transportation Operations Outreach to Municipalities Outside of IMTF Corridors Products

- 1. Outreach meeting agendas and highlights.
- 2. A one page outreach document identifying transportation operations resources in the region.

Transportation Operations/Technical Assistance Products

- 1. Meeting agendas, highlights, and memos as requested.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$300,000	\$242,010	\$57,990		
2017	\$300,000	\$242,010	\$57,990		
2018	\$300,000				
2019	\$300,000				

PROJECT: 17-41-030 Corridor Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: David Anderson

Project Manager: Jerry Coyne, Keith Hartington

Goals:

The purpose of this Program is to support DVRPC's long-range plan, Connections 2040, the DOTs' land use and transportation linkage initiatives and member government planning and implementation activities, explore innovative approaches to help implement the long-range land use and transportation plan, and help communities plan for a sustainable future. This program seeks to 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.

In FY 2017, 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 collaborate with NJDOT and PennDOT in applying MAP-21 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. DVRPC will continue to work with PennDOT and local governments to implement access control measures as an alternative to capacity improvements. Additionally, the DVRPC website will continue to develop and expand to share corridor planning information and the tenets and requirements of MAP-21 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.

In Pennsylvania, corridor studies will document operational and management strategies to improve the performance of existing transportation facilities through reducing congestion and improving mobility and safety. To this end, a traffic circulation study will be done along Route 3/Paoli Pike in West Goshen Township and West Chester Borough in Chester County. Three proposed concepts will be modeled and evaluated to assess their impact on area circulation. The first concept would be to create a road diet along Gay Street and Market Street. Complete street elements such as a bike lane and pedestrian infrastructure would be incorporated. The second concept would be to reconfigure left-turn lanes on Matlock Street to better define the transition. The third concept would be to eliminate the right-turn lane on West Market street from Darlington to Court House Alley to accommodate better pedestrian infrastructure. All these concepts will be modeled using microsimulation traffic models to determine their feasibility. This project is also funded through the Route 3/Paoli Pike Traffic Circulation Study (Project#17-63-09).

In New Jersey, a study will be conducted to evaluate the impact of the intersection of US 130 and Bridgeboro Road in Edgewater Park, Burlington County, on US 130 through traffic. This is a high volume intersection with left turning traffic oftentimes spilling back onto US 130. It is expected that future growth in development in the area will only exacerbate the problem. Staff will develop conceptual improvements to eliminate congestion, and improve accessibility and safety in the area.

A second project in New Jersey will be the continuation of the Burlington County Highway Plan. Phase 2 of this project will entail the following:

1. Prepare and conduct the Year 2040 Long-Range Plan (LRP) scenario travel

demand forecasting model, reflecting the land use assumptions and transportation recommendations of CONNECTIONS 2040, DVRPC's endorsed Long-Range Plan for Greater Philadelphia.

2. Assess Year 2040 LRP conditions, identify deficiencies, and proffer recommendations for county endorsement.
3. Prepare and conduct the Year 2040 Master Plan (MP) scenario travel demand forecasting model, containing the official LRP and endorsed MP final recommendation.
4. Provide a county route improvement program, including a high-level environmental assessment, cost estimates, and implementation guide for recommended physical infrastructure improvements. This project is also funded through Burlington County Highway Plan Phase 2 (Project #17-61-100).

A third project in New Jersey will be updating the 2012 "City of Camden Access Study". This study will be focused on improving current and future access to the city's commercial core. With a significant amount of new development expected in the City of Camden in the coming years, an updated analysis will be done that accounts for changes in demand for Land use, Traffic Circulation and Parking, Pedestrian and Bicycle Mobility, Goods Movement and Public Transportation. This study will apply analytical methods to identify gaps in connectivity of the transportation system and identify operational solutions to improve access.

Tasks:

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 the 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 the 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 low-cost near-term operational improvements at intersections, interchanges and identified bottlenecks in addition to long term improvements. Corridor improvement strategies will consider 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 New Jersey and Pennsylvania efforts, conduct detailed analysis of current conditions and recommended future improvements.
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 long-range plan elements with affected state, county, and 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 2017 TIP. DVRPC will also use recommendations, and development of case studies or implementation plans, to prepare and/or participate in project needs studies for transportation problems, at selected locations. DVRPC will also coordinate with PennDOT and the environmental resource agencies to gain acceptance for the completion of needs studies as part of the planning process. This effort may require the purchase of hardware, software, equipment, and/or services.

Products:

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 state departments of transportation, 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.

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 *
2016	\$810,000	\$532,422	\$127,578	\$20,000	\$130,000
2017	\$710,000	\$532,422	\$127,578		\$50,000
2018	\$710,000				
2019	\$710,000				

*\$50,000 NJ Supplemental FTA Funds

PROJECT: 17-41-040 Regional Transit Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Amy Bernknopf, Betsy Mastaglio, Cassidy Boulan

Goals:

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

Description:

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

One element that is central to this program is the development of new data-driven tools to inform investment decisions and local decisionmaking by making technical concepts more accessible to nontechnical audiences. Prior examples of this type of work include: the Transit Signal Priority (TSP) Favorability Score, Community Investment Index, Transit Score, and RideScore. Each of these efforts has expanded our regional toolkit to assist planning partners and members of the public in understanding and prioritizing investments.

This program also supports data collection, processing, and sharing activities wherever possible: passenger intercept, parking shed, and station-area observations 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, and related data. Surveys conducted in coordination with DVRPC's Office of Travel Monitoring, Office of Modeling and Analysis, and our

planning partners may support specific planning studies as well as transportation modeling efforts and the evaluation of transit alternatives in the region.

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

Tasks:

1. Provide planning staff and funding support for the Exton Train Station – Concept Planning for Phases 2 & 3 project, which is detailed and supplemented elsewhere in the FY2017 Work Program.
2. Provide planning staff and funding support for Eastwick Intermodal Center project, which is detailed and supplemented elsewhere in the FY2017 Work Program.
3. Provide planning staff and funding support for the Safe Routes to Transit Concept Development: New Jersey Locations project, which is detailed and supplemented elsewhere in the FY2017 Work Program.
4. Provide continuing support to SEPTA and other local partners on issues related to SEPTA's trolley modernization program for the City of Philadelphia and Delaware County, including coordination assistance related to FY2015 and FY2016 DVRPC work efforts.
5. In collaboration with the Office of Smart Growth and DVRPC's Environmental Justice Program, continue work related to the FY2016 Equity Through Access (ETA) update to DVRPC's Coordinated Human Services Transportation Plan (CHSTP). Work tasks may include continuation/completion of plan development, program outreach, or coordination of equity-related work activities with other DVRPC efforts.
6. Provide ongoing DVRPC participation in and project support for City of Philadelphia-SEPTA Transit First efforts, including the Transit First Technical Committee, Transit First Project Implementation Committee, and Transit First Connect Committee.
7. Oversee the Regional Transit Advisory Committee (RTAC) as a subcommittee of

the Regional Technical Committee (RTC), comprised of regional transit operators, FTA, and county representatives (with feedback from Transportation Management Associations (TMAs) and representatives of the DVRPC Public Participation Task Force as appropriate) to meet as needed and to develop and prioritize additional work tasks to be conducted under this program, where capacity permits. Projects may be jointly funded and will be conducted collaboratively with the Bicycle and Pedestrian Planning Program or Southeastern Pennsylvania Transit Planning and Technical Assistance Program.

8. Review, assess, generate, and apply innovative or state-of-the-art planning practices. Develop new means of analyzing data to meet the changing requirements of integrated transit, bicycle/pedestrian, and land use planning. Ensure that appropriate technical resources (such as new software) are available for staff use as new best practices develop.

9. Work with state and regional planning partners (PennDOT, SEPTA, and NJ TRANSIT) to participate in regional CHSTP project development, prioritization, and selection rounds as appropriate.

Products:

1. Member government and planning partner outreach and coordination in identifying, scoping, and conducting new studies in support of partner goals.
2. Coordination with planning partners to provide specific expertise in support of planning efforts, including Alternatives Analyses, and other evaluation or project support.
3. Planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations.
4. Data from survey and other data collection efforts in support of agency projects.
5. As-needed meetings and communications with the RTAC to develop work tasks and update timetables and statuses.

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 *
2016	\$710,000		\$401,250	\$26,750	\$282,000
2017	\$576,250		\$401,250		\$175,000
2018	\$576,250				
2019	\$576,250				

*\$175,000 NJ Supplemental FTA Funds

PROJECT: 17-41-050 Bicycle and Pedestrian Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Betsy Mastaglio

Project Manager: Amy Bernknopf, Cassidy Boulan, Gregory Krykewycz

Goals:

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

Description:

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

Projects will emphasize stakeholder outreach, the development and sharing of new data resources using bicycle and pedestrian counters, and the conduct of analysis to develop appropriate, safe, and context-sensitive bicycle and pedestrian facilities and "complete streets" in communities throughout the DVRPC region. This program also supports DVRPC's participation in state, regional, and local bicycle and pedestrian advisory or policy committees, helping to shape and promote constructive bicycle and pedestrian direction and policy. Some of these activities may also require DVRPC to purchase equipment or services to meet program goals.

As an area of focus, this work includes an emphasis on Active Transportation and Active Places—the idea that those places where walking and biking (Active Transportation) are prevalent are good for the vibrancy and quality of life of a community (Active Places), and vice versa. With this integrated approach, communities gain health benefits, increased mobility, economic stability, and an overall sense of vibrancy.

Tasks:

1. Conduct the Bicycle Stress Mapping project for Pennsylvania Suburban Counties—a project that will develop a pilot Bike Level of Traffic Stress Analysis for Bucks, Chester, Delaware and Montgomery Counties, working in conjunction with the Bicycle Facilities on PA Suburban Roads Working Group. The analysis will evaluate low-stress routes between suburban origins and destinations that do not

require cyclists to use roads that exceed their individual stress tolerance nor require undue detours that would significantly lengthen their trip, building off of Level of Traffic Stress (LTS) indicators developed by Portland State University and similar work conducted by others nationally. The resulting maps would be a resource for developing countywide bike plans with bicycle routes that would involve the lowest amount of stress. It would also identify sources of stress that could be eliminated through various capital improvements.

2. Develop the Mercer County Master Plan Bicycle Element, as scoped and submitted by Mercer County for FY2017 Work Program consideration. This project will consider municipal plans and existing off- and on-road facilities to develop a prioritized bicycle network on Mercer County roadways, and a prioritized list of capital program improvements to implement it.
3. Contribute to (and host where possible) the Bicycle Facilities on PA Suburban Roads meetings with PennDOT's District 6-0 staff, the Pennsylvania suburban counties, Bicycle Coalition of Greater Philadelphia staff, and others as appropriate.
4. Participate in state pedestrian and bicycle advisory boards: the NJ Bicycle and Pedestrian Advisory Council (NJ BPAC) in New Jersey and Pennsylvania Pedalcycle and Pedestrian Advisory Committee (PPAC) in Pennsylvania; continue to chair and coordinate NJ BPAC Design/Infrastructure Subcommittee.
5. Coordinate with the Regional Transit Advisory Committee (RTAC), a subcommittee of the Regional Technical Committee (RTC), to develop, prioritize, and conduct work focused on improved access between public transit and the region's network of bicycle and pedestrian facilities, including analysis of new on- or off-road pedestrian and bicycle access to transit stations, bicycle parking facilities at transit stations, wayfinding signage and promoting connections between stations, employment, and commercial centers and trails, and marketing off-peak and weekend transit service to recreational destinations.
6. Support, through outreach and project recommendations, implementation of various "best practice" efforts that benefit, and benefit from, the inclusion of bicyclists and pedestrians, including Complete Streets, green stormwater infrastructure, and placemaking efforts.
7. Work with the Office of Travel Monitoring to continue to gather region-wide bicycle and pedestrian counts.
8. 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.
9. Review bicycle and pedestrian project funding applications as appropriate for programs such as TAP, SRTS, and Pennsylvania's Multimodal Fund.
10. Projects may be jointly funded, and conducted collaboratively, with the Regional Transit Planning Program.

Products:

- 1. Complete planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations, as appropriate.
- 2. Survey and data collection in support of agency projects.
- 3. Other technical work for regional stakeholders as required.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$430,000	\$266,211	\$63,789	\$20,000	\$80,000
2017	\$330,000	\$266,211	\$63,789		
2018	\$330,000				
2019	\$330,000				

PROJECT: 17-41-060 Delaware Valley Freight Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Theodore Dahlburg

Project Manager: Michael Ruane

Goals:

Maximize the Delaware Valley's position in the global economy by promoting freight as a good neighbor strategies among local stakeholders 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 infrastructure needs on major facilities, on the region's National Highway System connectors, and within and around the designated freight centers.

In FY17, the Freight Planning Office will perform a technical analysis for the following study: Freight Transportation Access and the South Philadelphia Port Complex. The planned development of Southport and related growth in freight transportation facilities in south Philadelphia create a tremendous opportunity for economic growth in the City of Philadelphia. This growth in activity also translates into the potential for added congestion and higher needs for highway and rail infrastructure. A study to understand the transportation impacts on NHS connectors, highway interchanges and local streets will be conducted to understand opportunities for improvements associated with current build out scenarios. This work would leverage the existing regional travel model and focus more closely on

impacts at the sub regional level to understand the existing network's capacity to handle planned growth safely and efficiently. Where it cannot, physical expansion of the highway infrastructure will be identified and holistically tested to define the investments required to meet future needs.

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 is the focal point of this effort. Educational pieces on freight operations and issues are prepared each year, and many useful resources are made available on the freight page of the DVRPC website (e.g., the PhillyFreightFinder web mapping application).

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), Long Range Plan, Work Program, and other DVRPC policies, programs, and technical studies.
3. Respond to inquiries, surveys, and requests regarding the region's freight transportation network and freight planning process.
4. Participate in local associations, special events, and conferences that promote expertise and awareness regarding freight (e.g., counties, cities, TMAs, and the Traffic Club of Philadelphia).
5. Maintain and update a user-friendly freight page on the DVRPC website with accurate and current information.
6. Maintain an ongoing freight data and mapping program highlighting facility capacity and activity measures through the PhillyFreightFinder tool, leading to assessments of deficiencies and improvement opportunities.
7. Support freight initiatives, funding programs, and staffs from neighboring MPOs, the New Jersey, Pennsylvania, and Delaware DOTs, and FHWA.
8. Promote "freight as a good neighbor" strategies that balance freight facilities and operations with community goals.
9. Monitor pertinent federal legislation and support national and multijurisdictional efforts beyond the boundaries of the traditional DVRPC region (e.g., the I-95 Corridor Coalition).
10. Support the Transportation Research Board's Urban Freight Transportation Committee and foster MPO efforts in the field of freight planning.
11. Prepare meaningful and timely technical products for area decision-makers and planners, DVRPC committees, and informational pieces for the general public. The Freight Transportation Access and the South Philadelphia Port Complex Study will be coordinated with the DVRPC Office of Corridor Planning and Office of Modeling.
 - a. Task 1 - Establish technical advisory committee
 - b. Task 2 – Perform data collection: current traffic data; major freight movements

and routes; major freight generators; additional traffic counts; existing geometry and signal timing; traffic safety analysis

c. Task 3. - Assess current traffic conditions: regional travel demand modeling; intersection capacity analysis

d. Task 4. - Assess future traffic demand and operations

e. Task 5 - Implementation

f. Task 6 – Final Report

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, recommendations, and input on the TIPs, Long-Range Plan, and Work Program, and input on related DVRPC technical studies and policy issues. An updated list of freight center highway, rail, and port access needs.

3. Presentations and completed surveys and technical responses as requested.

4. Support of targeted, local freight work groups, conferences, webinars, and special events.

5. Updated freight page of the DVRPC website.

6. Updated PhillyFreightFinder web mapping application and data platform.

7. Support of state DOT staffs, annual rail freight funding programs, and activities required by MAP-21, such as state freight advisory committees, freight plans, and performance measures.

8. Linkage of freight planning efforts to environmental justice concerns, land use considerations, air quality, and job creation.

9. Coordination with multijurisdictional corridor initiatives, support of TIGER grant applications, and tracking of national initiatives and federal legislation.

10. Oversight of agendas for the Annual Meeting and summer meeting, session planning, membership updates, and research needs for the TRB's Urban Freight Transportation Committee.

11. Freight Transportation Access and the South Philadelphia Port Complex Study: report documenting the project's activities, current and future land use projections, and final recommended physical and operational improvements.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$350,000	\$282,345	\$67,655		
2017	\$350,000	\$282,345	\$67,655		
2018	\$350,000				
2019	\$350,000				

PROJECT: 17-41-090 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. This program helps implement the Long-Range Plan and supports advancement of project-level safety countermeasures. It is a collaborative effort with a wide, multimodal range of partners covering many elements, from crash database management and problem analysis to assistance with funding to implement projects.

Description:

1. Regional Safety Task Force (RSTF)

The RSTF is a multimodal partnership of agencies and organizations who work together to improve transportation safety. It is increasingly action-oriented and tracks performance toward its objectives. The new fiscal year will mark the beginning of the next emphasis area meeting cycle for which a data analysis update will be undertaken. Staff will evaluate the ending cycle, and continue to serve as facilitator to the task force.

2. PA Safety Symposium

Safety symposia help legislators and safety professionals coordinate on important safety issues to reduce transportation fatalities and crashes. FY16 work included help with preparation of an FY17 Pennsylvania Symposium.

3. Crash Data Management System

Refine and maintain a readily understandable way to use crash data. The results provide a starting point for selecting locations for focused work, and they support analyses within and outside of DVRPC.

4. Safety Project Development Assistance and Coordination on HSIP Project Implementation

Staff will assist state, county, and municipal partners with safety project development as needed in preparation for one or more HSIP applications. This work advances implementation of the Transportation Safety Action Plan, Long Range Plan, and DOT's Strategic Highway Safety Plans. This work is done in collaboration with DVRPC's Office of Capital Programming and Office of Project Implementation.

5. Crash Analysis Standards & Recommendations – City of Philadelphia

Research best practices in data collection and measurement, and propose a system of standards for tracking and analyzing crash trends in Philadelphia. These standards will allow Philadelphia to easily monitor safety year-over-year. Special emphasis will be placed on crash data overrepresentations unique to Philadelphia, including DUI and hit-and-run crashes.

6. Crash Safety and Environmental Justice

The consideration of health data in transportation planning is a growing area of study that is helping people understand the implications of mode choice and commute routines on our state of wellbeing. And although transportation in general has inherent risks, those risks are not the same for all people. Coordinated with DVRPC's Office of Communications and Engagement and the Healthy Communities Task Force, this work will research the demographic implications of crash injuries and fatalities in the region, establish baseline data for future comparisons, and identify priority locations to support in the pursuit of safety investments.

7. Special Studies & Coordination Efforts

Conduct analysis and participate in efforts with outside partners to advance safety programs and projects that are consistent with the goals of the Transportation Safety Action Plan as time permits.

8. Transportation Security Planning

Participate in appropriate security planning efforts. One element of this task is support for efforts to improve the resilience of transportation infrastructure against the impacts of extreme weather.

Tasks:

1. Regional Safety Task Force (RSTF)

- a. Prepare for and hold quarterly meetings.
- b. Use adopted measures to track progress toward objectives and take action to improve performance.
- c. Stay engaged with small tasks that have evolved from volunteer action items.
- d. Conduct the annual RSTF/DVRPC Special Safety Study.

2. PA Safety Symposium

In a limited role, participate in preparations for the FY17 Pennsylvania Safety Symposium in coordination with PennDOT and other partners.

3. Crash Data Management System

- a. Coordinate the refinement and maintenance of the crash databases.
- b. Update existing safety analysis on DVRPC's data navigator and advance innovative ways to communicate safety analysis.
- c. Respond to data requests from inside and outside of DVRPC.

4. Safety Project Development Assistance and Coordination with Safety Partners on HSIP Project Implementation

- a. Distribute network screenings and assist partners with identifying data-driven safety projects with guidance on when and how to develop project applications.
- b. Provide needed support such as specific crash analysis, countermeasure development assistance, HSM analysis, or sketch planning.
- c. Coordinate the New Jersey HSIP Local Safety and Design Assistance Program in coordination with the DVRPC Office of Project Implementation and the Office of Capital Programs.
- d. Continued support for PennDOT-District 6 safety data mapping to help identify potential projects.

5. Crash Analysis Standards & Recommendations – City of Philadelphia

- a. Collaborate on a methodology for developing standards and procedures for calculating them.
- b. Complete white paper on best practices from comparable cities, etc.
- c. Examine crash data overrepresentations like DUI and hit and run crashes for opportunities to improve safety in those areas.

6. Crash Safety and Environmental Justice

- a. Map and analyze the spatial and demographic relationship between EJ populations and crash injuries and fatalities.
- b. Research best practices and emerging trends in this area of study and coordinate effort with DVRPC's Office of Communications and Engagement

7. Special Studies & Coordination Efforts

- a. Provide support for New Jersey's teen driver Share the Keys education program in the DVRPC region.
- b. Provide analysis support for the roundabout project being conducted in DVRPC's Office of Transportation Operations.

8. Transportation Security Planning

- a. Participate in external meetings, webinars, and other events.
- b. If requested, lead actions developed with partners such as running a meeting or providing analysis.

Products:

- RSTF meeting materials and summaries, results of volunteer actions.
- Crash databases, GIS files, and other electronic products.
- Potential HSIP projects to the application stage, and coordination and distribution of all applications, and delivery of accepted applications to FHWA for funding, summaries of meetings with PennDOT officials.
- White paper on the relationship between crash deaths and Environmental Justice.

- Various meeting materials, handouts, brief papers or web tools.

Beneficiaries:

Residents, employees, through-travelers, and shippers experiencing safer and more secure transportation; municipalities; counties; state agencies, and federal agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$550,000	\$322,680	\$77,320	\$20,000	\$130,000
2017	\$470,000	\$338,814	\$81,186		\$50,000
2018	\$470,000				
2019	\$470,000				

* \$50,000 NJ Supplemental FTA Funds

PROJECT: 17-43-010 Travel Monitoring

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry

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, 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 17-43-020-025). Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>.

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

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 the 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, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.

9. Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.

10. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$765,000	\$645,000			\$120,000
2017	\$765,000	\$645,000			\$120,000
2018	\$765,000				
2019	\$765,000				

*PA TIP - Project ID 104639

PROJECT: 17-44-010 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, programs, and technical assistance, as well as to ensure communication and coordination among agencies in the region involved in livable communities. To increase the level of education and outreach on smart growth principles to member governments and the public.

This project supports PennDOT's Planning Priorities of "Land Use / Transportation Linkages/Economic Development/Modernization," specifically "(B) to provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, access management, transit oriented development, healthy communities, etc.," and "(E) identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation."

This project supports NJDOT's planning priorities of: supporting coordination on mobility and land use planning; offering technical assistance to encourage vibrant, sustainable communities; developing and maintaining databases in support of smart growth; and implementing Complete Streets. This project supports FHWA-NJ Division's Planning Emphasis Areas of regional coordination on opportunities related to livability, and ladders of opportunity/access to essential services (housing, employment, health care, schools, and recreation).

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, land preservation, urban revitalization, economic development, and climate change. This program also supports the agency's continuing efforts at transit-oriented development, TRID, age-friendly communities, and zoning reform (both smart growth and sustainable zoning).

Staff will co-lead (with Office of Transit, Bike and Pedestrian Planning) the Safe Routes to Transit Concept Development: New Jersey Locations. The project will identify municipalities within the DVRPC region that are interested in improving active transportation connections to transit (first- and last-mile connections) through applications for competitive funding programs (TE/TAP, CMAQ, or others). Staff will furnish the selected municipalities with significant project information so as to assist in the preparation of future grant applications. This project is also a candidate for additional funds from NJ TSP, and a fuller scope accompanies that separate Work Program description.

DVRPC will continue its Municipal Outreach program, which includes: offering training/webinars to municipalities and counties; producing Municipal Implementation Tool (MIT) brochures that implement the LRP through encouraging specific municipal actions; tracking and mapping the municipal adoption of smart growth tools in the region; and promoting products to local, regional, and national audiences. Staff will partner with the Montgomery County Planning Commission to develop a three-part series of one hour webinars (as part of the Walk MontCo plan) that will describe walkable communities, identify some typical low-cost design solutions, and outline next steps for larger project scoping. Target audiences will include municipal managers, public works directors, code enforcement officers, school district facility officials, and business association leaders. The series will also be made available to the rest of the region.

Staff will continue to update and analyze the Smart Growth Project Database web mapping application at least twice per year, and seek new sources of data or partnerships.

Staff will continue work related to the FY2016 Equity Through Access (ETA) update to DVRPC's Coordinated Human Services Transportation Plan (CHSTP), in collaboration with the Office of Transit, Bike and Pedestrian Planning, and DVRPC's Environmental Justice Program. Work tasks may include continuation/completion of plan development, program outreach, or coordination of equity-related work activities with other DVRPC efforts.

In coordination with the Office of Energy and Climate Change Initiatives, staff will provide technical assistance to municipalities on reducing energy use and GHG emissions in their operations. A key focus of this work will be coordinating the Regional Streetlight Procurement Program (RSLPP), begun in FY16, which is an effort to work with 40+ municipalities to replace their current streetlights with energy-efficient LED lighting. This involves ensuring the selected ESCO work effectively with municipalities, coordinating with multiple partners including the Pennsylvania Sustainable Energy Finance (PennSEF) Program, and assessing the replicability of this program for other municipally-owned assets.

Staff will provide technical assistance to municipalities on the development of renewable energy ordinances and permitting practices that address the siting and access of renewable energy systems and energy-efficient development. Building off of the solar zoning and permitting guidance developed under Solar Ready II in FY16, further technical assistance will be offered to municipalities to adopt Solarize campaigns which incentivize groups of homeowners or businesses to work together to simplify the solar installation process. Such campaigns center on collectively negotiating rates, competitively selecting a solar installer, and increasing demand through a creative limited-time offer to join the campaign. These two energy-efficiency efforts, in particular, also represent DVRPC's ongoing effort to facilitate shared services among communities.

Staff will continue to offer technical assistance to national, state, regional and local partners on such initiatives as the NJDOT Transit Village Task Force, Sustainable NJ committees, national STAR rating system committee, Age-Friendly West Philly task force, Delaware Valley Smart Growth Alliance, Urban Land Institute Philadelphia Chapter Councils, and other partnerships.

Tasks:

1. Co-lead the Safe Routes to Transit Concept Development: New Jersey Locations.
2. Lead the Municipal Outreach program, which includes developing the Walk MontCo webinar series.
3. Update the Smart Growth Project Database.
4. Assist with the equity-related work that comes out of the Equity Through Access Study.
5. Coordinate the Regional Streetlight Procurement Program.
6. Provide technical assistance to municipalities on renewable energy ordinances, permitting, and Solarize campaigns.
7. Provide technical assistance to selected partners in livable community efforts.
8. Present and promote DVRPC's smart growth studies and products to local, regional, and national audiences, through workshops, seminars, conferences, etc.

Products:

1. Safe Routes to Transit Concept Development: New Jersey Locations.
2. Walkable communities webinar series, MIT brochures, webinars, trainings.
3. Updated Smart Growth Project Database.
4. ETA Update or related products.
5. Meeting highlights, powerpoints, or other technical assistance from RSLPP and Solarize.
6. Smart growth presentations at local, regional, and/or national conferences and workshops.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$610,000	\$282,345	\$67,655	\$42,000	\$218,000
2017	\$400,000	\$282,345	\$67,655		\$50,000
2018	\$400,000				
2019	\$400,000				

*\$50,000 NJ Supplemental FTA Funds

PROJECT: 17-44-020 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.

Address the planning issues identified in MAP-21, specifically by supporting the economic vitality of the metropolitan area; promoting consistency between transportation improvements and state and local planned growth and economic development initiatives; and improving the regional freight network, to improve and expand access to national and international trade markets and support regional economic development.

Lead, participate in, and provide support for regional efforts to better coordinate economic development and transportation investment strategies in the region, including managing and maintaining the Greater Philadelphia region's Comprehensive Economic Development Strategy (CEDS).

Ensure that transportation investments encourage and support economic growth while simultaneously protecting the environment and minimizing sprawl, by supporting an integrated, multi-modal transportation system that expands access to national and international markets and enables workers to efficiently access employment opportunities.

Provide information on the value to the regional economy of implementing elements of DVRPCs long-range transportation and land use plan.

Highlight the importance of efforts for regional energy efficiency and carbon reduction to regional economic competitiveness.

Highlight the importance to regional economic competitiveness of enhanced workforce development and access by employers to a skilled workforce.

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.

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 2040, and the regional Comprehensive Economic Development Strategy (CEDS). These include smart growth; transit-oriented development; the repair and preservation of existing transportation and other infrastructure; agricultural preservation; and the conservation of natural resources and environmental amenities. A key aspect of this project is continued coordination among established and emerging players in the region's economic development and transportation planning landscape.

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, policy reports, and forums. This research will be based on data available through federal sources (including the U.S. Census Bureau, the Bureau of Labor Statistics, and the Bureau of Economic Analysis) and on regional employment data acquired by DVRPC from the National Establishments Time Series (NETS) database, the CoStar Commercial Real Estate database, and other available economic data sources. 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, and agricultural and natural resource protection. The project will also support DVRPC staff to help them assess the economic impact of their projects, where feasible.

Working with others, DVRPC will continue to manage and maintain "Investing in People and Places" as the region's Comprehensive Economic Development Strategy, as required by the U.S. Economic Development Administration (EDA). EDA requires that a regional CEDS be updated annually and rewritten every fifth year. During FY 2017, staff will work with the CEDS Regional Review Committee to complete and prepare the 2016 annual CEDS review and update (due to the U.S. EDA by September 30, 2016) and begin preparation of the 2017 annual review (due by September 30, 2017).

Work will also be undertaken to advance the CEDS goal of supporting a workforce prepared to meet the needs of the region's employers. Workforce development and job training is directed by a network of public, private, and non-profit organizations. The 2014 Workforce Innovation and Opportunity Act (WIOA) establishes new workforce development goals and added responsibilities for county and regional governments. DVRPC will conduct research and work with partner organizations to better understand the new requirements and identify how to best advance the

CEDS goal of investing in people.

The project includes the following main components:

(1) Continue the economic development coordinating role initiated in FY 2007 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, the RCEDF facilitates networking and coordination between the region's transportation, economic development, and land use planning professionals 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 Commission's Long-Range Plan and CEDS.

(2) Conduct analytical work in support of regional economic development efforts, including studies that both qualitatively and quantitatively highlight the economic value of regional transportation and planning efforts.

(3) Distribute the results of the Commission's analytical work via DVRPC's online data tools and/or through policy papers, data bulletins, or analytical reports.

(4) Manage and maintain the Greater Philadelphia region's CEDS, as required by the EDA, including completing the 2016 CEDS review and update; amending the list of vital projects as appropriate; beginning the preparation of the 2017 annual CEDS update; and working with regional partners to identify how to best advance the CEDS goal of investing in people.

(5) Continue to support the goals and objectives of the New Jersey State Strategic Plan, which outlines an incentive-based strategy that tactically aligns government entities and resources, builds on existing economic and quality of life assets, and establishes clear goals to position New Jersey to better compete for and capitalize on growth opportunities. Additionally, DVRPC's economic analyses and coordination efforts will support the planning priorities of the NJ Office of Planning Advocacy, specifically their initiative to consider local economic development plans when prioritizing investment. This project also supports FHWA's emphasis on providing "ladders of opportunity" by enhancing access to essential services, including housing, employment, job training, health care, schools, and recreation.

Tasks:

1. Convene regular meetings of the Regional Community and Economic Development Forum (RCEDF), whose membership includes regional economic development professionals; regional, county, and local land use and transportation

planners; and private and non-profit sector representatives. The committee will meet to coordinate on regional transportation and economic development issues and to guide analytical work. This committee has evolved through the combination of the study committee associated with DVRPC's FY 2007 Integrating Land Use, Transportation, and Economic Development (LUTED) project with DVRPC's former Land Use and Housing Committee (LUHC).

2. Conduct analytical work on issues related to regional economic development, including the relationship between transportation investment and economic development; improving access to essential services, including employment and job training; efforts to promote an energy efficient economy; the economic value of workforce development; and other studies that support and advance the goals of DVRPC's Long-Range Plan. This task includes:

- The continued review and analysis of the NETS database and other alternative sources of employment data.
- The continued analysis of the CoStar Commercial Real Estate database.
- Continued drill-down analyses of specific economic clusters, using the most current sectoral employment data available at the 4-to-6 digit NAICS-code level.

3. Work with regional stakeholders to maintain and manage the Greater Philadelphia region's CEDS. This task involves the following components:

(a) Conduct 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 CEDS Review Committee, complete the preparation of the 2016 annual review and update. This report, due to EDA by September 30, 2016, will include a review of the region's economic circumstances; an updated list of strategic projects (including a set of priority transportation investments), programs, and activities intended to implement the CEDS goals and objectives; and an evaluation of performance measures that track progress toward 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 documents as part of the annual CEDs update.

(d) Work with the CEDS Review Committee to begin the preparation of the 2017 annual CEDS update.

4. Working with partner organizations, identify how to best advance the CEDS goal of investing in people, by working to better understand how workforce development and job training is provided in the region, whether the existing system meets new workforce development requirements, and whether current workforce development programs are meeting the needs of the region's employers. This task includes the following main components:

a) Analyze and summarize existing public, private, and non-profit workforce development and job training programs, including an analysis of available funding streams.

b) Coordinate and convene significant regional stakeholders and representatives of

the region's major employment sectors.

- c) Based on the results of the above tasks, identify needs of the training systems and any unmet needs of the region's employers, and recommend how to better connect workforce development boards with other economic development groups.
- 5. Work with PennDOT and the Governor's Action Team on regional economic development projects, as applicable, and promote public/private partnerships.
- 6. Provide data and support for the use of an economic impact model that measures economic impacts from certain transportation projects and land use patterns.

Products:

- 1. Highlights from Regional Community and Economic Development Forum (RCEDF) meetings.
- 2. Results of analytical work, including periodic stand-alone analytical reports, data bulletins, and data snapshots, as well as input to other planning and transportation documents.
- 3. Minutes of CEDS committee meetings and amendments to the CEDS list of vital projects.
- 4. Meeting highlights, analytical reports, and/or a white paper summarizing the results of efforts undertaken to better understand the region's existing workforce development network, consider whether these efforts are meeting the needs of the region's employers, and identify how the region can best advance the CEDS goal of investing in people.
- 5. The 2016 CEDS annual review and update, due to the EDA by September 30, 2016.
- 6. Background reports and summaries of research efforts undertaken to support the completion of the 2017 annual CEDS update, due to the EDA by September 30, 2017.
- 7. Data supporting an economic impact model, as needed.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$200,000	\$129,072	\$30,928	\$40,000	
2017	\$200,000	\$129,072	\$30,928	\$40,000	
2018	\$200,000				
2019	\$200,000				

PROJECT: 17-44-030 Strategies for Older Communities

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karen Cilurso

Project Manager: Andrew Svekla, Christina Arlt, Emily Costello, Karin Morris

Goals:

To support the major land use and transportation policies of Connections 2040: Plan for Greater Philadelphia by encouraging reinvestment in the region's mature suburbs and core cities through redevelopment and intergovernmental cooperation.

The Strategies for Older Suburbs (SOS) project supports PennDOT's Planning Priority (I) Land Use/Transportation Linkages/Economic Development/Modernization, specifically (B) to provide input on any training and planning activities targeted to county and local governments, conservation districts, and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, access management, transit-oriented development, healthy communities, etc., and (E) identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities, such as access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.

This project supports NJDOT's support of the NJ State Strategic Plan, whose vision is for sustainable, physical, and economic development. Additionally, the Strategies for Older Suburbs (SOS) program area supports NJDOT's MPO Transportation Priorities, including promoting partnerships and maximizing opportunities for Complete Streets implementation. The work through the SOS program areas also supports NJDOT's MPO Priorities by continuing coordination with other agencies in land use planning and providing grant or technical assistance to encourage vibrant, sustainable communities. This project supports FHWA-NJ Division's Planning Emphasis Areas of expanded use of management systems and data-driven tools to inform investment decisions, particularly for programs such as the Transportation and Community Development Initiative (TCDI). This project also supports the New Jersey Statewide Long Range Transportation Plan.

Description:

Many of the region's mature communities face social, economic, transportation (motorized and nonmotorized), and infrastructure challenges uncharacteristic of more affluent exurban communities and lack the resources available to the region's core cities. Staff will identify techniques, programs, and strategies 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 goal of the SOS program is to help make our older communities more livable.

Through the SOS program, staff will provide outreach and education 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 that affect their communities and develop solutions. Topics may include infrastructure, bicycle and pedestrian enhancements, economic development, conservation, public relations, and grant development. Up to four Roundtable discussions will be held.

Staff will continue work on the Classic Towns of Greater Philadelphia program. Through the Classic Towns program, marketing and advertising are used to promote communities as great places to live, work, and play. The Classic Towns program strives to improve the quality of life in older communities of the region, thus utilizing existing infrastructure. A consultant will be used to provide assistance with these tasks and staff will work directly with all communities on various events, promotional pieces, and other tasks, as requested. This program utilizes funds directly from the participating communities.

The Transportation and Community Development Initiative (TCDI) grant program will continue in FY 2017. Staff will advertise and promote a new round of funding for FY 17/18. This will involve reviewing all project applications, working with the designated review committees to prioritize projects, and ultimately, moving all awarded projects to contract with the individual municipalities. The TCDI project also includes maintaining the Smart Growth Grant database to oversee communication with grantees and providing updated information for the DVRPC website for all projects completed.

Outreach and education will be directed at municipal officials, community groups (BIDs, CDCs), and residents. Staff projects will encourage redevelopment and growth around transit-accessible and livable communities. Staff will work with local governments to identify revitalization projects and promote the amenities of the older suburbs and core cities of the region through TCDI-funded projects and the Classic Towns Program.

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 four roundtables will 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, including hosting two events/workshops for Classic Town members.
- 6. Contract with qualified consultants on Classic Towns for advertising and website administration.
- 7. Administer the TCDI program.
- 8. Continue to maintain the Smart Growth Grants database.
- 9. Present all findings to municipal and county officials.

Products:

- 1. SOS Roundtable materials.
- 2. Updated Smart Growth grants database.
- 3. Updates to the Classic Towns website and other marketing materials, as necessary.
- 4. Hold events and contests for the Classic Towns member communities, as requested.
- 5. Workshops throughout the fiscal year for member Classic Towns (at least two).
- 6. Additional webpages on website for new towns in the Classic Towns program.
- 7. Deliverable products as required by each TCDI contract.
- 8. Documentation showing collaboration with state and regional partners on revitalization strategies and techniques for older suburbs and neighborhoods.

Beneficiaries:

Member governments, nonprofits, developers, private sector, and Classic Towns communities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$470,000	\$169,407	\$40,593	\$40,000	\$220,000
2017	\$490,000	\$169,407	\$40,593	\$40,000	\$240,000
2018	\$470,000				
2019					

*1.PA-TIP/STU-TCDI Administration- DOT # 64652-\$120,000
 2. NJ-TIP-STP-STU-TCDI Administration- DOT#D0204-\$80,000, \$40,000 NJ Supplemental FTA

PROJECT: 17-44-040 Energy and Climate Change Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Robert Graff

Project Manager: Elizabeth Compitello, Shawn Megill Legendre

Goals:

- Provide leadership to the region on reducing energy use, increasing the use of low-carbon energy, reducing greenhouse gas (GHG) emissions, and increasing the resilience of the region to the impacts extreme weather, which is predicted to increase due to climate change. A key focus of this work will be on energy use, greenhouse gas emissions, and increased resilience as they relate to vehicles, transportation infrastructure, and the built environment.

- Focus the resources and attention of municipal, county, regional and state officials on developing policies and practices to reduce energy use and GHG emissions, and increasing the resilience of the region to the impacts extreme weather associated with climate change.

- Develop and disseminate information on regional energy use, energy costs, and GHG emissions. This information will be provided at the local and sectoral level where feasible.

- Require and facilitate regional coordination—both drawing on and strengthening relationships among state, regional, county, and municipal officials throughout the region, as well as relationships with other key stakeholders, including utilities, businesses, institutions, and non-profit organizations. This work will leverage economies of scale, and identify and disseminate best practices from around the region and across the nation. It will also foster continued cooperation and coordination across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to addressing these issues.

Description:

This program area leads planning efforts to prepare the region for a future in which regions with greater energy efficiency, cleaner energy, lower emissions of greenhouse gases, as well as those that have proactively planned for the anticipated impacts of climate change on the built and natural environment, are expected to be at a competitive advantage. This program area supports the goals of the State of New Jersey's Global Warming Response Act (2007) of reducing GHG emissions by 80 percent of 2006 levels by 2050. It also supports the provisions of the Pennsylvania Climate Change Act (Act 70 of 2008), as well energy use, GHG emissions, and regional resilience goals of DVRPC's Long Range Plan.

Energy use and greenhouse gas emissions are closely related issues: 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. Energy use by the transportation sector (motor vehicles, trains, planes, ships, and other mobile applications) accounted for more than 27 percent of the region's energy use, and over 31 percent of its GHG emissions. Essentially all of the energy used for transportation is petroleum imported into the region.

The energy system in the 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 and lower-carbon energy sources for both the transportation sector (e.g., electric vehicles, natural gas vehicles, public transit investments) and for stationary energy use (e.g., buildings, industry). In addition, concern regarding the long-term availability and cost of fossil fuels, as well as the implications of natural gas production in Pennsylvania, shapes the activities of this program area.

Climate change also influences the design, construction, safety, operations, and maintenance of transportation infrastructure and systems. Recently, extreme weather events such as Hurricane Irene and Superstorm Sandy have illustrated how vulnerable the region's transportation infrastructure is to violent storms. As global temperatures increase, sea levels rise and weather patterns change, the risk to the region's transportation system will only increase. The stewards of the region's infrastructure will be challenged to consider how these changes may affect the region's roads, airports, rail, transit systems, and ports, as they endeavor to assure the transportation system's resilient connectivity to essential services.

This program area assists the region as our economy transforms to one that over time uses less fossil-fuel based energy while maintaining a high quality of life. This program area also assists the region prepare for inevitable changes in the region's climate, regardless of global reductions in GHG emissions.

Tasks:

Coordination and Facilitation—DVRPC will continue to facilitate coordination and discussion among partner organizations within the region through meetings, information sharing, websites and other means. DVRPC will participate in relevant local, regional, state, and federal efforts related to alternative fuel vehicles, energy-efficiency and conservation, GHG emissions reduction, and resilience to the impacts of climate change on transportation infrastructure and other public goods. DVRPC will continue to work with local governments, state and federal agencies, neighboring MPOs, and partner organizations in the region.

Information Collection and Analysis—DVRPC will continue to develop and

disseminate information on regional energy use, energy costs, and GHG emissions, as well as opportunities for reducing energy use, energy costs, and GHG emissions, at the state, local, and sectoral level. DVRPC will also disseminate information on the predicted impacts of climate change on the region's transportation infrastructure and other public goods.

Technical Assistance: Energy Use and GHG Emissions—DVRPC staff will continue to serve as a resource for counties and municipalities in 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 barrier to implementing energy efficiency projects, DVRPC will work with local and regional partners to identify, develop, and implement approaches to address this issue. A key focus of this work, in coordination with the Office of Smart Growth, will be on energy use and emissions associated with public sector vehicles, lighting, and traffic signals.

Technical Assistance: Ordinance Assistance and Coordination—In coordination with the Office of Smart Growth, DVRPC will continue to assist municipal and county officials in the development and implementation of local ordinances and permitting practices that address the siting and access of renewable energy systems, energy-efficient development, and siting of alternative fuel vehicle infrastructure.

Technical Assistance: Impact Analysis—DVRPC will continue to assist its member governments and others in assessing alternative policies and actions appropriate at the regional, county and municipal level in order to help select the most appropriate set of responses from among the many alternatives to reduce energy use and GHG emissions primarily in the transportation sector. This selection requires rigorous analysis of the reduction impacts, cost-effectiveness, feasibility, energy savings, and other associated benefits and costs associated with the various options.

Technical Assistance: Climate Change Adaptation Planning—DVRPC will continue to 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 of the region's transportation infrastructure and communities, and developing strategies to increase resilience. DVRPC will continue to participate in ongoing climate change adaptation activity at the national, state, regional, and local level to ensure the concerns of the region are represented. This work will be carried out in coordination with DVRPC's Office of Environmental Planning.

Scenarios and Modeling—DVRPC will, in coordination with DVRPC's Office of Long Range Planning, model future regional energy use and GHG emissions scenarios and 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 planning and policy actions.

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

This program area is prepared to carry out additional tasks, depending on staff availability and the priorities of member governments, including those noted below.

Technical Assistance: Additional Sectors – DVRPC recognizes that other public sector organizations, such as school districts, have tremendous opportunities for energy savings. DVRPC is prepared to begin a discussion with these sectors to identify ways to adapt and disseminate to these sectors technical tools we have developed. In addition, DVRPC is prepared to work with selected commercial areas, such as those located in DVRPC's Classic Towns. Working with interested business associations and property-owners, DVRPC is able to provide basic training and resources for energy-efficiency improvement. This work would facilitate consistency and draw on the economies of scale inherent in regional-level data gathering and analysis.

Technical Assistance: Ordinance Assistance and Coordination – In addition to the ordinance assistance and coordination tasks noted above, DVRPC is prepared to continue developing and disseminating 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.

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 may require the support of consultants.

Products:

1. Publications and spreadsheet-based tools as a component of technical support for municipalities and counties in reducing their energy use and GHG emissions, and improving the resilience of their communities to the impacts of climate change. These will be available on DVRPC's website.
2. Written reports and PowerPoint presentations for municipalities in the region to summarize results of technical assistance provided and to educate municipal managers on energy management.
3. Highlights of meetings related to regional coordination.
4. Trainings and technical assistance.

5. Analysis and modeling of energy use and GHG emissions reduction options provided via the DVRPC website.
6. Continued integration of energy use and GHG emissions analysis into DVRPC planning documents.
7. Contributions to local, regional, state, and national efforts to reduce energy use and greenhouse gas emissions, and to build resilience in preparation for climate change. These will include written comments on documents, active participation in meetings, and recommendations for actions.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$240,000	\$164,027	\$39,304	\$36,669	
2017	\$240,000	\$164,027	\$39,304	\$36,669	
2018	\$240,000				
2019	\$240,000				

PROJECT: 17-44-050 Long-Range Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Project Manager: Brett Fusco, Patricia Elkis

Goals:

Develop and implement a long-range vision and plan for a sustainable future by providing guidance for future growth and development and ensuring that transportation investments are linked to long-term land use, economic development, environmental, and transportation goals. DVRPC's Long-Range Plan and overall planning policy is developed around four core principles: creating livable communities, building the economy, managing growth and protecting the environment, and establishing a modern multimodal transportation system.

Description:

Metropolitan planning organizations (MPOs) are required to prepare and maintain a long-range transportation plan with a minimum 20-year horizon, and in air quality non-attainment areas to update the plan every four years. DVRPC has worked with member governments, regional stakeholder organizations, and the public to develop a comprehensive Long-Range Plan that not only addresses the future of transportation, but also looks at the interaction with land development and revitalization, environmental resources, and economic growth.

The Plan serves as a high-level policy directive for all of DVRPC's work and is incorporated into every DVRPC project and program. DVRPC's current Long-Range Plan, Connections 2040 Plan for Greater Philadelphia, was adopted by the DVRPC Board in July 2013, and amended in July 2014 to account for additional funding from Pennsylvania's Act 89. The Plan incorporates performance measures for selecting transportation projects and gauging progress toward Long-Range Plan goals. Additionally, the Plan addresses the eight planning factors required under current federal planning regulations, as well as the seven national goal areas identified in the most recent federal transportation authorization, MAP-21.

Staff has been working with regional stakeholders and the public to begin developing Connections 2045, the update to the Long-Range Plan. This update will be presented to the Board for consideration for adoption in summer 2017. Early work focused on identifying future drivers of change. This culminated in the Future Forces report and included additional outreach in FY 2016. Staff is also revising the transportation system needs assessment analysis of what is required to rebuild and improve our transportation system and the challenges that the region is facing in achieving the goal of preserving and maintaining transportation infrastructure. The

Plan will include a thorough summation of alternatives to meet these challenges. The Plan is being developed through outreach to member governments, stakeholders, and the public; and will culminate in the publication of a user-friendly document and webpage, follow-up analysis and studies, implementation of Plan strategies, and continuation of tracking progress through performance measures.

Tasks:

1. Continue a comprehensive public and stakeholder outreach program to identify, prioritize, and implement the policies, strategies, and projects included in the Long-Range Plan.
2. Work with stakeholder agencies, such as the Pennsylvania State Planning Board, New Jersey Office of Planning Advocacy, PA and NJ DOTs, transit operating agencies, transportation authorities, and county planning departments, to develop, update, and implement their respective strategic and Long-Range Plan documents and ensure consistency across federal, state, regional, county, and local planning processes.
3. Collect and analyze demographic, land use, travel, and other data to determine their impact on the future growth and development of the region. Develop future forecasts of population, employment, and other demographic and travel factors.
4. Identify and incorporate sustainable land use, housing, growth management, energy, environmental, economic development, and transportation practices into the regional planning process.
5. Work with the state DOTs and regional transit operators to collect and update asset management data, including local data, and investigate appropriate methodologies to determine and improve the condition of the region's transportation system.
6. Update the 'Tracking Progress' set of indicators to gauge the extent to which Long-Range Plan goals are being met.
7. Work with the RTC and other regional stakeholders and the public, to revise the process to prioritize major regional investments and identify investment priorities for the future.
8. Maintain collaboration with surrounding Metropolitan Planning Organizations as a means to discuss and coordinate multi-regional issues and success stories that cross MPO boundaries on an as-needed basis.
9. Continue analyzing alternative funding options for transportation investments. Specific tasks and products may focus on developing case studies or scenarios that

assess how they could be utilized on specific regional facilities. This will be carried out in consultation with county planning partners.

10. Incorporate performance measure targets into the Long-Range Planning process.

11. As a continuation of its Future Forces work, particularly the Transportation on Demand scenario, DVRPC's long-range planning staff will look at how newly forming Transportation Network Companies are changing regional travel demand patterns, infrastructure use and need, impacts on transportation equity, and the cost of mobility. Work may be coordinated with Penn State engineering students and Sandia National Laboratories. Tasks include:

- a. Identify the TNCs operating in the region right now, along with innovative TNC approaches around the nation and world;
- b. Consider how readily TNC's can fill first/last-mile transit connections, affect car ownership rates, and the need for residential, commercial, and institutional parking space and other infrastructure over the next 20 years; and
- c. Consider how public agencies can coordinate with TNCs, and how they can work together to create a more sustainable, flexible, and resilient transportation system.

Products:

1. A Connections 2045 Plan document, including a financial plan technical addendum. A shorter summary piece will also be produced.
2. An updated web presence for the Connections 2045 Plan.
3. An evaluation and prioritization process for major regional transportation investments.
4. 2045 population and employment forecasts; Year 2015 land use files and future land use vision plan.
5. Updated asset management systems for bridges, pavement, and transit infrastructure.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$510,000	\$411,417	\$98,583		
2017	\$510,000	\$411,417	\$98,583		
2018	\$510,000				
2019	\$510,000				

PROJECT: 17-44-060 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 outreach, 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 (Plan) and the Transportation Improvement Program (TIP) 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 the public, employers, and the media will be informed of anticipated poor air quality days. Residents, and especially commuters, are encouraged to voluntarily adopt measures to minimize emissions — such as using transit, carpooling, conserving energy in the home, postponing driving, or refueling after the air quality episode has passed. The program will reinforce elements of several other programs already in place, such as the Mobility Alternatives Program and RideECO. 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 in various air quality forums. The focus is on discussion, coordination and progress on air quality issues

with regional and federal air quality stakeholders. Policies selected to guide the region on transportation-related air quality measures will also be discussed. DVRPC will also work to achieve interstate coordination within the ozone and fine particulate matter (PM 2.5) nonattainment areas. This project permits proactive 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

- Determine the projects in the Plan and/or TIP, or any revisions, which have an impact on air quality conformity determination.
- Review and update procedures for conducting conformity tests, incorporating model enhancements and revisions to the applicable State Implementation Plans.
- Prepare input parameters for the regional travel simulation model and for the latest version of MOVES approved by US EPA, especially inspection and maintenance characteristics in each state.
- Run the travel demand model to determine emissions associated with proposed TIP, Plan, or TIP/Plan amendments.
- Perform off-model analyses on projects as required.
- Ensure that Conformity Determination meets requirements and deadlines for emerging regulations and updated standards
- Coordinate all activities with the Transportation Conformity Interagency Consultation Group and conduct public outreach.

Air Quality Action

- Convene regular meetings of the Air Quality Partnership Board and any committees it may create. Include representation throughout the nonattainment area.
- 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 the public, individual employers, the media, and other select groups.
- Develop and produce various products required to promote the program and strategies for air pollution avoidance and emission reduction.
- Work with other agencies to improve forecasting capabilities and means of delivering forecasts for ozone and fine particulate matter exceedances to the appropriate agencies.
- Refine and implement an ongoing evaluation of the program's effectiveness.
- Distribute forecasts of ozone and fine particulate matter concentrations.

Air Quality Planning Coordination

- Provide staff support for the Regional Technical Committee, including the maintenance of records, agendas, meeting summaries, and staff presentations. Participate in meetings and workshops, at the request of US EPA, the state environmental departments, and others, on air quality planning. This will include quarterly meetings of the Philadelphia Diesel Difference Working Group and PA Air Quality Working Group.
- Provide literature or presentations to groups requesting information on transportation and air quality programs.
- Publish 10 issues of the ALERT newsletter on air quality activities.
- Review conformity demonstrations with transportation and air quality committees and present the results of meetings on the Plan and/or TIP.
- Conduct a program of interagency consultation on any conformity demonstration.
- Demonstrate the air quality benefits of CMAQ-funded projects through air quality analysis using the Air Quality Off-Network Estimator for state DOTs.
- Provide data and information to planning partners and health professionals regarding regional air quality statistics and analysis.
- Serve on state ICG for project-level conformity hot-spot analysis.

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. Resources for news and editorial outlets for stories on air quality.
3. Paid advertisements and promotional literature.
4. Public outreach at community and environmental events.

Air Quality Planning Coordination

1. Action items for the RTC and other committees.
2. Papers and presentations on transportation and air quality planning.
3. 10 issues of Alert 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 *
2016	\$280,000	\$225,876	\$54,124		
2017	\$280,000	\$225,876	\$54,124		
2018	\$280,000				
2019	\$280,000				

PROJECT: 17-44-070 Environmental Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Linn

Project Manager: Amy Verbofsky, Melissa Andrews, Shawn Megill Legendre

Goals:

This program area will:

- Provide leadership to the region on maintaining healthy ecological systems, creating livable communities, incorporating a comprehensive and connected network of facilities for bicyclists and pedestrians into the current transportation system, and preparing the region to adapt to the predicted impacts of climate change.
- Increase the level of education and outreach on sustainability planning principles to member governments and the public.
- Develop and disseminate information on green infrastructure, growth management, land preservation, watershed protection, active transportation, and climate change adaptation.

And will promote the following goals of PennDOT, NJ DOT, and FHWA:

- Support a broad range of commuting alternatives to single occupancy vehicle (SOV) travel to maximize the efficiency of the existing transportation system.
- 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.
- Implement the Program Development and Project Delivery Process to make the best use of available transportation funds and improve project implementation.
- Provide transportation choice and efficient mobility of goods.
- Support land use patterns that promote accessibility, sustainable mobility and transportation choices.
- Incorporate environmental stewardship principles into transportation investments.
- Maximize opportunities for Complete Streets.
- Expand use of management systems and data-driven tools to inform investment decisions.
- Conduct planning studies with the goal of using findings to develop problem statements.
- Streamline the environmental review process.
- Identify, implement, and assess programs and strategies to adapt to and mitigate the impacts of climate change.
- Support sustainable growth patterns, and consider all modes of transportation.

Description:

This program area will lead planning efforts to build a sustainable region by maintaining and improving environmental quality, creating new opportunities for active transportation, and making the region more resilient to climate hazards.

Issues addressed include land use, water quality and quantity, flooding, natural vegetation, open space and farmland preservation, climate change adaptation, active transportation and multi-use trails. To the degree appropriate for a given task or project, work will be approached in an integrated way, drawing on staff expertise across DVRPC offices or partner agencies to best meet the needs of the planning partner.

One element that is central to this program is the development of new data-driven tools to inform investment decisions. Prior examples of this type of work include: the Southeastern Pennsylvania Greenspace Priorities Analysis, the Schuylkill Watershed Priority Lands Strategy, and the Environmental Screening Tool.

The project includes the following tasks:

- Information Collection and Analysis—Update 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.
- Regional Environmental Planning—Build upon DVRPC’s on-going efforts to integrate conservation and green infrastructure with transportation systems planning. Incorporate this work into the LRTP, CMP, corridor studies, land use/transportation studies, and PennDOT’s Program Development and Project Delivery Process. Data gathered and tools developed will be used to strengthen the linkages between environmental stewardship and transportation investments, and streamline the environmental review process.
- Municipal Environmental Planning—Continue Environmental Resource Planning Services for New Jersey Municipalities, which provides environmental resource inventories, open space plans, municipal public access plans, master plan conservation elements, etc. The regional vision for green infrastructure and open space 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. In this fiscal year, staff will continue to advertise the program to local governments, as well as respond to direct requests from municipalities.

- **Technical Assistance: Climate Change Resiliency Planning**—DVRPC will assist member governments, federal and state agencies, and academic institutions in understanding and preparing for the expected impacts of climate change. While communities are aware of the threats posed by extreme heat, severe storms, flooding and sea level rise, the historical patterns upon which they base their planning are expected to change. This program will help local governments understand how these climate stressors are predicted to change, assess community vulnerability, and identify strategies to increase resilience. Strategies that support existing planning goals will be prioritized. DVRPC will continue to participate in ongoing climate change adaptation efforts at the national, state, and local level to assure the concerns of the region are represented. DVRPC will provide direct support to the Sustainable Jersey Climate Adaptation Task Force and continue to engage with the NJ Resiliency Network planning partners.
- **New Jersey Climate Hazard Shoreline Resiliency Assessment** – This project will conduct a high level assessment of vacant land along the Delaware River in Mercer, Burlington, Camden, and Gloucester counties in NJ. It will also assess shoreline vulnerability to determine which areas are most threatened by permanent inundation, erosion, and wetland migration based on climate projections and geophysical data. Particular emphasis will be placed on identifying opportunities for wetland migration and the creation of “living” shorelines. Based on the results, DVRPC may conduct targeted outreach to municipalities to gauge their interest in developing plans to restore healthy natural shorelines and improve public access.
- **Technical Assistance: Trail and Greenway Planning**— Support the Circuit Coalition’s efforts to implement The Circuit by providing technical assistance on funding, trail planning, evaluation metrics, and trail construction. DVRPC will focus on disseminating the results trail-user counting program started in FY15 and look to install addition counters as opportunities arise. This project also provides continued technical assistance for completed greenway plans and municipal environmental planning projects. Together, these activities will protect and link greenspace corridors and provide increased opportunities for non-motorized access to jobs, housing, recreational activities and cultural services.
- **Visioning, Modeling and Mapping**—The program area will support DVRPC’s Office of Long Range Planning, as needed, in developing land use, green infrastructure, and environmental data and mapping needed to shape a vision for the region’s future and evaluate transportation investments. The program may continue to refine existing tools and data sources that will help decision makers envision the relative impacts of transportation investment decisions.
- **Coordination and Facilitation**—DVRPC will continue to facilitate coordination and discussion within the region through meetings, information sharing, websites and

other means, and will participate in environmental, sustainability, trail-development, and climate change adaptation work locally, regionally, at the state level, and federally. DVRPC will partner with local governments, neighboring MPOs, state and federal agencies, and non-profit organizations. In particular, DVRPC will bring county open space planners and land trusts together for at least one meeting in PA and NJ to focus on land conservation, watershed protection, open space preservation and similar issues. DVRPC will also continue to coordinate and facilitate meetings of the Circuit Coalition and PA East Coast Greenway Committee.

Tasks:

1. Update data on protected lands and share with counties and other agencies.
2. Gather post-election data on localities initiating or changing their open space funding programs through voter referendums.
3. Update and post open space data and tables to the web.
4. Conduct research and data collection to support municipal green infrastructure implementation.
5. Maintain an up-to-date Circuit map and database and report out progress to the counties and Circuit Coalition partners. Maintain an up-to-date Circuit map on the DVRPC website.
6. Develop and improve the trail-user counting program's web interface.
7. Conduct municipal-based environmental planning work to assist local governments.
8. Provide data, research and analysis to the SJ CATF.
9. Conduct a shoreline vulnerability assessment for communities along the Delaware River in NJ and prioritize areas of greatest risk and opportunity.
10. Continue technical assistance to municipalities, counties, state agencies, and non-profits for greenway, open space and environmental planning.
11. Engage with the Circuit Coalition to provide technical assistance on funding, marketing, trail planning, evaluation metrics and project management.
12. Cultivate projects and initiatives that promote active transportation and provide technical assistance as needed to local governments and non-profit partners.
13. 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.
14. Organize and host quarterly meetings of the PA East Coast Greenway Committee.
15. Develop products for the July 2017 LRTP as needed.

Products:

1. Updated DVRPC website pages containing current maps, tables, and narrative about protected open space lands and funding programs.
2. Maintain a continuously updated Circuit map and data tables. Publish the map via the web and link it to the Connectthecircuit.org website.

3. Permanent trail counting program web interface.
4. Publication of Environmental Resource Inventories, Open Space Plans, Municipal Public Access Inventories, Conservation Elements, etc. for local governments with which DVRPC has project agreements.
5. Final report and maps summarizing and detailing the results of the NJ shoreline vulnerability assessment.
6. Maps, data, and presentations to municipalities and counties with which DVRPC has worked on greenway plans or municipal projects, as needed.
6. Meetings, data, maps and graphics to support development of the Circuit and active transportation projects.
7. Organize one meeting each of the PA and NJ Open Space Coordinating Committees.
8. Organize three or four meetings of the PA East Coast Greenway Committee.

Beneficiaries:

PADEP, PADCNR, NJDEP, PennDOT, NJDOT, counties, municipalities, conservation organizations, land trusts, sustainability coordinators, trail advocacy groups, the Circuit Coalition, watershed groups, the private sector, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$304,000	\$204,000		\$100,000	
2017	\$304,000	\$204,000		\$100,000	
2018	\$304,000				
2019	\$304,000				

PROJECT: 17-44-080 Data Exchange and Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Mary Bell

Project Manager: Chris Pollard, Elizabeth He, James Strangfeld

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 (including the ACS and the CTPP), NETS employment data, IRS migration data, CoStar commercial real estate data, and residential building permit 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 data reports, data bulletins, data snapshots, 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 Package (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. Continue to implement DVRPC's Strategic IT Plan, and update it as necessary.
9. Continue to 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 and other data sources 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 to review all available data products (such as the American Community Survey, Census Transportation Planning Products (CTPP), and the Economic Census), including data on population, households, workers, employment, and vehicle availability.
3. Organize and analyze additional demographic, economic, land use, and transportation data as appropriate, including residential building permit data, municipal population estimates, current population and housing surveys, and other information provided by online network participants.
4. Prepare regional data bulletins, analytical data 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 online data products, including the Municipal Data Navigator and County and Regional Profiles.

- 6. Respond to specific data requests from member governments and representatives of both the public and private sectors.
- 7. Prepare special data summaries as requested by member governments and agencies.
- 8. Support DVRPC staff, by conducting background data analysis (including GIS analysis) related to ongoing land use and transportation studies.
- 9. Coordinate and respond to individual data issues and opportunities and provide technical assistance as requested by member governments and other agencies.
- 10. Participate in Census seminars, training sessions, and State Data Center functions.
- 11. Participate in ongoing discussions regarding the United States Census program (including Census 2020 preparations) and upcoming Census product 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 data reports, data snapshots, and other summaries and analyses of available information.
- 3. Maps and data summaries produced as supportive background materials for ongoing DVRPC land use and transportation studies.
- 4. Additional materials as appropriate.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$260,000	\$209,742	\$50,258		
2017	\$260,000	\$209,742	\$50,258		
2018	\$260,000				
2019	\$260,000				

PROJECT: 17-44-090 Transportation Improvement Program (TIP)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Elizabeth Schoonmaker

Project Manager: Kwan Hui, Richard Murphy

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 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.

The TIP selection process is ultimately based on consensus, but performance-based measures have been incorporated into benefit criteria which will proactively position the region to address requirements of federal transportation authorizations and further link to goals of the long-range-plan. Universal project benefit criteria are used to evaluate new project proposals of various modes and project types (roadway, transit, bike, pedestrian, freight), and are used in Pennsylvania and New Jersey counties in the DVRPC region. The following factors are considered in determining benefits of project proposals: Facility/Asset Condition, Safety, Reducing Congestion, Investing in Centers, Facility/Asset Use, Economic Competitiveness, Multimodal Bike/Pedestrian considerations, Environmental Justice, and Air Quality/Green Design. Program development occurs through a TIP subcommittee comprised of regional stakeholders who consider schedules and costs of existing projects as well as potential for new projects, all constrained by the level of funding available. All project costs and schedules are updated by DOT project managers or project sponsors as appropriate. A series of subcommittee meetings 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 federal transportation legislation and environmental justice concerns as it relates to this project. Coordination with DOTs' program development and project development and delivery activities, including PennDOT's Linking Planning and NEPA 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, and the federal agencies (FTA and FHWA), as appropriate.
2. Conduct negotiations with the state DOTs and transit operators on behalf of the region to arrange for funding of the projects in the TIP.
3. During the TIP update cycle, revise costs, schedules, and descriptions of carryover projects from the previous TIP; coordinate program development and project development and delivery activities, including PennDOT Linking Planning and NEPA and NJ Local Concept Development project development processes; evaluate new project proposals using the TIP Benefit Criteria 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 MAP-21 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 the TIP (following Board adoption) with supporting documentation for submission to state DOTs to be included in the STIP for transmittal to the federal agencies, and prepare a final document for general use (in printed and electronic form).
8. Prepare financial summaries for each TIP (Pennsylvania and New Jersey); monitor actual funding of these programs; maintain project data; monitor projects; and provide periodic reports and summaries to DVRPC committees and Board.
9. 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. Coordinate with DOT's in development and integration of transportation performance measures.
12. Develop financial estimates for the transportation element of the long-range plan, when appropriate.
13. Participate in special project solicitations (e.g., CMAQ, HSIP, Local Bridges).
14. Investigate and explain to the Board, its committees and the public, the laws and regulations related to federal funding programs and planning requirements, as well as state funding programs.
15. Research innovative funding techniques and assess for local applicability.
16. Make presentations to committees and public groups and 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, and the public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$520,000	\$419,484	\$100,516		
2017	\$560,000	\$451,752	\$108,248		
2018	\$560,000				
2019	\$560,000				

PROJECT: 17-44-100 Performance Based Planning and Asset Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Project Manager: Brett Fusco

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 conditions, and to 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.

Asset management plans should be used to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost as well as track progress of selected projects toward meeting performance goals. 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.

Through the use of transportation asset management systems (TAM) 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. DVRPC has also addressed project prioritization in its LRP development and in its Congestion

Management Process (CMP), and has updated project evaluation criteria for the TIP. 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 the 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 (LRP). Both DOTs have established mechanisms to advance this linkage. In New Jersey, 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 Pennsylvania, the evolving Linking Planning and NEPA process is a key mechanism that links asset management to the capital programming process. Related to both Pennsylvania initiatives is the Pennsylvania Local Asset Data Collection effort, whereby MPOs will assist PennDOT in establishing an inventory of locally-owned (initially bridges and roadways) assets. This project contains funds to assist in the development of this local transportation asset inventory.

Staff will work with the DOTs, transit operators, and authorities as they advance their TAM plans and 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 CMP.

One of the most transformative elements of MAP-21 was the inclusion of a Performance Based Planning approach. This initiative is a strategic approach that uses real data to measure how our systems and infrastructure are performing to make investment decisions that help organizations reach a set of pre-determined targets that guide how their systems and infrastructure should operate.

US DOT is developing new regulations related to performance measures through the Federal Rulemaking process. Through these regulations, state DOT's, MPO's, and transit operators will all be held to some level of performance accountability. Through this Asset Management Program DVRPC will continue to work with our partners to integrate performance measurement into the planning and programming processes.

Tasks:

In a cooperative effort with the owners/operators of the various transportation assets, in particular NJDOT, PennDOT, member counties, SEPTA, NJ TRANSIT and DRPA (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 as required to comply with the Performance Based Planning initiatives included in MAP-21 .
3. Participate in NJDOT Problem Intake Process meetings and tasks.
4. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (8- to 20-foot spans), including georeferencing data.
5. 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.
6. Assist TAM owners in the development and production of system performance reports.
7. Track how technology and process innovations are changing the nature of asset management and transportation infrastructure design, project delivery, lifespans, and maintenance needs.

Products:

1. Periodic System Performance Reports.

Beneficiaries:

Member counties, state DOTs, and transit operators.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$220,000	\$177,474	\$42,526		
2017	\$220,000	\$177,474	\$42,526		
2018	\$220,000				
2019	\$220,000				

PROJECT: 17-51-010 Travel and Land Use Modeling

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Matthew Gates

Project Manager: Fang Yuan

Goals:

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

Description:

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

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

DVRPC undertakes a continuous program of travel model maintenance, development, and enhancement. Socio-economic, land use, travel, and transportation-related data are collected, analyzed, and incorporated into DVRPC's models on a regular basis. These data include travel trends, traffic volumes, transit

ridership, travel times, fares, operating costs, tolls, parking charges, freight movements, changes in transit service patterns and schedules and changes to highway facilities or operations due to construction or reconstruction. New modeling procedures and methods due to changes in the state-of-the practice, software updates, or new guidance from FHWA, FTA, EPA, or others are evaluated and implemented.

During FY2017, DVRPC will make enhancements to its 4-step (TIM2) and Activity-Based (TIM3) travel models, its air quality post-processor and model (MOVES2014a), and its economic impact model (DREIM).

Some of these activities may require DVRPC to purchase equipment or services, including software maintenance for PTV and TREDIS software.

Tasks:

1. Collect data on traffic volumes including autos, trucks, bikes, pedestrians, and transit riders by direction and time of day.
2. Collect, tabulate, and analyze travel time data for selected corridors from Traffic.com, INRIX, and other sources.
3. Collect other transportation data, including vehicle-miles of travel, journey-to-work, parking shed, external travel, tolls and fares, and trip length frequency.
4. Update highway and transit networks for base and future years, to reflect federal functional class changes, and TIP and Plan project changes; updated tolls, fares, and parking charges.
5. Collect data on employment and land use changes.
6. Revise zonal demographic and employment data and forecasts, including extended model area, as needed.
7. Update vehicle registration, age distributions, fuel, I/M programs, and other inputs for air quality post-processor and MOVES model, as needed.
8. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES2014a air quality model.
9. Analyze bike, pedestrian, transit, and highway projects, as required.
10. Prepare estimates of truck and bus travel, as needed.
11. Prepare growth factors as required to support regional planning and engineering efforts.
12. Prepare trip tables, select-link analysis, and other travel model tabulations, as required.
13. Respond to other member governments and planning partners requests for socio-economic, travel, and transportation system data and statistics.
14. Update transportation-related economic impact data and parameters for TREDIS and other economic impact tools, as needed.
15. Migrate TIM3 base year from 2010 to 2015, revise population synthesizer, microzone and zonal data, and transportation networks.
16. Update TIM3 airport, sports complex, and freight models.

17. Prepare TIM3 validation for 2015 base year.
18. Update TIM3 model documentation.

Products:

1. Summaries of screenline traffic volumes, VMT, and transit ridership.
2. Summaries of corridor travel times.
3. Base and future-year highway and transit networks.
4. Summaries of the results of air quality conformity demonstrations.
5. Travel patterns, volumes, statistics, etc. for data request and to support member governments and other DVRPC planning efforts.
6. Average annual growth factors by County and Functional class.
7. Growth rates and other model data to support planning efforts as required.
8. Up-to-data travel model documentation.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$500,000	\$403,350	\$96,650		
2017	\$440,000	\$354,948	\$85,052		
2018	\$440,000				
2019	\$440,000				

PROJECT: 17-52-020 Competitive Program and Project Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Project Manager: Joseph Banks, Katrina Lawrence, Ryan Gallagher, Thomson Kao

Goals:

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

Description:

Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOT's central office staff, and the FHWA in order to develop a project to the point of construction.

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

TIP funds are also provided to the sub-regions through the Local Concept Development and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). The HSIP design assistance program provides funding to the counties for the design of HSIP eligible projects and preparing them for construction. As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance.

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

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 *
2016	\$860,000	\$50,000			\$810,000
2017	\$910,000	\$50,000			\$860,000
2018	\$910,000				
2019	\$910,000				

*1. PA-TIP, \$520,000- DOT #66460, State Appropriation A-581 Funds Match- \$130,000, CMAQ- \$88,000- DOT #66461- State Appropriation A-581 Funds Match- \$22,000

2. NJ-STP-STU TIP-DOT#X30A-\$100,000

PROJECT: 17-53-010 Geographic Information Systems

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: William Stevens

Project Manager: Chris Pollard, Kimberly Korejko, 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, including web mapping applications and distribution, for use in various technical projects by DVRPC, its member agencies, and others will continuously be reviewed.

This project also contains funds to assist in the development of a local transportation asset inventory.

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 current industry 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, U.S. 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 and federal, state, and local efforts, whenever possible.
10. Attend training, seminars, and conferences to keep current on latest industry trends.
11. Expand geospatial data sharing and distribution using current web technologies.
12. Develop and maintain web mapping applications in support of DVRPCs outreach goals.
13. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (over 8-foot spans), including georeferencing data.
14. Perform activities associated with the local transportation asset inventory.

Products:

1. Current, accurate, and comprehensive geospatial database.
2. Metadata that meets industry standards for all geospatial data.
3. Geospatial features consistent with current imagery.
4. Enhanced enterprise database that includes geospatial data from DVRPC, member governments and operating agencies, DOTs, and other sources.
5. GIS data shared amongst member governments and operating agencies, DOTs, and the public through web technologies.
6. Updated and new web mapping applications.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$380,000	\$306,546	\$73,454		
2017	\$380,000	\$306,546	\$73,454		
2018	\$380,000				
2019	\$380,000				

*FISCAL YEAR 2017 PLANNING WORK
PROGRAM*

CHAPTER TWO - B

*DVRPC PROJECT
DESCRIPTIONS*



Delaware Valley Regional Planning Commission

PROJECT: 17-10-020 Private Sector Data Requests

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Glenn McNichol, Kenneth Thompson, William Stevens

Goals:

Respond to data requests from 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 Resource Center for paper or digital copies, or other staff for particular data requests, in person, by phone, and through the DVRPC website.

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.
5. Provide other data, as requested and agreed to.

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.
4. Other data, in format ordered.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$10,000				\$10,000
2017	\$10,000				\$10,000
2018	\$10,000				\$10,000
2019	\$10,000				\$10,000

*Private Sector

PROJECT: 17-21-020 Local Technical Assistance Program (LTAP)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Melissa Andrews, Patricia Elkis

Goals:

DVRPC is the local planning partner for PennDOT's Local Technical Assistance Program (LTAP) in southeastern Pennsylvania. The LTAP program is designed to help Pennsylvania's municipalities, which maintain over 68,000 miles of roadways, make the best use of their roadway maintenance dollars.

Description:

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

- Training: LTAP offers 16 half-day and 14 full-day courses about roadway maintenance and safety. For a complete list of classes, visit <https://www.dot7.state.pa.us/LTAP/> and click "Course Info" under "LTAP Tools."
- Road Scholar Program: If municipal employees take 10 classes within 3 years, they receive "Road Scholar" certification—a valuable professional development credential.
- Technical Assistance: LTAP technical experts are available by phone, email, or in-person to help municipalities troubleshoot specific roadway maintenance and safety problems.
- Newsletters, Technical Sheets, and Resource Library: Visit <https://www.dot7.state.pa.us/LTAP/> and click "Public Resources and Documents" under "LTAP Tools."
- Coordination with PennDOT; attend annual LTAP conference.

Each year, 3,000 municipal employees take advantage of LTAP training and assistance in PA. In FY 2015, 431 students were trained in southeastern Pennsylvania.

Tasks:

1. Partner with PennDOT and the Pennsylvania State Association of Township Supervisors (PSATS) to market LTAP classes to municipalities, County Associations, and other similar organizations in the four suburban counties of southeastern Pennsylvania.
2. Find venues for LTAP classes and, when requested, Roadshows, webinars, and other educational programs.

- 3. Work with municipal representatives and PennDOT personnel to identify training needs and opportunities, encourage participation among municipalities that have not participated in the past, and maximize class attendance.
- 4. Submit quarterly and annual reports to PennDOT.
- 5. Attend annual LTAP conference.

Products:

- 1. 10-15 LTAP classes per year.
- 2. Quarterly and annual reports to PennDOT.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$30,000				\$30,000
2017	\$30,000				\$30,000
2018	\$30,000				\$30,000
2019	\$30,000				\$30,000

*PA - PL/SPR/Toll

PROJECT: 17-22-010 Commuter Benefit Program: RideECO

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Erin Burke, Stacy Bartels

Goals:

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

Description:

RideECO is a commuter benefit program that enables employers to offer 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).

RideECO provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code 132(f). Originally instituted under clean air legislation, and previously known by another name (until November 2012), the RideECO program has been administered by DVRPC since its inception in 1991. All regional transit providers recognize the program and accept its vouchers and stored value card, as do most third-party vanpool operators. Note that this program also reaches to south central Pennsylvania, and the SVC can be used nationally.

RideECO also offers a premium service, RideECO Select, which eliminates the distribution function for employers and allows direct mailing of products to employee homes, as well as electronic reloading of cards. Through Select, employees can order vouchers, the RideECO stored value card, SEPTA monthly passes and 10-trip rail tickets, and load PATCO FREEDOM cards. Employees also have online access to their account and can update deduction/benefit information with less administrative burden by the employer. This new option makes the program even easier for employers to offer and keeps RideECO abreast of the private sector competition. Note: RideECO has been working with SEPTA to stay compatible with new payment technology to be introduced.

Tasks:

Operations:

1. Contract with vendor to produce vouchers and stored value cards and to provide fulfillment services and sales data. Work with subcontractor on RideECO Select distribution services.

2. Supervise and manage required vendor services, per contract.

Administration:

3. Coordinate with participating transit operators and internal and external support services and organizations.

4. Hold 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 a comprehensive database to track inquiries, program participants, sales, and other activities (measure and monitor progress).

8. Evaluate sales and corporate member data figures vs. projections at the end of the fiscal year.

Marketing:

9. Prepare annual marketing plan and budget.

10. Communicate with target audiences to educate and persuade employers to provide this commuter benefit to their employees (over competition).

11. Develop and use the most efficient materials and media outlets (noted in annual plan); also see project 17-22-020. Oversee design and media vendors.

Public Relations:

12. Work with DVRPC Office of Communication and Engagement staff to develop press releases and seek news coverage as relevant, especially when dealing with changes in the monthly cap and new legislation.

13. Maintain and increase presence in social media outlets; use as a way to disseminate program information as well as general transit news, and to track interest and action.

Sales:

14. Provide materials to employees and employers who call the RideECO information line or request information online. Send emails and DM flyers to appropriate target lists. Follow up with those who have received information to ascertain interest and/or problems (phone and/or personal meetings).

15. Coordinate activities of Employer Sales 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.). Set up meetings as requested or proposed.

16. Explore and implement relevant, additional ways to reach employers at their offices (opt-in email blasts, e-newsletter articles, editorial on association websites, etc.)

17. Track effectiveness of various sales tactics per new companies and/or participants added.

Products:

1. Annual marketing plan and budget.
2. Annual media plan.
3. Marketing and media materials; email lists/mailings.
4. Website information and updates; social media activity with target audiences.
5. Quarterly and annual sales reports.
6. Updated databases.

Beneficiaries:

Public, commuters, area employers, transit agencies, and member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$600,000				\$600,000
2017	\$650,000				\$650,000
2018	\$650,000				\$650,000
2019	\$650,000				\$650,000

*\$634,000 RideECO Generated Funds, \$16,000 Pa Public Transit Assistance Funds

PROJECT: 17-22-030 Commuter Services/Mobility Alternatives Program (Share-a-Ride)

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, in order to help reduce traffic congestion and improve air quality in the region, mainly during the heaviest commute times.

Description:

The Mobility Alternatives Program (MAP) is an education effort directed to employers located in southeastern Pennsylvania. Partnering with local TMAs and other organizations as contractors who do outreach to businesses (at no cost), employers are informed of the benefits of encouraging various alternate commutes to their employees and to the company, and are given a menu of options to consider and/or implement.

Share-A-Ride (SAR) is part of MAP employer services, but individual commuters who work in southeastern Pennsylvania can also access this internet-based service directly. There is no fee for using SAR. The Emergency Ride Home (ERH) program serves as a "safety net" for those commuters working in southeastern Pennsylvania who commit to an alternate commute at least three days a week; ERH can help eliminate one of the main 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. (Details for all programs related to MAP are on the DVRPC website.)

DVRPC leases the software for, and coordinates and maintains the databases affiliated with, SAR and ERH; DVRPC is also responsible for creating a coordinated regional marketing message and effort, and materials to be used by TMAs in their outreach efforts.

DVRPC works with the TMAs and PennDOT in the development of specific MAP-related work programs each fiscal year, as well as reviewing progress reports, invoices, and reporting measurements.

Tasks:

1. Work with PennDOT in reviewing and approving TMA work programs and efforts; approve monthly contractor invoices.
2. Involve county planning partners in MAP work program development and in

setting measurable goals.

3. Meet quarterly with contractors and compile quarterly reports on progress, per their submissions.
4. Develop a marketing strategy brief and annual budget.
5. Develop media strategies and schedule, as appropriate and as budget allows.
6. Produce outreach and marketing materials for all contractors to use, as necessary.
7. Maintain websites and databases for use by TMAs and the public.
8. Maintain contract and licenses with software company for SAR; provide training for contractors.
9. Participate in any statewide TDM efforts and hold a place on the PPTA Rideshare Committee.
10. Assist with air quality efforts as requested.

Products:

1. Annual marketing brief and budget.
2. Media plan.
3. Marketing and informational materials, as needed.
4. Databases for SAR and ERH.
5. Training on ridematch software and other TDM options, as needed.
6. Quarterly and annual progress reports.

Beneficiaries:

Commuters who work in southeastern Pennsylvania, area employers, TMAs, Pennsylvania member governments, and PennDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$251,000				\$251,000
2017	\$251,000				\$251,000
2018	\$251,000				\$251,000
2019	\$251,000				\$251,000

\$200,800 PA CMAQ # 17900 --\$34,200 State Appropriation A-581 Funds Match, \$16,000 RideECO

**PROJECT: 17-41-070 Intelligent Transportation Systems (ITS) Program
Including RIMIS**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher King, Laurie Matkowski, Matthew West, Paul Carafides

Goals:

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

Description:

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including management and administration of the Transportation Operations Task Force (TOTF), coordination of multi-agency regional initiatives, maintenance of the Regional ITS Architecture, coordination of training programs for ITS operators and emergency response personnel, establishment of performance measures, and providing 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. A virtual video wall component allows operations center and field personnel to view traffic video feeds in the region.

RIMIS became operational in 2010 and since it 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. A data interface to the City of Philadelphia Streets Department's Road Permit system provides street closure information related to events such as utility work, block parties, special events, and construction. This not only greatly increased the amount of useable data for RIMIS users, is a critical project for the Philadelphia Traffic Management Center. With ongoing developments of the database, DVRPC has continued to roll 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 2017, the primary emphasis will be operating and maintaining RIMIS software, continuing to expand 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 essential to coordinate with our RIMIS users, monitor usage, and rapidly address any issues that they may be encountering.

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. As an ongoing effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, regional ITS infrastructure, and DVRPC's Interactive Detour Route Mapping (IDRuM) application.

There continues to be emphasis placed on integrating the use of performance measures into strategic and operations planning. One of the primary outcomes that operations programs strive for is reduced congestion, and typical performance measures include travel times and travel time reliability, which tells us that conditions are better or worse than in the past. However, there are many other operational performance measures that need to be developed to measure our region's success for improving these travel times. These measures may include: Incidents – How long does it take to detect, respond to, and clear incidents?; Work Zones – How long do work zones exist and how many traffic lanes are lost during them?; Weather – How long did it take to clear snow- or ice-covered roadways after the precipitation event?; and Arterial Control – How many signals were retimed? Although federal guidance continues to be defined, in FY 2017, DVRPC will work with our stakeholders to develop a consistent approach to define the proper measures, collect and analyze the data, and report on our region's performance measures.

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 support programs for 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, 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 users to review RIMIS's status and discuss and resolve operational issues.

B. DVRPC Tasks:

1. Coordinate software vendor's activities with the RIMIS users and the Transportation Operations Task Force.
2. Supervise the RIMIS software vendor's adherence to its 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. Perform system administration functions, such as modifying agency and user accounts, installing RIMIS software for users, developing video walls for users, and assisting the RIMIS software vendor in performing some of the other minor administration functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure that information entered into RIMIS is accurate and timely, and that agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arises.

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, or purchase equipment or services.
3. Continue to organize tri-state regional meetings with DelDOT, NJDOT, PennDOT and other regional agencies to improve ITS and transportation operations across state lines.
4. Work with agencies to develop Traffic Management Plans (TMP's). Continue the regional construction coordination program to minimize traffic impacts of overlapping construction projects.
5. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their

project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.

6. Continue to maintain the region's ITS infrastructure inventory.

7. Continue to incorporate ITS into the transportation planning process. Identify all TIP projects involving ITS and evaluate their consistency with the Transportation Systems Management and Operations Master Plan. Assist agencies to advance projects identified in the Plan, PennDOT's Regional Operations Plan, or in the regional ITS architecture.

8. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Periodic updates may be needed to reflect changes to detour routes and construction activity.

9. Identify corridors to integrate Pennsylvania color-coded detour signs into the IDRuM application.

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. Monitor federal guidance on performance measures and begin to develop a consistent approach to define operational performance measures with our regional operations stakeholders. Continue to determine a method for collecting, managing, analyzing, reporting, and disseminating data to support the performance measures.

13. Continue participation in the Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee. These activities include providing staff support to the Public Works, Engineering, and Transportation Committee.

14. 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. Maintenance of the ITS Regional Architecture.

5. Operation and maintenance of IDRuM.

6. Implementations of programs to foster interagency cooperation.

7. Technical assistance to agencies.

Beneficiaries:

ITS operators, emergency responders, motorists, and transit users. Member governments and agencies, including PennDOT, NJDOT, and County Planning Agencies; and citizens served by a more efficient and reliable transportation network.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$933,500				\$933,500
2017	\$933,500				\$933,500
2018	\$933,500				\$933,500
2019					

\$560,100 PA CMAQ #72738--\$140,025 State Appropriation A-581 Funds
Match, \$233,375 NJ STP-STU #01300

PROJECT: 17-41-080 Tri-County Transportation Plan Implementation

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn, Melissa Andrews

Goals:

Assist elected officials as they develop transportation and land use policies, zoning to implement those policies, municipal budgets, active transportation circulation systems, and plans to address land use pressures.

Description:

This FY2017 work program installment of the Tri-County Transportation Plan is dedicated to continuing efforts that cooperatively support the Pottstown Metropolitan Regional Planning Committee's (PMRPC's) work to identify, prioritize and develop a system of multi-use trails, on-road bicycle facilities, and pedestrian circulation elements in and around the Borough of Pottstown, including parts of Berks, Chester and Montgomery counties.

In FY2016, DVRPC staff in the Office of Environmental Planning examined trail and bicycle facility alignments throughout Greater Pottstown in order to identify preferred alignments for a region-wide bicycle and pedestrian network. In Phase II of this initiative, which will commence in FY2017, DVRPC staff will examine a selection of the preferred alignments identified in Phase I in more detail in close coordination with the PMRPC. DVRPC staff will document issues pertaining to property ownership, user safety, design considerations, and road crossings. DVRPC will develop sketch designs and cost estimates for selected segments.

Tasks:

1. Work with the PRMPC committee to identify priority segments of the trail and bike facility network for more detailed analysis.
2. Perform research, data collection, and analyses to inform the design of the selected segments.
3. Develop sketch designs and cost estimates.
4. Prepare reporting documents or other deliverables as needed to summarize the work.
5. Schedule and hold meetings as needed.

Products:

1. Meeting materials.
2. Design sketches, cost estimates, and technical memoranda highlighting the results of the analysis.
3. Summary Report.

Beneficiaries:

Berks, Chester, and Montgomery counties; municipalities within the Pottstown Metropolitan Regional Planning Commission; the Schuylkill River Heritage Area, trail advocates and users, and local residents and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$60,000	\$48,402	\$11,598		
2017	\$60,000	\$48,402	\$11,598		
2018	\$60,000				
2019	\$60,000				

PROJECT: 17-41-100 Regional Aviation System Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Patricia Elkis, Theodore Dahlburg

Goals:

To encourage regional growth, orderly development and more efficient mobility by preserving and improving aviation facilities through Regional Aviation Systems Planning.

Description:

Regional Aviation Systems Planning is an important ongoing effort designed to support the region's network of airports and heliports and regional air travel. Objectives and tasks include the implementation of a Regional Airport System Plan (RASP), periodic updates to the plan where travel demand, safety, and improved efficiency and other criteria warrant, the collection of aircraft operations counts at regional airports, the provision of technical assistance to various stakeholders, and the undertaking of special studies.

One of the primary components of this project will continue DVRPC's long-standing non-towered aircraft operations counting program. Working with the Federal Aviation Administration (FAA) and its aviation partners from the 12 county area that make up Delaware Valley Regional Airport System, DVRPC has been conducting non-towered aircraft operations counts since 1986.

The aircraft counting program is largely based on a recurring schedule, with greatest emphasis placed on those airports which are designated National Plan of Integrated Airport Systems (NPIAS) facilities. In special cases, certain airports may be counted out of cycle or they may be added to the cycle. These include airports near locations of changing development, airports which may potentially close, airports for which there is no current counting data, and airports identified by special request from the FAA or State Governments.

Tasks:

1. In cooperation with PennDOT, NJDOT, DeIDOT, MDOT, FAA, airport operators, and others, promote the implementation of the 2040 RASP and support systems planning as a result of changing airport needs, funding availability, and safety and security concerns.
2. Continue annual operations counting at selected regional general aviation airports.
 - a. Working closely with the identified airports, develop a target counting schedule for each airport by season.

- b. Based on the pre-determined schedule, set up and collect the LDL 820 Sound Level Meter counting equipment at the subject airports throughout the year.
 - c. Download the collected data to the Aircraft Counting System software, review the data for possible errors, and then assemble the data into Airport Activity Reports.
 - d. Use the collected operations data to project estimates of seasonal and annual operations.
 - e. Establish estimates of based aircraft and helicopter activity at each airport.
 - f. Prepare summary figures and tables and a narrative synopsis of annual operations for each airport.
 - g. Compile all relevant materials into a final, bound report.
 - h. Circulate final report to interested parties and present findings to the members of the DVRPC Regional Aviation Committee.
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. Develop proposals for new aviation special studies.

Products:

1. Updates to 2040 RASP contents and continued systems planning.
2. Airport operations counting report for selected airports.
3. Policy input to PennDOT/NJDOT and member governments regarding airport development, plans and studies, and regulation and licensing.
4. Concepts for airport special studies.

Beneficiaries:

Member governments, regional and local airports, and regional residents and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$100,000				\$100,000
2017	\$100,000				\$100,000
2018	\$100,000				\$100,000
2019	\$100,000				\$100,000

*\$90,000 FAA, \$4,000 Local, \$6,000 PA Aviation Revenue

PROJECT: 17-41-110 Central Jersey Transportation Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Jesse Buerk, 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 role unique in the state in bringing together a wide range of public, non-profit, and private organizations to facilitate a regional, cooperative approach to solving transportation problems. The geography is approximately 25 municipalities in three counties, generally focused around US 1 but also including US 206 and US 130. The area includes Trenton through New Brunswick. It is a shared project with NJTPA, though it has been staffed by DVRPC. The Forum has held steadily well-attended meetings for over 15 years.

The Forum moves toward its goal through an agreed-upon action plan. This involves work in east-west access; transit and alternative modes; land-use/transportation integration; and system-wide planning and coordination. Progress is reported on through a handout prepared for each meeting. Approximately every two years a survey is conducted to refine the future direction of the Forum. The 2014 survey showed long-term commitment by participants, with 66% of respondents engaged in this voluntary gathering for four or more years. Respondents largely felt the Forum has been effective and action-oriented for the last several years.

The Forum meets three times per year with meetings of its Steering Committee and two action teams in between. The Route 1 Regional Growth Strategy (Rt1RGS) Action Team focuses on policy matters and the Transit Action Team on advancing various ways of increasing transit use. The Rt1RGS Action Team developed a Smart Growth Road Show which had been presented for elected officials in eight municipalities and one county at the end of 2015. Each went on to adopt a resolution supporting coordinated Smart Growth planning with other Central Jersey municipalities. The Forum has been a long-term supporter of NJ Transit's Route 1 Bus Rapid Transit (BRT) project.

Tasks:

1. Support Forum, action team, and Road Show presentations – Arrange meetings, prepare materials, track progress on the action plan, and continue to improve effectiveness.
2. Transportation and land development project web maps – Maintain and refine interactive web maps depicting timing and status of transportation improvement projects as well as planned and potential land development projects for the purpose of increasing information sharing.
3. Coordinate with other projects – Communicate with Forum participants and serve as liaison to related projects.

Products:

1. Presentations, meeting summaries, table tracking progress, other outreach material
2. Summaries of analysis, updated web maps, additional web material

Beneficiaries:

NJDOT, New Jersey Transit, New Jersey Office of Planning Advocacy, TMAs, study area counties (Mercer, Middlesex, and Somerset) and municipalities, and residents and employees in the region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$150,000				\$150,000
2017	\$150,000				\$150,000
2018	\$150,000				\$150,000
2019					

*\$150,000 NJ STP/STU/TIP # X30A

**PROJECT: 17-41-130 Hard Shoulder Running & ITS Enhancements on I-76,
Phase 2**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson, Jerry Coyne, Keith Hartington

Goals:

Apply the Schuylkill Expressway (I-76) Operational Research Model to measure traffic performance changes associated with adding hard running shoulders and ITS traffic management elements on the Expressway, from the Valley Forge Toll Plaza of the Pennsylvania Turnpike through the Roosevelt Boulevard (US 1).

Description:

In November 2012, PennDOT directed that the modeling tools developed through the Schuylkill Expressway (I-76) Operational Research Model project be made available for local applications. Subsequently, the models have been applied by DVRPC and loaned to consultants, of PennDOT and the Pennsylvania Turnpike Commission, to use in high-priority operational studies.

Subsequently, consultants have used the models to expand microsimulation models prepared for I-95 and I-676; to test hard running shoulders on I-76 between Girard Avenue and the Vine Expressway (I-676), and for evaluating all-electronic toll collection technology at the Pennsylvania Turnpike's Valley Forge interchange. DVRPC staff successfully applied the tool to judge the effectiveness of improving consecutive eastbound on-ramps through the I-476 and Conshohocken interchanges (in FY14), and reconfiguring travel lanes along both directions of I-76 in the vicinity of the US 202 / US 422 Interchange (in FY15).

In mid-FY15, PennDOT awarded an engineering contract to perform "I-76 ITS Enhancements"—a concept of operations and feasibility study—identifying hard shoulders, lane management, variable speed limits, ramp metering, and other treatments between the Turnpike and the Boulevard. That project was completed midway through FY16. During FY16, DVRPC staff prepared the base traffic operations models, including hard shoulders, for use in testing the ITS elements.

The proposed FY17 Work Program project will complete the work performed in FY16 by iteratively testing ITS strategies in complement with hard shoulders, and will serve as the operations analysis component of the consultant's feasibility study.

Traffic operational analyses employing the VISSIM models from the Schuylkill Expressway Operational Research Model project will be conducted during the AM

Peak, the Midday, and the PM Peak periods. The AM Peak Hour, Midday Trough Hour, and the PM Peak Hour hours will be evaluated in depth to determine the levels of benefit associated with the proposed improvements.

Performance changes will be enumerated for the current condition, the Year 2035 Long-Range Plan – No-Build condition, and the Year 2035 Long-Range Plan – Build condition. Performance measures to be contrasted between scenarios will include volumes, average operating speeds / travel times, queue lengths (maximum and average), delay, and density.

Tasks:

1. Continue Steering Committee activities and meetings for reporting and guidance. Include representatives from FHWA, PennDOT, the PA Turnpike Commission, Montgomery County, SEPTA, the City of Philadelphia, involved consultants, and others as necessary.
2. Construct Year 2035 Build scenario modeling networks, as directed by PennDOT and the Steering Committee, by incorporating ITS components from the consultant’s work into the hard shoulder running networks prepared in FY16.
3. Perform iterative VISSIM modeling for the Year 2035 Build scenario. Collect network performance data, and record animations.
4. Compare and contrast performance measures and animations for current conditions, the No-Build and the Build scenarios.
5. Complete an economic analysis of viable alternatives.
6. Conduct Congestion Management Process (CMP) screening / identify appropriate strategies, if needed, to offset induced travel spurred by additional SOV capacity.
7. Participate in other initiatives that may arise for the use of the models.

Products:

1. Process memo summarizing the project’s undertakings and findings.
2. Updated I-76 Operational Research Model.

Beneficiaries:

PennDOT, Montgomery County, City of Philadelphia, Pennsylvania Turnpike Commission, adjacent municipalities, and the traveling public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$140,000				\$140,000
2017	\$140,000				\$140,000
2018	\$140,000				\$140,000
2019	\$140,000				\$140,000

*PA TIP - # TBD

PROJECT: 17-43-020/25 HPMS and Functional Classification System (PA & NJ)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Henry, Jonathan Ferullo, Scott Brady

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 *
2016	\$200,000	\$200,000			
2017	\$200,000	\$200,000			
2018	\$200,000	\$200,000			
2019	\$200,000	\$200,000			

PROJECT: 17-43-030 PennDOT District 6-0 Traffic Volume Data

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Henry, Scott Brady

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, these 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) video or 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; (c) video or manual truck classification hourly counts between 7:00 a.m. and 3:00 p.m.; and (d) weeklong non-motorized (bicycle/pedestrian) counts in 15-minute time increments.
3. Review, process and tabulate field count data. Convert recorder counts to AADT (motorized) and AADB and AADP (non-motorized).
4. Enter counts into DVRPC Traffic Count System and transmit to PennDOT and member governments.
5. Transmit appropriate field data to PennDOT District 6-0 office.

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 *
2016	\$250,000				\$250,000
2017	\$300,000				\$300,000
2018	\$300,000				\$300,000
2019	\$300,000				\$300,000

*PA State Appropriation 581 Funds

PROJECT: 17-44-110 Station Area Planning for NHSL King of Prussia Extension

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Andrew Svekla, Betsy Mastaglio, Gregory Krykewycz, Karin Morris

Goals:

To conduct station-area planning for development and access in at least three new station areas, to further the goals of the transit expansion and proactively plan for transit-supportive development through supportive local planning and zoning.

This project supports PennDOT's Planning Priorities of "Land Use / Transportation Linkages/Economic Development/Modernization," specifically "(B) to provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, access management, transit oriented development, healthy communities, etc.," and "(E) identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation."

Description:

The Draft Environmental Impact Statement (DEIS) for the King of Prussia Rail project will soon identify a Locally-Preferred Alternative (LPA) for the extension of the Norristown High Speed Line into King of Prussia. The extension will include at least three new rail stations in Upper Merion Township, Montgomery County.

The Montgomery County Planning Commission (MCPC) will be under contract to Upper Merion Township to provide planning services beginning January 1, 2016. MCPC staff will be updating Upper Merion's comprehensive plan and zoning code. This project's recommendations and findings will directly inform the concurrent and future work of MCPC for Upper Merion. DVRPC will work closely with MCPC to ensure consistency and sharing of information.

This project will conduct station-area planning for development and access in at least three new station areas. These plans will assist with further developing details of station footprints, proposed multimodal access improvements, and identifying opportunities for transit-oriented development within a defined radius of each station area. Preliminary market research will be conducted to inform development choices.

This project will include hosting discussions with adjacent property owners, as well as convening stakeholder and/or public workshop(s) to collaboratively develop and visualize station-area development footprints, land use character, and connectivity.

Recommendations could include: specific language for Upper Merion's comprehensive plan; updates to Upper Merion's zoning code regarding recommended uses, densities, and/or affordable or workforce housing; multimodal access improvements to allow station connectivity via bicycle, auto, ridesharing, and walk trips; land assembly for future development; joint development or public-private partnerships; and ways to create equitable TOD.

This project will also use the findings from the SEPTA-initiated Connecting KOP: Understanding the Benefits of SEPTA's King of Prussia Rail Project by The Economy League to inform a discussion and potential forecasting of value capture/TRID opportunities in the proposed station areas.

Tasks:

1. Form a study advisory committee to guide the work, made up of representatives from the municipality, county, transit agency, state department of transportation, business improvement district, and major landowners. Committee will meet 3-4 times over the course of the project.
2. Meet with adjacent property owners to discuss TOD opportunities.
3. Host two stakeholder/public workshops to discuss existing findings, solicit ideas, and finalize recommendations.
4. Gather data on existing conditions of proposed station areas, including demographics, land use mix, vacant and underutilized land, zoning, real estate market, tax base, major employers, and development opportunities.
5. Analyze existing multimodal access and future access ideas for each proposed station area.
6. Prepare recommendations for each station area.

Products:

Report with station area plans and recommendations to achieve them.

Beneficiaries:

Montgomery County, Upper Merion Township, SEPTA, PennDOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$120,000			\$24,000	\$96,000
2018					
2019					

*PennDOT Supplemental Transit

**PROJECT: 17-44-130 Safe Routes to Transit Concept Development:
Pennsylvania Locations**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Andrew Svekla, Betsy Mastaglio, Gregory Krykewycz, Karin Morris

Goals:

Identify municipalities within the DVRPC region that are interested in improving active transportation connections to transit (first- and last-mile connections) through applications for competitive funding programs (TAP, PennDOT/DCED Multimodal Fund, or others). Assist these municipalities in identifying candidate bicycle and pedestrian projects that improve first- and last-mile connections to transit stations. Furnish the selected municipalities with significant project information so as to assist in the preparation of future grant applications.

Description:

This is the Pennsylvania portion of a regional project that will examine the expansion of active transportation access to SEPTA's regional rail stations. A parallel portion will look at access to NJ Transit stations in New Jersey.

Expanding active transportation access to rail stations allows transit agencies to increase ridership at stations where parking cannot or should not be expanded, and promotes sustainability goals for the region. This project would build off of DVRPC's previous experience in identifying strategies to enhance pedestrian and bicycle access to rail stations such as the Trenton Line Access Study: Improving Pedestrian & Bicycle Access to Regional Rail Stations on the I-95 Corridor for SEPTA, and the Safe Routes to Transit: Pennsauken Transit Center, Lindenwold Station, and Princeton Junction Station study for NJ Transit. However, unlike in previous efforts where lines and stations were identified by the transit agency or DVRPC, staff will first work (with SEPTA and NJ Transit) to identify municipalities within the region that are motivated to pursue the implementation of pedestrian and bicycle facilities that improve first- and last-mile connections to rail stations. To that end, the project would be framed around preparing selected municipalities with sufficient project details to prepare grant and funding applications that directly link to design and construction money to implement recommendations.

DVRPC would work with SEPTA, NJ Transit, and each DVRPC County to author a call for entries—one for SEPTA and one for NJ Transit—to be considered by municipalities, together with their County, to submit expressions of interest and a suggested rail station. Once submitted, DVRPC would select one or more stations within each agency's service area for focus (with the number of stations being determined by the level of interest and complexity of projects deemed compelling by the advisory committee). For each station area, existing conditions would be

inventoried and documented, design recommendations and implementation steps identified that would improve bicycle and pedestrian connections to each station. Project deliverables would support the municipality's (or other local stakeholders') future application for relevant upcoming funding opportunities.

Tasks:

1. Coordinate with SEPTA and NJ Transit on authoring a call for projects which may include:
 - Identification of candidate rail line(s), or set of stations
 - Evidence of a demand for additional pedestrian and bicycle facilities around transit stations
 - Demonstration of a proven track record for implementing planning recommendations
 - Statement of commitment to pursue project implementation
2. Review entries and select at least one (1) but not more than three (3) rail stations in each of NJ Transit's and SEPTA's service areas for a focused study area. The number of stations selected will depend on the level of interest and complexity of projects proposed in each agency's service area.
3. Conduct an existing conditions analysis of the mode and patterns related to accessing each station, service schedules, and the pedestrian, bicycle, land use, safety, and street connectivity between the stations and the surrounding area.
4. Develop short term, low-cost scenarios for strengthening the physical and perceptual connectivity between each station and its surrounding community, including:
 - Improved pedestrian and bicycle accommodations
 - Informational and directional signage between station sites
 - Other improvements
5. Coordinate with DVRPC Project Implementation staff on potential funding programs for each project and review programmatic requirements for those programs with the local sponsor.
6. Identify recommendations for short-term implementation, scaled and tailored to discretionary funding rounds found to be appropriate and satisfactory to the local project sponsor.

Products:

A summary of each study area's existing conditions and recommendations, letter(s) of support from relevant organizations (if applicable), and relevant funding sources and timeline for submitting. These may be packaged as a single report or as individual memorandums as deemed appropriate by the advisory committee and local project sponsor.

Beneficiaries:

SEPTA, NJ Transit and selected Counties, municipalities, rail commuters and pedestrians and bicyclists in the vicinity of the station.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$137,000			\$27,400	\$109,600
2018					
2019					

*PennDOT Supplemental FTA

PROJECT: 17-44-150 PA Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Michael Boyer, Sean Greene

Goals:

Improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

Description:

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

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution.

Tasks:

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, and educational materials.
2. Contract for the placement of advertising on radio, television, web, place-based or newspapers.
3. Conduct a survey to evaluate program effectiveness on a five-year rotating basis.

Products:

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

Beneficiaries:

Member governments and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$125,000				\$125,000
2017	\$125,000				\$125,000
2018	\$125,000				\$125,000
2019	\$125,000				\$125,000

*\$100,000 PA CMAQ #17928, \$25,000 PADEP-State Match

PROJECT: 17-44-160 NJ Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Michael Boyer, Sean Greene

Goals:

Improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

Description:

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

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast to be unhealthy for people susceptible to ozone and PM 2.5 pollution.

Tasks:

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, and educational materials.
2. Contract for the placement of advertising on radio, television, or newspapers.
3. Conduct survey to evaluate program effectiveness on a five-year rotating basis.

Products:

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

Beneficiaries:

Member governments and residents of the region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$50,000				\$50,000
2017	\$50,000				\$50,000
2018	\$50,000				\$50,000
2019	\$50,000				\$50,000

*\$40,000 NJ CMAQ #D0407, \$10,000 SILOC Match from Ozone Forecasting

PROJECT: 17-44-180 Pennsylvania Coastal Zone Management Implementation Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn, Patricia Elkis

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, ensure intergovernmental consistency with regard to regulatory issues in the Delaware Estuary Coastal Zone (DECZ), 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.

Through this project, DVRPC will provide support to PADEP's Coastal Resources Management (CRM) Program in implementing the Delaware Estuary component of the Coastal Zone Management (CZM) program. DVRPC shall provide coordination between the Coastal Resources Management Program, which administers the CZM program for the Commonwealth of Pennsylvania, and CZM constituents throughout the Delaware Estuary region. DVRPC will reach out to and coordinate with the local stakeholders in the Delaware Estuary. Through this collaborative effort, DVRPC will enable the CRM program to support important projects that improve water quality, enhance public enjoyment of and access to coastal resources, and mitigate the adverse impacts of stormwater runoff, extreme weather events, and non point source pollution.

DVRPC will also partner with the Coastal Resources Management Program to assist member governments, federal and state agencies, and academic institutions in understanding and preparing for the expected impacts of climate change in the coastal zone. This program will help local governments understand how climate stressors are predicted to change, assess community vulnerability, and identify

strategies to increase resilience. Most of the staff time for this effort will be funded under a separate grant.

Tasks:

1. Coordinate the activities of the DECZ Advisory Committee and provide technical and administrative services.
2. Organize up to two DECZ Advisory Committee meetings 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 Coastal Zone Advisory Committee (CZAC) meetings and water/environment-related meetings, committees and special events in the Delaware Valley.
6. Collect and compile semi-annual progress reports for all grantees in the Delaware Estuary Coastal Zone.
7. Organize and host up to six meetings of the Urban Waterfront Action Group (UWAG).
8. Provide technical and administrative services on permitting to the Urban Waterfront Action Group (UWAG).
9. Assist the CZM Program with tasks related to Section 6217 (Coastal Nonpoint Pollution Program).
10. Coordinate with PADEP on coastal climate change resiliency planning.
11. Undertake other activities as required.

Products:

1. Mailing lists, agendas and meeting minutes for two DECZ Advisory Committee meetings.
2. A biannual presentation on coastal zone activities, plans, and projects for the state CZAC.
3. Memorandum detailing the results of the coastal zone grant ranking process.
4. Technical memoranda, as required.
5. Compilation of progress reports for active grantees in the DECZ.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$100,000			\$50,000	\$50,000
2017	\$50,000				\$50,000
2018	\$50,000				\$50,000
2019	\$50,000				\$50,000

*\$50,000 PA DEP-CZM

PROJECT: 17-44-190 Healthy Communities Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Amy Verbofsky, Patricia Elkis

Goals:

To understand how the built environment, including the transportation system, affects physical, mental, and social health; explore the intersection of various planning fields with healthy communities planning, including food systems, air quality, active transportation, active design, aging in place, and safety; promote healthy community planning; explore food system challenges within the DVRPC region and promote food system assets; and support and collaborate with healthy communities stakeholders, county and municipal constituents, and other partners.

This project specifically supports PennDOT's Planning Priority of (I) Land Use/Transportation Linkages/Economic Development/Modernization, specifically (B) to provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; (D) support the improvement intermodal freight connections; and (E) 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.

The project also supports NJDOT MPO Transportation Priorities of improving freight mobility, leveraging additional funding sources, and promoting partnerships.

Description:

The Centers for Disease Control and Prevention defines Healthy Places as "those designed and built to improve the quality of life for all people who live, work, worship, learn, and play within their borders — where every person is free to make choices amid a variety of healthy, available, accessible, and affordable options." Healthy communities planning encompasses a broad range of built environment issues that have the ability to impact an individual's well-being, including land use, air quality, food access, active transportation, and open space. Healthy communities planning strives to integrate healthy community strategies to improve the public health outcomes and increase livability within our region.

DVRPC has undertaken healthy community planning to further develop the region's reputation for innovation and leadership in sustainability, expand upon its nationally recognized food system work, and support existing, internal efforts related to healthy communities. Ongoing work will consist of working directly with county and municipal constituents to better understand the role local governments have in

promoting healthy communities, working to develop and foster the healthy communities planning field, and supporting stakeholders' work.

DVRPC will a) convene Healthy Communities Task Force meetings; b) provide coordination and technical assistance to stakeholders and municipal/county constituents; c) develop a Healthy Communities Municipal Implementation Tool Brochure; d) engage new health-related partners like hospitals, with a specific focus on the required Community Health Needs Assessments and Community Health Improvement Plans; e) leverage learnings from past food system work to support communities facing food access challenges; and f) work with the Healthy Communities Task Force to determine the need for a healthy communities audit that local governments or community organizations could use to assess the gaps and opportunities for fostering a healthy community through built environment improvements.

Tasks:

1. Provide technical assistance to member governments and stakeholders on an ongoing basis.
2. Continue to convene the Healthy Communities Task Force on a regular basis.
3. Represent DVRPC and provide support and content to other projects, such as Philadelphia's City Food Policy Advisory Council and Food Fit Philly Coalition.
4. Provide technical assistance to communities to support increased food access and a stronger food system.
5. Update DVRPC's healthy communities and food system planning webpages with new content on a regular basis.
6. Participate in and coordinate with government agencies, institutions, foundations, and non-profit organizations to study healthy communities, including national, regional, and local food systems as a part of a healthy community.
7. Develop a Healthy Communities Municipal Implementation Tool Brochure.
8. Work with the Healthy Communities Task Force to determine the need for and focus of a healthy communities audit or service that local governments or community organizations could use to assess the gaps and opportunities for fostering a healthy community through built environment improvements.

Products:

1. Two to four Task Force meetings, including supporting materials.
2. Supporting materials related to food system technical assistance, as appropriate.
3. Meetings with constituents.
4. Healthy communities and food system planning webpages.
6. Publish a Healthy Communities Implementation Tool Brochure.
7. Supporting materials related to the development of a Healthy Communities Audit Tool or Program.
8. Additional products to be developed as part of ongoing technical assistance, such

as research memos on county's food sector or grant programs.

Beneficiaries:

State DOTs, FHWA, member governments and citizens, health care and public health community, and food system stakeholders.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$100,000	\$80,670	\$19,330		
2017	\$100,000	\$80,670	\$19,330		
2018	\$100,000				
2019	\$100,000				

PROJECT: 17-44-200 PA/NJ Local Planning Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn, Patricia Elkis

Goals:

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

Description:

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

Projects include assistance in obtaining funding through grant proposals for part of the costs of the projects. Project subsidies are also offered to municipalities within the nine DVRPC counties. Specific projects may include:

- Environmental Resource Inventories
- Municipal Public Access Plan
- Master Plan Sustainability Elements
- Open Space and Recreation Plans
- Farmland Preservation Plans
- Master Plan Conservation Elements
- Conservation Design Zoning/Subdivision Ordinances
- Climate Change Mitigation and Adaptation Plans
- Alternative Energy Ordinances
- Energy Efficiency Assessments for Municipal Operations
- Greenhouse Gas Inventories
- Transit Oriented Development Studies
- Form Based Codes
- Local Food Access and Nutrition Strategies
- Green Infrastructure Plans
- Trail Development Plans
- Street Tree Inventories

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, sustainability teams, public works departments, and planning boards to present project opportunities.
2. Assist municipalities in obtaining funding for part of the project by preparing draft grant proposals. Funding may come from foundations and a variety of programs run by state and federal agencies.
3. Meet with appropriate committees and municipal staff to gather information for the project and to obtain review and approval of the 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 a printed summary document, plan, implementation brochure, etc., and CD for distribution by the municipality, including publication on its local website.
7. Participate in municipal public hearings pertaining to the projects, as needed.
8. Provide technical support to the municipality on obtaining and processing data to support planning analysis.
9. Include the municipality in any DVRPC-sponsored education programs on natural resource protection, open space/farmland preservation, climate change mitigation and adaptation, and livability initiatives.
10. Work with non-profit organizations on other efforts as needs are identified and opportunities arise.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$200,000			\$13,600	\$186,400
2017	\$200,000			\$52,198	\$147,802
2018	\$200,000				
2019	\$200,000				

*\$147,802 PA/NJ Local Governments

PROJECT: 17-51-030 Exton Train Station – Concept Planning for Phases 2 & 3

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Gregory Krykewycz

Goals:

This project will develop concepts for a new bus loop and parking garage at the Exton Train Station. These elements will be Phases II and III of the renovation of Exton Station. Phase I will install high-level platforms and an enclosed station structure. Phase I is programmed to begin in Fiscal Year (FY) 2016. In addition, the project will offer conceptual improvements for other multimodal connections to the train station including bicycle and pedestrian access.

Description:

The Exton Train Station is the second most-used train station in Chester County and the ridership has been steadily increasing over the past ten years. The station is served by the SEPTA Paoli-Thorndale Line and the Amtrak Keystone Corridor/Pennsylvania Line. At the station, there are two passenger rail parking lots. On the inbound side there is a SEPTA permit payment parking lot, and on the outbound side there is a larger daily payment parking lot. Both lots are full on a daily basis according to recent SEPTA Parking Census data.

Exton Train Station is centrally located in Chester County with ample highway access, and it is in proximity to a dense residential population and several employment centers. The train station lies along the route of SEPTA Bus 92 and Krapf's A Bus, however, the buses are currently unable to fully serve the train station due to constraints with turning buses around in the current site configuration. Buses also do not stop along PA 100 outside the station to discharge passengers due to safety concerns. Bicycle and pedestrian access to the train station is also currently limited due to a lack of adequate infrastructure including missing sidewalk connections to major nearby developments (eg. Main Street at Exton).

Phase I of the improvement plan at this station is to build high-level platforms (scheduled to begin in late 2015), funded through the Station Accessibility Program within SEPTA's Capital Program. Enhancements for other station elements such as the bus loop, a parking structure, and improved pedestrian, bicycle, and vehicle access will be part of Phases II and III of the renovation. These phases are programmed in SEPTA's Capital Program for Fiscal Year's 2018-2025, but they are unfunded.

This study will be similar to those conducted by DVRPC for Fern Rock and Norristown Transportation Centers and will be focused on the station itself, the

broader SEPTA footprint, and access to the station from surrounding areas. The final product of this project will be an intermodal study and concept plan that will address issues of:

- Station parking and vehicular circulation as well as auto mobility on nearby streets;
- Siting a new bus loop and parking facility contingent on the new high-level platform Phase I plans for the station;
- TOD potential; and
- A comprehensive assessment of bicycle and pedestrian station access, as well as connections with the Chester Valley Trail.

Given that a key property –a Norfolk-Southern (NS) right-of-way—bisects the site and remains in negotiation with PennDOT, the project would propose two improvement alternatives: 1) inclusion of the NS right-of-way, and 2) avoidance of the NS right-of-way.

This project will also receive funding and staff support through the Regional Transit Planning Program (17-41-040) as needed.

Tasks:

1. Form a project steering committee comprised of Chester County, DVRPC, SEPTA, Transportation Management Association of Chester County, PennDOT, Amtrak, West Whiteland Township, Krapf’s Coaches, and other stakeholders as appropriate.
2. Gather and inventory data on baseline conditions in the station area, including recent and current transit ridership, parking demand, prior planning efforts, transportation trends/changes, and land use/zoning. Supplement with field data collection on current passenger movements as necessary.
3. Prepare an existing conditions summary for the station and its surroundings, including a preliminary assessment of needs and opportunities.
4. Convene a design workshop among the steering committee and other invitees to develop concepts for addressing identified needs including an integrated station concept, expanded parking facilities, improved multi-modal access, and station-area development concepts as appropriate.
5. Based on workshop results, develop concept plan(s) for the station and station-area access that would support (and be supported by) station-area development.
6. Develop a program of improvements that can be made over time as funding is available, bundling mutually-supportive project elements.
7. Prepare a final report summarizing the results of the analysis.

Products:

A report, memorandums, and other deliverables as appropriate to detail the results of the analysis.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$110,000			\$22,000	\$88,000
2018					
2019					

*PennDOT Supplemental Transit.

Note: This project will also receive funding and staff support through the Regional Transit Planning Program (17-41-040) as needed.

PROJECT: 17-51-040 Eastwick Intermodal Center

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Gregory Krykewycz

Goals:

The study will develop alternatives for creating an Eastwick Intermodal Center that connects the following: Airport Regional Rail Line, Route 36 trolley, SEPTA bus service, bicycle and pedestrian circulation, local road/highway access, and parking in an integrated facility that serves all modes, and also considers longer-term concepts like the proposed airport “peplemover”/Automated Guideway Transit (AGT) service.

Description:

The plan to develop an expanded station at Eastwick on SEPTA's Airport Line that would be integrated with a new endpoint for SEPTA's Route 36 trolley has been discussed for many years and is identified in DVRPC's Connections 2040 Long-Range Plan, but unfunded. Regional Rail weekday ridership at Eastwick Station has increased over the past 10 years by over 50%, and continues to rise according to the SEPTA Regional Rail Census.

Currently there is no commuter parking provided by SEPTA. However, on-street parking is available on the outbound side on both Mario Lanza Boulevard and Crane Street. Local on-street parking does not require permits or payment. On the inbound side off of Bartram Avenue, there is a designated kiss-and-ride area. SEPTA Bus Routes 37, 68, 108, and 115 serve this station.

Southeast of Eastwick Station are mixes of commercial and parking uses, the majority of which are associated with the Philadelphia International Airport. To the northwest there is a residential neighborhood and the John Heinz at Tinicum National Wildlife Refuge. Eastwick Station was also the subject of a prior DVRPC 'Increasing Intermodal Access to Transit' work effort.

This study will be similar to those conducted by DVRPC for Fern Rock and Norristown Transportation Centers: focused on the station itself, the broader SEPTA footprint, and safe access to the station from surrounding areas. The final product of this project will be an intermodal study and concept plan that will:

- Determine the best location for a new station that would connect and serve trolley Route 36, SEPTA bus routes, and Airport Line Regional Rail service;
- Explore parking needs and auto connectivity from nearby local streets;
- Consider TOD potential and surrounding land use more generally; and
- Complete a comprehensive assessment of bicycle and pedestrian station access, including Mario Lanza Boulevard, Crane Street, Bartram Street, as well as the

incorporation of the Cobbs Creek Connector Segment D (a Circuit trail) currently in design.

This project will also receive funding and staff support through the Regional Transit Planning Program (17-41-040) as needed.

Tasks:

1. Form a project steering committee comprised of DVRPC, Philadelphia (City Planning Commission, MOTU, Streets Department, Water Department), SEPTA, and other stakeholders as appropriate.
2. Gather and inventory data on baseline conditions in the Eastwick Station area, including recent and current transit ridership, parking demand, prior planning efforts, land use/zoning, and transportation changes. Supplement with field data collection on current passenger movements as necessary.
3. Prepare an existing conditions summary for the station and its surroundings, including a preliminary assessment of needs and opportunities.
4. Convene a design workshop among the steering committee and other invitees to develop concepts for addressing identified needs with an integrated station, parking facilities, improved access, and station-area development concepts as appropriate.
5. Based on workshop results, develop concept plan(s) for the station and station-area access that would support (and be supported by) station-area development.
6. Develop a program of improvements that can be made over time as funding is available, bundling mutually-supportive project elements.
7. Prepare a final report summarizing the results of the analysis.

Products:

A report, memorandums, and/or other deliverables as appropriate to detail the results of the analysis.

Beneficiaries:

SEPTA, City of Philadelphia, Eastwick Neighborhood, park-and-ride customers from surrounding areas.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$205,000			\$41,000	\$164,000
2018					
2019					

*PennDOT Supplemental FTA.

Note: This project will also receive funding and staff support through the Regional Transit Planning Program (17-41-040) as needed.

PROJECT: 17-51-050 Centennial District Trolley Service Concept Evaluation

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Gregory Krykewycz

Goals:

Explore the feasibility of providing light rail service to the Centennial District of Fairmount Park in conjunction with SEPTA's trolley modernization program.

Description:

The Centennial District, in West Fairmount Park, has been the subject of several recent planning studies, including the Centennial Commons plan (2013), the West Park District Plan (2012), Taming Traffic: Context-Sensitive Solutions in the DVRPC Region (2007), and the Centennial District Master Plan (2005)—each of which advocated for enhanced transit connections to the district.

SEPTA's trolley fleet modernization program—a replacement of SEPTA's existing trolleys with state-of-the-art, accessible light rail vehicles—offers a new context for improving transit service in the Centennial District and adjacent neighborhoods. This study will inventory existing transit service and infrastructure, identify a short list of one or more new or extended trolley alignments, evaluate operational and infrastructure needs for these alignments, and develop ridership forecasts for preferred alignments/operating scenarios.

This project will also receive funding and staff support through the Southeastern Pennsylvania Transit Planning and Technical Assistance (17-63-008) as needed.

Tasks:

1. Convene a project steering committee comprised of key stakeholders including DVRPC, SEPTA, the City of Philadelphia (PCPC, MOTU, Streets, Parks & Rec.), the Fairmount Park Conservancy, and other stakeholders as appropriate.
2. Gather information on existing conditions within the study area, including existing: infrastructure, transit service, plans and development proposals, and demographic data.
3. Summarize existing conditions findings, and identify needs and opportunities for trolley service.
4. In collaboration with the steering committee, identify potential trolley alignments and operational concepts for analysis.
5. Perform fatal-flaw analysis, narrowing steering committee-approved alternatives to one or more preferred alignments/operating scenarios.
6. Prepare ridership forecasts and rough cost estimates for up to two trolley service alignments/operating scenarios.

7. Prepare a report and/or other deliverables summarizing the results of the project.

Products:

A report and/or other deliverables detailing the project’s findings.

Beneficiaries:

SEPTA, City of Philadelphia, Fairmount Park Conservancy.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$85,500			\$17,100	\$68,400
2018					
2019					

*PennDOT FTA.

Note: This project will also receive funding and staff support through Southeastern PA Transit Planning and Technical Assistance project (17-63-008) as needed.

PROJECT: 17-51-060 South Philadelphia Transportation Center Transit Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Gregory Krykewycz

Goals:

Assist the City of Philadelphia and SEPTA in examining the feasibility of creating a new transportation center in the vicinity of Pier 70 on or near Columbus Boulevard.

Description:

As recommended in the City's South District Plan and supported by SEPTA, a new transportation center in the vicinity of Pier 70 would greatly improve reliability and enhance transit service. Currently SEPTA has no dedicated property for the numerous bus routes that end trips in this vicinity. The existing routes G, 7, 25, 29, 64 and 79 would all benefit from a new transportation center.

The South Philadelphia Transportation Center project would also dovetail with two previous DVRPC studies - the FY2013 Vehicle Technology Analysis for SEPTA Routes 29 and 79 study, as well as an FY2016 effort exploring light rail service on Delaware Avenue/ Columbus Boulevard. This South Philadelphia Transportation Center study would investigate real estate needs including potential locations, available parcels, and necessary square footage, impacts on existing routes, and potential for new routes and/or realigned routes based upon residential and employment forecasts.

This project code will fund half of the overall project with the other half cross-funded by project 17-63-010 (South Philadelphia Transportation Center).

Tasks:

1. Document existing conditions potentially including: transit routing and scheduling, land uses, parking, nonmotorized access to transit stops, % vacancies, hours of retail operation, and potential for land use change developed through other work.
2. Convene a stakeholder group to identify physical and programmatic requirements and additional desirable elements for transportation center concepts.
3. Site planning for up to (2) potential transportation center concepts including transit routing, parking and facilities, pedestrian and bicycle access, vehicular access and parking, integration with adjacent land uses, parcel assemblage required, and opportunities to accommodate new transit service.
4. Present concepts to stakeholder group for feedback
5. Revise preferred Transportation Center concept and prepare order of

magnitude cost estimates and identify next steps toward realization.

6. Prepare final report and/or other deliverables detailing the findings of the analysis.

Products:

Final report and/or other deliverables detailing the findings of the analysis.

Beneficiaries:

SEPTA, the City of Philadelphia, Delaware River Waterfront Corporation, transit riders, and patrons of Pier 70.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$120,000			\$24,000	\$96,000
2018					
2019					

* PennDOT Supplemental FTA
This project is cross-funded with project 17-63-010 (South Philadelphia Transportation Center).

PROJECT: 17-51-070 Delaware County Transit Facility Bicycle Audits

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Gregory Krykewycz

Goals:

Collect data to better understand bike-to-transit usage at three Delaware County locations, to inform the development of strategies to better accommodate current and future cyclists.

Description:

In an effort to improve the intermodal trip experience at transit centers/stations in Delaware County, DVRPC will examine bicycle demand and existing facilities to better understand the habits and preferences bike-to-transit users in order to identify and help prioritize improvements that can be made. DVRPC will work with Delaware County and SEPTA to determine the three transportation centers or other transit stations to be included in the study, and will develop and conduct a cyclist survey to collect information about the bicycle leg of intermodal trips. Specifically, Delaware County is interested in where bicycle trips are originating and continuing from at each location. The data collected in this survey will help identify station access routes to be prioritized for bicycle facility improvements, and the findings will inform strategies that will allow Delaware County to better accommodate current and future cyclists.

Tasks:

1. Work with Delaware County and SEPTA to identify three transit centers/stations to survey and audit.
2. Develop and conduct Cyclist Survey
 - a. Determine data needs of Delaware County and SEPTA.
 - B. Design survey instrument and sampling plan.
 - C. Conduct survey of cyclists at stations.
 - D. Process and clean data as required.
 - E. Write process and data summary.
3. Inventory and evaluate existing bicycle facilities at selected transit stations including sharrows/bike lanes, signage, road/path conditions, and bicycle parking.
4. Research potential improvements that have been successful in other locations.
5. Develop general strategies for improving bicycle facilities based on results of survey and audit.
6. Draft deliverable(s) and incorporate feedback from Delaware County and SEPTA.
7. Publish final report and/or other deliverables as appropriate.

Products:

1. Database of cyclist survey results
2. Report and/or memorandums summarizing work, findings, and strategies

Beneficiaries:

Delaware County, transit riders, bicycle users, and regional bike-to-transit users.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$96,250			\$19,250	\$77,000
2018					
2019					

*PennDOT Supplemental FTA

PROJECT: 17-51-080 East Callowhill Safety and Traffic Calming Measures

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson, Scott Johnson

Goals:

To develop a plan for low-cost, safety and traffic calming measures to tame speeds in the East Callowhill area. The study will provide actionable recommendations to improve the safety and accessibility of the East Callowhill area that reflect the needs and wants of residents and businesses. Specific focus will be on improving safety for all road users through a complete street design approach, as well as improving accessibility through strengthening connections to surrounding neighborhoods.

Description:

This effort will coincide with the recently passed (Sept 30, 2015) East Callowhill Overlay District which encompasses the area between 2nd, 6th, Callowhill, and Spring Garden streets. The overlay is meant to bring denser commercial and residential development to the formerly industrial neighborhood, and to establish more pedestrian-friendly connections between Old City and Northern Liberties.

The Callowhill-Chinatown North Strategic Plan was recently released as part of the City of Philadelphia's comprehensive plan, Philadelphia 2035. This effort will build upon this important work to provide an actionable plan to improve safety and accessibility for the area. Other relevant studies that will inform the report include the Pennsylvania Environmental Council's work regarding developing a Spring Street Greenway. Data on existing conditions, including traffic volumes and crash information, will be collected and analyzed. A base traffic model will be created to identify problematic intersections and areas of opportunity. Recommendations will be developed with the community's input that will include appropriate complete streets elements.

Tasks:

1. Assemble an advisory committee which includes the City of Philadelphia Streets Department, Philadelphia City Planning Commission, Mayor's Office of Transportation and Utilities, relevant community groups and the DVRPC.
2. Collect traffic and safety data and perform field views.
3. Analyze data and quantify existing conditions.
4. Incorporate local input in improvement scenarios.
5. Develop conceptual improvements and implementation strategy informed by community input and prior area studies.
6. Prepare technical memorandum or report that include proposed improvements,

and implementation strategy.

Products:

- 1. Traffic analysis including summary of predicted traffic impacts of proposed recommendations.
- 2. Areawide design to improve safety and accessibility.
- 3. Memorandum or report documenting overall study findings and recommendations.

Beneficiaries:

City of Philadelphia, local residents, businesses and the traveling public

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$150,000				\$150,000
2018					
2019					

*PA TIP - # TBD

PROJECT: 17-51-090 Bridge Feasibility Study in Pottstown

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Ben Gruswitz, Brad Lane, Matthew Gates

Goals:

Improve access to and efficiency of the region's transportation system, reduce congestion, improve safety and air quality, and enhance economic activity by preparing traffic forecasts to help develop plans for the improvement, replacement, or closure of bridges over the Norfolk-Southern railroad in Pottstown, Montgomery County.

Description:

Pottstown has many bridges over the Norfolk-Southern railroad that runs through the middle of the borough. These bridges at Charlotte, Evans, Franklin and Washington Streets are all in varying stages of disrepair and could be safer and more accessible for drivers, pedestrians, and bicyclists. DVRPC and Pottstown Borough will work together to complete a study to determine the consequences of closing one or more of these bridges, how these bridges might be improved, and whether repair or replacement is warranted.

This study will collect traffic counts of bicycles, pedestrians, and automobiles crossing the Norfolk-Southern railroad within Pottstown Borough. DVRPC's Travel Improvement Model (TIM2.2) will be used to determine the current and future effects on travel patterns of closing one or more of these bridges. Daily and AM and PM peak hour traffic forecasts will be prepared for each future year scenario. A general conditions assessment will be performed utilizing input from the most recent bridge inspection reports and the Borough Engineer. Cost estimates will also be obtained working with the Borough Engineer. These results will be used to develop a recommended replacement prioritization and sequencing plan. The following tasks will be performed:

Tasks:

1. Coordinate with Pottstown Borough and PennDOT on locations where forecasts are required, and on the specification of the future year scenarios to model.
2. Collect traffic counts at all forecast locations and other locations as needed for travel model calibration; collect bicycle and pedestrian counts at the Charlotte, Evans, Franklin, and Washington Street bridges.
3. Review Board-adopted demographic forecasts for the study area and make adjustments as needed for known large developments/redevelopments based on

local planning knowledge.

4. Focus DVRPC's regional travel demand model in study area – split zones, include extra local roads, and verify accuracy of transit and highway networks as needed. Calibrate focused simulation model for current conditions.
5. Develop scenarios considering various combinations of repair, closure, and/or pedestrian-only replacement among the four bridge locations.
6. Create Subnetwork, code future year scenarios into TIM2.2, and execute travel model to simulate travel and traffic conditions for each scenario.
7. Prepare daily and AM and PM peak hour traffic forecasts.
8. Prepare tables and graphics displaying draft forecasts and transmit to project team for review and comment.
9. Obtain the most recent bi-annual inspection reports; working with the Borough Engineer, assess the structural, safety, and transportation access conditions; and develop cost estimates and a prioritized sequencing plan for rehabilitation/replacement of the bridges.
10. Finalize traffic forecasts and write process memorandum on updated forecasts.

Products:

1. Current automobile, bicycle, and pedestrian traffic counts.
2. Daily and AM/PM peak hour traffic forecasts for the Norfolk-Southern railroad bridges.
3. Maps, tables, figures, and process memorandum documenting traffic counts, travel forecasts and methodology, conditions assessment, implementation scenarios and replacement prioritization.

Beneficiaries:

Pottstown Borough, Montgomery County, and DVRPC region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$90,000				\$90,000
2018					
2019					

PA TIP - # TBD

PROJECT: 17-51-120 I-95 Planning Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Elizabeth Schoonmaker, Jesse Buerk

Goals:

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

Description:

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

Tasks:

1. Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements.
2. Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study.
3. Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study.
4. Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTA’s West Trenton Line.
5. Facilitate coordination between SEPTA, Amtrak, PennDOT, and other agencies.
6. Coordinate communications and outreach activities with the TMAs, particularly with TMAs in Center City, and Bucks and Delaware counties.
7. Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor.
8. Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway.

- 9. Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects.
- 10. Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects.
- 11. Coordinate with freight industry representatives on construction activities and detour routes.
- 12. Provide mapping and Geographic Information Systems (GIS) support as requested.
- 13. Provide support in coordinating and developing legal agreements, as needed.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$155,000				\$155,000
2018					
2019					

PA TIP - # - TBD

PROJECT: 17-51-130 Fast Turnaround Traffic Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Puchalsky, David Anderson, Matthew Gates, Scott Johnson

Goals:

To provide quick response traffic analysis and planning services to the City of Philadelphia on an as needed basis to address traffic safety, mobility, access, or congestion issues within a localized area.

Description:

During the course of a year, City agencies find the need for assistance with traffic modeling or traffic analysis studies. The exact analysis needs are not always known in advance but would typically involve the use of existing (or easily developed) VISSIM or VISUM models or specific analysis using HCM or SYNCHRO based models where the City does not currently have capacity. These modeling efforts would inform potential conceptual improvements with a focus on quick turnaround design and operational improvements. The projects would be expected to last around 4-6 weeks from start to finish. This work would require that very little if any effort be spent on presentation and might involve simply the exchange of electronic data files to support further analysis or design work on the City's end.

Examples of projects might include:

- Use of the Center City or Schuylkill Expressway Models to evaluate the traffic impacts of Street or ramp closures or other capacity constraints.
- Multimodal evaluation of capacity impacts due to bike lanes, transit stops, pedestrian accommodations, and other focused street design measures.
- Order of magnitude forecasts of travel demand for subareas and corridors for predefined land use and network scenarios.

Tasks:

1. Assemble an advisory committee which includes staff from DVRPC, the City of Philadelphia Streets Department, and the Mayor's Office of Transportation and Utilities.
2. Clearly define the study area and the problem to be addressed.
3. Collect traffic data and perform field views.
4. Conduct Macro- or Micro-simulation modeling to quantify existing and future scenarios.
5. Develop conceptual improvements.

Products:

- 1. Periodic process memos as required documenting the study process, findings, and recommendations.

Beneficiaries:

The City of Philadelphia, SEPTA, local residents, and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$50,000				\$50,000
2017	\$50,000				\$50,000
2018					
2019					

*Funding from the City of Philadelphia

PROJECT: 17-53-020 Regional Transportation GIS Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Chris Pollard, Sean Lawrence, William Stevens

Goals:

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

Description:

The focus of this continuing project will be to integrate transportation data developed by federal, state, and local governments and DVRPC into a regional transportation network that allows for the seamless exchange of data. This project benefits all member governments and agencies by providing support to DVRPC to develop and coordinate transportation data development and data sharing and includes the continued growth of DVRPC's transportation GIS system, including the update and maintenance of its web mapping capabilities. Efforts are being coordinated with NJDOT, PennDOT, member governments, and operating agencies to maximize the investments made in technology and data.

Tasks:

1. Coordinate regional database development with project participants, including PennDOT and NJDOT.
2. Provide technical assistance to member governments, as requested, to identify and address IT, GIS, and data issues and opportunities.
3. Facilitate meetings with project participants to discuss transportation-related issues and developments as needed.
4. Acquire additional hardware, software, and training, as appropriate.
5. Ensure that geospatial data developed by NJDOT, PennDOT, and member governments and integrated into DVRPCs regional database can be shared amongst project participants.
6. Maintain a transportation data clearinghouse for project participants.
7. Develop and maintain web mapping applications in support of DVRPCs outreach goals.
8. Provide technical assistance to PennDOT to collect local road and bridge asset data.

Products:

- 1. Regional transportation-related data available to all member governments in support of their GIS programs.
- 2. Hardware, software, and training for DVRPC and participating organizations, as necessary.
- 3. Updated and new web mapping applications.
- 4. Continued development of efficient data sharing platform.

Beneficiaries:

State DOTs, member governments and operating agencies, and DVRPC.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$400,000				\$400,000
2017	\$400,000				\$400,000
2018	\$400,000				\$400,000
2019	\$400,000				\$400,000

*\$200,000 PA TIP #48202, \$200,000 NJ TIP X30A

PROJECT: 17-53-040 Local Asset Data Collection - Delaware County

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: William Stevens

Goals:

To improve transportation planning and asset management strategies through the identification and collection of missing critical data on all locally-owned roads and bridges over eight (8) feet in length in Delaware County.

Description:

PennDOT initiated a Local Road and Bridge data collection project to collect important data on municipal and county roadways. Working with the state's MPOs and RPOs, PennDOT's goal is to gather comprehensive information on the Commonwealth's extensive network of local roads and bridges missing from the current inventory. The supporting data that is collected will be stored in a database available to PennDOT's planning partners and counties for use in planning, programming, and other business needs.

PennDOT currently does not have complete data on "non-liquid fuel" local roadways and bridges. Non-Liquid Fuel local roads are owned and maintained by municipalities and are not funded by the liquid fuels tax. This project will run concurrent to field collection currently underway in Bucks and Montgomery counties, by collecting data in Delaware County, PA. Using existing data from PennDOT and Delaware County, DVRPC estimates there to be 886 bridges and 2,541 road segments that will need to be field verified. The project does not include private roads, or bridges on private roads, such as cemetery drives, private driveways, or roads used on private property such as mobile home, apartment or commercial complexes.

DVRPC staff will perform the data collection according to established methodology developed by PennDOT utilizing tablets and software provided by PennDOT. Prior to data collection, DVRPC will send a letter to each municipality that explains the purpose of the project. DVRPC will continuously monitor progress and perform quality checks on all collected data utilizing PennDOT's web-based mapping application.

Tasks:

1. Prepare field maps that indicate the locations of potential features to be collected, along with all other necessary documentation.

- 2. Using a two person team, identify and compile field data for locally-owned roads and bridges according to procedures defined in the Local Roads and Bridges Data Collection Reference Manual prepared by PennDOT.
- 3. Upload collected data to PennDOT’s database weekly, at a minimum.
- 4. Perform checks on data collected to ensure accuracy and completeness.

Products:

- 1. Updated PennDOT non-liquid fuel roads database with required attribution.
- 2. Updated PennDOT bridge database with required attribution.

Beneficiaries:

PennDOT, Delaware County, DVRPC.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$100,000				\$100,000
2017	\$100,000				\$100,000
2018					
2019					

*PA TIP - # - TBD

PROJECT: 17-55-700 Member Government Special Projects

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Ward

Goals:

Improve the efficiency of the region's infrastructure by preparing special studies for collecting data, improving the existing transportation system and other infrastructure, environmental clearance process, and related planning and coordination needs.

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 and environmental and demographic information.
2. Assist in the 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 *
2016	\$1,201,273				\$1,201,273
2017	\$1,201,273				\$1,201,273
2018	\$1,201,273				\$1,201,273
2019					

* Projects to be defined

*FISCAL YEAR 2017 PLANNING WORK
PROGRAM*

CHAPTER THREE

*SUPPORTIVE REGIONAL
HIGHWAY PLANNING
PROGRAM (SRHPP)*



Delaware Valley Regional Planning Commission

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2017 PLANNING WORK PROGRAM
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**Delaware Valley Regional Planning Commission
 FY 2017 PENNSYLVANIA SUPPORTIVE REGIONAL
 HIGHWAY PLANNING PROGRAM
 TABLE C**

Core Projects					
Project Number	Agency	Project	FY 2017 Budget		
			Cash	Match	Total
17-60-010	Bucks County	Supportive Regional Highway Planning	\$84,000	\$21,000	\$105,000
17-60-020	Chester County	Supportive Regional Highway Planning	121,600	30,400	152,000
17-60-030	Delaware County	Supportive Regional Highway Planning	60,800	15,200	76,000
17-60-040	Montgomery County	Supportive Regional Highway Planning	126,400	31,600	158,000
17-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	235,200	58,800	294,000
Program Total			\$628,000	\$157,000	\$785,000

PROJECT: 17-60-010 Bucks County: Supportive Regional Highway Planning Program

Responsible Agency: Bucks County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects.

Tasks:

Task I - Administration and Coordination:

- a) Develop annual work program;
- b) Prepare progress reports and invoices;
- c) Perform general administration;
- d) Conduct interagency liaison and coordination;
- e) Prepare an annual report summarizing efforts on the entire work program.

Task II - Database Management:

- a) Maintain traffic count data;
- b) Review and revise the county's roadway capacity analysis;
- c) Disseminate transportation information and data;
- d) Integrate county accident, capacity and traffic information into a GIS database;
- and
- e) Assist in PennDOT's Local Asset Data Collection Effort.

Task III - Transportation Improvement Program:

- a) Maintain the Bucks County Transportation Improvement Program (BCTIP) inventory of proposed highway improvements;
- b) Review and evaluate new proposals for inclusion in the BCTIP;
- c) Inventory and prioritize all existing and new projects for the BCTIP, emphasizing the need to address capacity constraints and clean air standards;
- d) Participate in the maintenance of DVRPC's regional TIP;
- e) Assist PennDOT in the maintenance of the Twelve Year Program; and

f) Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.

Task IV - Transportation System Program:

- a) Work with DVRPC and PennDOT on congestion management strategies;
- b) Provide technical assistance to municipalities concerning the implementation of congestion management strategies;
- c) Promote inter-municipal coordination for transportation planning and other development-related issues; and
- d) Provide technical guidance to municipalities concerning the need for access controls along arterial highways.

Task V - Transportation Plan Maintenance:

- a) Maintain a comprehensive transportation plan;
- b) Determine a strategy to implement transportation plan objectives that meet transportation improvements and clean air standards;
- c) Coordinate with municipalities and regional planning agencies to implement transportation and clean air standards; and
- d) Provide input to DVRPC for short-range and long-range transportation planning studies.

Products:

- 1. Progress reports and invoices;
- 2. Annual completion report;
- 3. Up-to-date inventory of proposed highway improvements;
- 4. Recommendations to DVRPC for regional TIP submissions;
- 5. Recommendations to PennDOT for the Twelve Year Program;
- 6. Input on various transportation task forces;
- 7. Input to municipal requirements for new development;
- 8. Participate in municipal transportation planning efforts;
- 9. GIS database;
- 10. Sample corridor evaluation and recommended improvements; and
- 11. Proposed Work Program for subsequent fiscal year.

Beneficiaries:

States, counties, municipalities, and private sector.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$105,000	\$105,000			
2017	\$105,000	\$105,000			
2018	\$105,000	\$105,000			
2019					

\$84,000 Cash - \$21,000 Match

PROJECT: 17-60-020 Chester County: Supportive Regional Highway Planning Program

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county-level transportation projects.

Tasks:

Task I - Program Administration and Coordination:

1. 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 DVRPC 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, the private sector, and Chester County residents and employees.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$152,000	\$152,000			
2017	\$152,000	\$152,000			
2018	\$152,000	\$152,000			
2019					

\$121,600 Cash - \$30,400 Match

PROJECT: 17-60-030 Delaware County: Supportive Regional Highway Planning Program

Responsible Agency: Delaware County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects.

Tasks:

Task I – Program Administration and Coordination:

1. Perform contract administration, including progress reports, closing reports, and invoices.
2. Develop annual SRHPP and participate in the development of the 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 the update of the DVRPC TIP and PennDOT Twelve Year Program.
4. Monitor transportation funding programs and opportunities, inform municipalities of funding programs and provide assistance to them, and advocate Delaware County's position on this issue.
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 the implementation of programmed improvements.

Task III – Transportation Plan Maintenance:

1. Participate in the process to update the 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 the Delaware County Planning Commission.
5. Participate in Delaware County, DVRPC, PennDOT, and municipal highway, bicycle, and pedestrian studies and planning efforts.
6. Assist PennDOT in Local Asset Data collection efforts.

Products:

1. Quarterly progress reports, closing report, and invoices.
2. Proposed SRHPP Work Program for subsequent fiscal year.
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 and its municipalities, residents, and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$76,000	\$76,000			
2017	\$76,000	\$76,000			
2018	\$76,000	\$76,000			
2019					
\$60,800 Cash - \$15,200 Match					

**PROJECT: 17-60-040 Montgomery County: Supportive Regional Highway
Planning Program**

Responsible Agency: Montgomery County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects.

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.
4. Assist with PennDOT's Local Asset data collection efforts.

Products:

- 1. PennDOT Twelve Year Highway and Bridge Program.
- 2. Regional Transportation Improvement Program.
- 3. County transportation plan.
- 4. Highway Improvement Project Inventory.
- 5. SRHPP Work Program for next fiscal year.

Beneficiaries:

Montgomery County.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$158,000	\$158,000			
2017	\$158,000	\$158,000			
2018	\$158,000	\$158,000			
2019					

\$126,400 Cash - \$31,600 Match

PROJECT: 17-60-050 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 that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects.

Tasks:

Task I - Program Administration:

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 city 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 the TIP with local community groups, elected officials, DVRPC, state agencies, and the public for the purpose of developing a regional TIP. This includes participation in 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 ensure 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).
12. Assist with PennDOT's Local Asset data collection efforts.

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 a 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 that augment the regional system.
4. Review existing functional classification system.
5. Participate in development and implementation of a county and regional transportation planning work program, including participation at intra-city planning strategy meetings.
6. Participate in regional transportation study meetings, committees, community

meetings, teams, panels, etc. Review and comment on data and reports developed as part of these studies.

7. Participate in the corridor analysis of locations, corridors, neighborhood commercial streets, and other highways.
8. Participate in local and regional intermodal improvement efforts such as "Transit First" and park/ride facilities, pedestrian/bicycle facilities and goods movement strategies.
9. Manage and oversee selected 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 ensure compatibility of data collection efforts with those in the surrounding areas.
5. Provide federal, state, county and regional agencies with traffic flow/volume data.
6. Assemble traffic information files that accurately reflect existing physical conditions resulting in more efficient revisions to the functional classification system and an equitable allocation of funding.
7. Expand traffic counting coverage throughout the city.
8. 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.

Products:

1. Summary reports on meetings, committees, teams, etc. attended.
2. A work program for next fiscal year's 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 the City of Philadelphia.
6. A program TIP document for use by the 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 *
2016	\$294,000	\$294,000			
2017	\$294,000	\$294,000			
2018	\$294,000	\$294,000			
2019	\$294,000	\$294,000			

\$235,200 Cash, \$58,800 Match

**Delaware Valley Regional Planning Commission
 FY 2017 NEW JERSEY SUPPORTIVE REGIONAL
 HIGHWAY PLANNING PROGRAM
 TABLE D**

Core Projects					
Project Number	Agency	Project	FY 2017 Budget		
			Cash	Match	Total
17-61-010	Burlington County	Supportive Regional Highway Planning	\$39,755	\$9,939	\$49,694
17-61-020	Camden County	Supportive Regional Highway Planning	44,015	11,004	55,019
17-61-030	Gloucester County	Supportive Regional Highway Planning	39,100	9,775	48,875
17-61-040	Mercer County	Supportive Regional Highway Planning	34,130	8,532	42,662
17-51-060	City of Camden	Supportive Regional Highway Planning	24,000	6,000	30,000
Subtotal			\$181,000	\$45,250	\$226,250
Special Studies					
Project Number	Agency	Project	FY 2017 Budget		
			Cash	Match	Total
17-61-070 I.	Camden County /DVRPC	Traffic Counting Program	46,000	11,500	57,500
17-61-080 II.	Gloucester County/DVRPC	Traffic Counting Program	46,000	11,500	57,500
17-61-090 III.	Mercer County County/DVRPC	Traffic Counting Program	46,000	11,500	57,500
17-61-100 IV.	Burlington County	Highway Master Plan Update- Phase 2	90,000	22,500	112,500
Subtotal			\$228,000	\$57,000	\$285,000
Program Total			\$409,000	\$102,250	\$511,250

- I. Project work will be performed by DVRPC staff. Match will be added to the Camden County core agreement and will be noted on the project write-up and reflected in the contract.
- II. Project work will be performed by DVRPC staff. Match will be added to the Gloucester County core agreement and will be noted on the project write-up and reflected in the contract.
- III. Project work will be performed by DVRPC staff. Match will be added to the Mercer County core agreement and will be noted on the project write-up and reflected in the contract.
- IV. Project work will be performed by DVRPC staff. Match will be added to the Burlington County core agreement and will be noted on the project write-up and reflected in the contract.

PROJECT: 17-61-010 Burlington County: Supportive Regional Highway Planning Program

Responsible Agency: Burlington County - Land Development

Project Manager: Sarah Oaks

Goals:

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

Description:

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects.

Tasks:

Task I - 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 SRHPP Work Program for next fiscal year.

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 the regional TIP. Provide comment to the state and DVRPC on the 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 its 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. Work Program for next fiscal year.
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 *
2016	\$64,694				\$64,694
2017	\$72,194				\$72,194
2018	\$49,694				\$49,694
2019	\$49,694				

*STP-STU, \$39,755 Cash - \$32,439 Match
(\$9,939 for 17-61-010, \$22,500 for 17-61-100)

PROJECT: 17-61-020 Camden County: Supportive Regional Highway Planning Program

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

Project Manager: Sarah Oaks

Goals:

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

Description:

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county-level transportation projects.

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 Camden County SRHPP Work Program for inclusion in the DVRPC Planning Work Program.
4. Attend meetings including DVRPC monthly RTC meetings, New Jersey 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 the 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 New Jersey State Development and Redevelopment Planning (SDRP) process, and “Smart Growth” grants.
6. Assist with the development and update of CMS corridors and strategies.

Task IV - Transportation Planning Data and Analysis

1. Develop and maintain a GIS-based Highway Asset Management database.
2. Field collection of highway asset data.
3. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

Products:

1. Progress and expenditure reports and minutes of meetings.
2. Annual Completion Report for this fiscal year.
3. SRHPP Work Program for next fiscal year.
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, and private citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$74,019				\$74,019
2017	\$66,519				\$66,519
2018	\$55,019				\$55,019
2019					

*STP-STU , \$44,015 Cash- \$22,504 Match
 (\$11,004 for 17-61-020, \$11,500 for 17-61-070)

PROJECT: 17-61-030 Gloucester County: Supportive Regional Highway Planning Program

Responsible Agency: Gloucester County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county-level transportation projects.

Tasks:

Task I - 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 next fiscal year.
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 a traffic volume map using data supplied by DVRPC as well as counts taken by the county and share traffic count data with interested parties.
2. Maintain data files supplied by NJDOT as a data source for the transportation efforts.
3. Maintain information on Management Systems such as Bridge, Pavement, Safety, etc.
4. Take traffic counts at selected locations to support transportation studies and to maintain the county's traffic map.
5. Develop and maintain a GIS database for traffic counts.

Products:

1. Quarterly progress and expenditure reports.
2. Summaries on meetings and seminars attended related to highway planning.
3. Annual completion report for this fiscal year.
4. SRHPP Work Program for inclusion in next fiscal year DVRPC UPWP.
5. An updated and adopted county Transportation Improvement Program.
6. A brief report on the activities that 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 *
2016	\$57,875				\$57,875
2017	\$60,375				\$60,375
2018	\$48,875				\$48,875
2019					

*STP-STU, \$39,100 Cash- \$21,275 Match
 (\$9,775 for 17-61-030, \$11,500 for 17-61-080)

PROJECT: 17-61-040 Mercer County: Supportive Regional Highway Planning Program

Responsible Agency: Mercer County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

This is a continuing project that provides for county participation in the regional transportation planning process and the maintenance of county-level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities and provides technical assistance to local governments on regional, state, and county-level transportation projects.

Tasks:

Task I - Administration:

1. Conduct general administration, interagency liaison, and technical coordination of the program.
2. Develop the annual work program for inclusion in the next fiscal year DVRPC Planning Work Program. Prepare annual completion report, monthly progress reports and quarterly expenditure reports.
3. Attend monthly DVRPC Board and Regional Technical 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 TIPs. 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 the 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 the transportation development district plan. This includes preparing fee binder agreements, tracking developments in the district, and revision of plan boundaries, fees, and the 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 this fiscal year's activities and accomplishments.
4. SRHPP Work Program for inclusion in the next fiscal year's DVRPC Planning Work Program.
5. An updated county and regional TIP with local government input.
6. Maps and/or studies used in planning transportation improvements.
7. Approved TIP and Capital Improvement Program.
8. A brief report of activities that 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 *
2016	\$42,662				\$42,662
2017	\$54,162				\$54,162
2018	\$42,662				\$42,662
2019					

*STP-STU, \$34,130 Cash - \$20,032 Match
(\$8,532 for 17-61-040, \$11,500 for 17-61-090)

PROJECT: 17-61-060 City of Camden - Supportive Regional Highway Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

Manage and maintain the general administration of the program and maintain coordination and cooperation with federal, state, regional, and local agencies. Maintain public participation in the transportation planning process. Identify, prioritize, and analyze a capital program of federal and state-funded transportation improvements reflecting local input and coordination with state and regional agencies. Monitor implementation of the capital improvements. Assess impact of proposed land use on transportation facilities and recommend Camden City's position on certain regional transportation improvements and programs. Maintain and update data files required for the comprehensive transportation planning effort. Monitor various transportation indicators (e.g., traffic counts and turning movements). Retrieve and disseminate information as required.

Tasks:

Task I - Administration

1. Perform general administrative duties, including liaison and interagency coordination.
2. Prepare quarterly progress reports and expenditure reports. Prepare annual completion report.
3. Perform necessary public participation.
4. Review transportation reports and correspondence and provide feedback.
5. Attend meetings, including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required. Present data to Camden City for its use.

Task II - Transportation Improvement Program

1. Monitor Federal Aid Program progress.
2. Maintain and inventory TIP projects and update project status.

Task III – Transportation Plan Maintenance

1. Monitor and evaluate the impact of proposed land development on existing and proposed highway and transit facilities.
2. Monitor certain state improvements.

Task IV - Transportation Planning Data and Analysis

1. Access Plan 4 Safety Crash Analysis tool. Maintain data supplied by NJ DOT as a data source for transportation planning effort.
2. Maintain information on roadways and bridges, such as condition, cartway width, rights of way, age, etc.

Products:

1. Quarterly progress and expenditure reports.
2. Brief reports on meetings and seminars attended related to highway planning.
3. Annual completion report.
4. Work program for SRHPP in subsequent year.
5. Adopted Transportation Improvement Program

Beneficiaries:

Camden City, Camden County, residents, businesses, and the region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$30,000				\$30,000
2017	\$30,000				\$30,000
2018	\$30,000				\$30,000
2019	\$30,000				\$30,000

*STP-STU, \$24,000 Cash - \$6,000 Match

PROJECT: 17-61-070 Camden County - Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Henry

Goals:

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

Description:

Camden County has requested that DVRPC perform a traffic counting program. 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 Camden County representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations, for both traffic volume and intersection turning movements where required.
3. Process data and 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. Present data to Camden County for their use.

Products:

Detailed printouts showing hourly counts, turning movements, and annual average daily traffic at the locations selected.

Beneficiaries:

Camden County, Camden City, NJ DOT, residents, and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$36,000				\$36,000
2017	\$46,000				\$46,000
2018	\$36,000				\$36,000
2019	\$36,000				\$36,000

*STP-STU

PROJECT: 17-61-080 Gloucester County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Henry

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 and 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, and NJ DOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$36,000				\$36,000
2017	\$46,000				\$46,000
2018	\$36,000				\$36,000
2019	\$36,000				

*STP-STU

PROJECT: 17-61-090 Mercer County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Henry

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 and 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; and NJDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$36,000				\$36,000
2017	\$46,000				\$46,000
2018	\$36,000				\$36,000
2019	\$36,000				\$36,000

*STP-STU

PROJECT: 17-61-100 Burlington County Highway Master Plan Update - Phase 2

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Jerry Coyne, Sarah Moran

Goals:

Update the county's 1989 Highway Master Plan to include a vision and implementation framework for the county highway network that will sustainably complement long-term county growth patterns.

Description:

Burlington County is a vanguard in the region for planning and implementing a county-wide interconnected and coordinated traffic signal system to regulate traffic flow along its county route system. The system provides flexibility, on a routine basis, for monitoring and accommodating recurring rush hour traffic and random traffic diversions due to incidents. Other important services rendered by its road system include accessing multiple interchanges with the New Jersey Turnpike, carrying NJTransit bus routes, and serving 11 NJTransit River LINE stations.

Burlington County's population will grow by 46,000 residents by the Year 2040. An almost equal amount of new residents will call Mercer County and Camden County home by the same year—compounding the local perspective. The proposed three-year-long project will examine the continued ability of the county's existing transportation infrastructure to serve regional and planned growth safely and efficiently. Where it cannot, physical expansion of the highway and bridge infrastructure, extension of signal system, and community and land use planning strategies will be systematically identified and holistically tested to define the investments required to meet the future. Staff will perform the technical work using the regional travel demand forecasting model (VISUM) and the Congestion Management Process (CMP) evaluation methodology.

This will be the second phase of a three phase project with Phase I completed in FY 2016. Phase II will include modeling and assessment of the Region's Year 2040 Long-Range Plan (LRP) to judge its transportation components for adequacy in serving growth and travel along the county's highway network. Performance results will be evaluated versus the current situation, and for additional improvement recommendations. Final modeling will be performed for all county-endorsed recommendations as the basis for the Highway Master Plan's final recommendations. Phase 2 of this project is also funded through the Corridor Planning program area (17-41-030).

Phase III (to be completed in FY 2018) will supply the Master Plan report. The report will address:

- Highway functional classification system,
- Federal Aid urban/rural area delineations,
- Emergency evacuation routes,
- County right-of-way (ROW) widths,
- Typical ROW cross-sections,
- County highway and intersection improvement locations (no concept designs),
- County bridge improvement locations (no concept designs),
- County highway additions and reversions locations (no concept designs), and
- Bicycle facilities, based on the 2015 Bicycle Master Plan.

The Plan will identify final recommended physical and operational improvements for the county highway infrastructure. Cost estimates, implementation guidance, equitable partners, and environmental screening for the recommendations will be supplied. This project funds Phase II, to take place in FY17. Future funding is anticipated but contingent upon availability.

Tasks:

Phase II:

1. Prepare and conduct the Year 2040 Long-Range Plan (LRP) scenario travel demand forecasting model, reflecting the land use assumptions and transportation recommendations of CONNECTIONS 2040, DVRPC's endorsed Long-Range Plan for Greater Philadelphia (FY'17).
2. Assess Year 2040 LRP conditions, identify deficiencies, and proffer recommendations for county endorsement (FY17).
3. Prepare and conduct the Year 2040 Master Plan (MP) scenario travel demand forecasting model, containing the official LRP and endorsed MP final recommendation (FY17).
4. Provide a county route improvement program, including a high-level environmental assessment, cost estimates, and implementation guide for recommended physical infrastructure improvements (FY17).

Phase III:

1. Provide a report summarizing the project (FY18).
2. Establish and deliver a GIS-transportation database. Load the database with existing attributes and performance data available from the county, the New Jersey Department of Transportation, and DVRPC; and with relevant Highway Master Plan study outputs (FY18).

Products:

1. Meeting materials.
2. Summary report including the project’s activities, findings, and recommended plan.
3. GIS-Transportation Database.

Beneficiaries:

Burlington County, NJDOT, New Jersey Turnpike Authority, NJTransit, Burlington County municipalities, and the traveling public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$60,000				\$60,000
2017	\$90,000				\$90,000
2018					
2019					

*\$90,000 NJ SRHPP STP-STU.

This project will also receive funding and staff support through the Corridor Planning Program Area (17-41-030) as needed.

*FISCAL YEAR 2017 PLANNING WORK
PROGRAM*

CHAPTER FOUR

*TRANSIT SUPPORT PROGRAM
(TSP)*



Delaware Valley Regional Planning Commission

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2017 PLANNING WORK PROGRAM
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**Delaware Valley Regional Planning Commission
FY 2017 Pennsylvania Transit Support Program**

TABLE E

Core Projects					
Project Number	Agency	Project	FY 2017 Budget		
			Cash	Match	Total
17-63-001	Bucks County	Transit Planning and Programming	\$61,734	\$15,434	\$77,168
17-63-002	Chester County	Transit Planning and Coordination	46,069	11,517	57,586
17-63-003	Delaware County	Transit Planning and Coordination	87,504	21,876	109,380
17-63-004	Montgomery County	Transit Planning and Implementation	77,400	19,350	96,750
17-63-005	Philadelphia Office of Transportation and Utilities	Transit Planning and Programming	98,535	24,633	123,168
17-63-006	Philadelphia City Planning Commission	Short-Range Planning	119,758	29,940	149,698
17-63-007	SEPTA	Long-Range Planning/TIP	85,000	21,250	106,250
17-63-008 I.	DVRPC	Transit Planning Technical Assistance	144,000	36,000	180,000
Subtotal			\$720,000	\$180,000	\$900,000
Special Studies					
Project Number	Agency	Project	FY 2017 Budget		
			Cash	Match	Total
17-63-009 II.	Chester Co./DVRPC	Route 3 Paoli Pike Traffic and Transit Circulation Study	\$60,000	\$15,000	\$75,000
17-63-010 III.	City of Phila/SEPTA/DVRPC	South Philadelphia Transportation Center Planning	120,000	30,000	150,000
Subtotal			\$180,000	\$45,000	\$225,000
Program Total			\$900,000	\$225,000	\$1,125,000

- i. Project work will be performed by DVRPC staff on the Centennial District Trolley Service Study . Match will be split and added to the MOTU and SEPTA core agreements and will be noted on the project write-up and reflected in the contract.
- ii. Project work will be performed by DVRPC staff. Match will be added to the Chester County core agreement and will be noted on the project write-up and reflected in the contract.
- iii. Project work will be performed by DVRPC staff. Match will be split and added to the MOTU and SEPTA core agreements and will be noted on the project write-up and reflected in the contract.

PROJECT: 17-63-001 Bucks County 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.
- 5. Proposed TSP Work Program for next fiscal year.

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 *
2016	\$81,026		\$81,026		
2017	\$77,168		\$77,168		
2018	\$81,026		\$81,026		
2019	\$81,026		\$81,026		

\$61,734 Cash - \$15,434 Match

PROJECT: 17-63-002 Chester County 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 for next fiscal year.

Beneficiaries:

State, county, municipalities, transit operating agencies, the private sector, and Chester County residents and employees.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$76,465		\$76,465		
2017	\$72,586		\$72,586		
2018	\$60,465		\$60,465		
2019	\$60,465		\$60,465		

\$46,069 Cash - \$26,517 Match
(\$11,517 for 17-63-002, \$15,000 for 17-63-009)

PROJECT: 17-63-003 Delaware County 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. Prepare public transit components of County Comprehensive Plan and municipal comprehensive plans.
8. Review land development proposals and provide recommendations for improved public transit access.
9. Plan and coordinate paratransit services.
10. Maintain liaison with SEPTA, PennDOT, Community Transit, The Delaware County TMA, and private providers.

Products:

1. Quarterly progress reports
2. Quarterly invoices
3. Closing report
4. TSP Work Program for next fiscal year

Beneficiaries:

Member governments, operating agencies, the private sector, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$114,849		\$114,849		
2017	\$109,380		\$109,380		
2018	\$114,849		\$114,849		
2019					

\$87,504 Cash - \$21,876 Match

PROJECT: 17-63-004 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 – Administration:

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 PUT.
4. Prepare TSP submittal and participate in DVRPC's annual Planning Work Program development.
5. Prepare quarterly progress and financial reports and 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 new transit services.

Products:

1. Monthly progress and financial reports.
2. Route and service plans.
3. County transportation plan update.
4. TSP Work Program for inclusion in next year's DVRPC Planning Work Program.

Beneficiaries:

Operating agencies, the private sector, county, and municipalities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$101,588		\$101,588		
2017	\$96,750		\$96,750		
2018	\$101,588		\$101,588		
2019	\$101,588		\$101,588		

\$77,400 Cash - \$19,350 Match

PROJECT: 17-63-005 Philadelphia Transit Planning and Programming

Responsible Agency: Mayor's 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 and Utilities for expenses incurred as a result of its input and participation in the regional transit planning and capital programming processes.

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 updating and/or modifying 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 two- to six-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's 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 Twelve 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:

1. Transit Capital Project element of the city's long-range Capital Budget and Program.
2. TSP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.

Beneficiaries:

City of Philadelphia, Pennsylvania, SEPTA, PATCO, and NJ Transit.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$137,826		\$137,826		
2017	\$156,168		\$156,168		
2018	\$129,326		\$129,326		
2019	\$129,326		\$129,326		

\$98,535 Cash - \$57,663 Match

(\$24,633 for 17-63-005, \$18,000 for 17-63-008, \$15,000 for 17-63-010)

PROJECT: 17-63-006 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 maintenance 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 nonmotorized 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 Technical 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.
- 4. TSP Work Program for inclusion in subsequent year DVRPC Planning Work Program.

Beneficiaries:

General Public/Citizens, DVRPC, and SEPTA.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$157,183		\$157,183		
2017	\$149,698		\$149,698		
2018	\$157,183		\$157,183		
2019	\$157,183		\$157,183		

\$119,758 Cash - \$29,940 Match

PROJECT: 17-63-007 SEPTA Capital Budgeting, Planning, and 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 (TIP). Prepare SEPTA's responses to any new federal guidelines and rule making. 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. Provide DVRPC with SEPTA's portion of the Regional TIP by analyzing the SEPTA Capital Budget and Twelve-Year Capital Program, and in assimilating this information into the regional TIP.
2. Submit to DVRPC amendments and modifications to the Regional Transportation Improvement Program.
3. Perform generalized planning and analysis in order to prioritize capital projects.

Capital Budgeting:

1. Program and produce SEPTA's One-Year Capital Budget and Twelve-Year Capital Program.
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. Respond to information requests from 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:

1. SEPTA's One-Year Capital Budget, Twelve-Year Capital Program and Comprehensive Plan, and input SEPTA capital projects into 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.
3. Quarterly Invoices and Progress Reports.
4. TSP Work Program for subsequent fiscal year's DVRPC Planning Work Program

Beneficiaries:

Member Governments, State, Operating Agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$120,063		\$120,063		
2017	\$139,250		\$139,250		
2018	\$111,563		\$111,563		
2019	\$111,563		\$111,563		

\$85,000 Cash - \$54,250 Match
 (\$21,250 for 16-63-007, \$18,000 for 17-63-008, \$15,000 for 17-63-010)

PROJECT: 17-63-008 Southeastern Pennsylvania Transit Planning and Technical Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Matthew Gates

Goals:

Support transit planning, design, and analysis work for transit agencies and member governments in Southeastern Pennsylvania.

Description:

Work conducted under this program will help to implement the planning goals and policies of Connections 2040, the region's adopted long range plan, while assisting southeastern Pennsylvania public transit agencies in the implementation of their planning and project agendas. Work under this program may include tasks or projects in their entirety, and may also supplement transit planning work by DVRPC staff for projects funded under other programs, including those selected by the Regional Transit Advisory Committee (RTAC)

Project tasks may include existing conditions analysis, identification of potential transit improvements through conceptual design or evaluations of multimodal access improvements, as well as feasibility studies and ridership forecast modeling. DVRPC will take advantage of skills and expertise from across the agency in a collaborative effort to best meet the needs of the primary project beneficiary and to further the goal of establishing an increasingly-multimodal transportation system for Southeastern Pennsylvania.

Tasks:

1. Provide planning staff and funding support for the Centennial District Transit and Trolley Modernization project, which is detailed under project number 17-51-050 in the FY2017 Work Program.

Products:

Planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations, as appropriate.

Beneficiaries:

Pennsylvania member governments, SEPTA, and the transit-riding public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$144,000		\$144,000		
2017	\$144,000		\$144,000		
2018	\$144,000		\$144,000		
2019	\$144,000		\$144,000		

This project provides funding support for the Centennial District Transit and Trolley Modernization project, which is detailed under project number 17-51-050 in the FY2017 Work Program.

PROJECT: 17-63-009 Route 3-Paoli Pike Traffic and Transit Circulation Study

Responsible Agency: Delaware Valley Regional Planning Commission

Goals:

This effort will identify and quantitatively evaluate recommended circulation and capacity changes to specific east-west arterials in parts of West Goshen Township and the Borough of West Chester, Chester County, as they pertain to mobility and congestion.

Description:

Three proposed concepts will be evaluated. The first would create a road diet along sections of Gay Street and Market Street between US 202 and Matlack Street where one travel lane would be converted to a protected bike lane. This re-design would incorporate access management and pedestrian improvements that would reduce speeding and improve safety.

The second concept would reconfigure left-turn lanes on Matlack Street and better define the transition, with pavement markings through the transition zone. This concept would be modelled to see if the proposed alignment would be seamless and minimize congestion.

The third concept would eliminate the right turn lane on West Market Street from Darlington Street to Court House Alley. This would reduce the cartway width from three lanes to two lanes and accommodate better pedestrian infrastructure.

This project is also funded through the Corridor Planning program area (17-41-030).

Tasks:

1. Define the Study Area
2. Establish a Technical Advisory Committee which will consist of Chester County, municipal, and PennDOT officials as well as additional stakeholders identified throughout the study.
3. Conduct a Transportation Infrastructure and Land Use Inventory
4. Collect and review existing traffic and crash data. This will include daily vehicular turning movement counts, automatic traffic recorder volumes and travel times. Traffic data will focus upon peak travel periods at major intersections within the study area. A comprehensive review of crash data will also be conducted for the corridor.
5. Develop concept for multi-modal roadway circulation improvements. If warranted, conceptual improvement sketches will be developed.
6. Transit Service Analysis. The study team will identify and evaluate the existing transit services and facilities within the study area. Recommendations to improve transit service and the passenger experience will be documented.

- 7. Public Involvement. Chester County and other Stakeholders will determine the scope of public involvement.
- 8. Final Report. DVRPC will prepare a process memo or report for the steering committee to review and comment. A final report will then be generated.

Products:

- 1. Interim traffic analysis data for different scenarios
- 2. Relevant diagrams and illustrations of different concepts
- 3. Process memo or report summarizing the project's activities and findings

Beneficiaries:

Chester County, West Goshen Township, West Chester Borough and the travelling public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$60,000		\$60,000		
2018					
2019					

This project will also receive funding and staff support through the Corridor Planning program (17-41-030) as needed.

PROJECT: 17-63-010 South Philadelphia Transportation Center

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Gregory Krykewycz

Goals:

Assist the City of Philadelphia and SEPTA in examining the feasibility of creating a new transportation center in the vicinity of Pier 70 on or near Columbus Boulevard.

Description:

As recommended in the City's South District Plan and supported by SEPTA, a new transportation center in the vicinity of Pier 70 would greatly improve reliability and enhance transit service. Currently SEPTA has no dedicated property for the numerous bus routes that end trips in this vicinity. The existing routes G, 7, 25, 29, 64 and 79 would all benefit from a new transportation center.

The South Philadelphia Transportation Center project would also dovetail with two previous DVRPC studies - the FY2013 Vehicle Technology Analysis for SEPTA Routes 29 and 79 study, as well as an FY2016 effort exploring light rail service on Delaware Avenue/ Columbus Boulevard. This South Philadelphia Transportation Center study would investigate real estate needs including potential locations, available parcels, and necessary square footage, impacts on existing routes, and potential for new routes and/or realigned routes based upon residential and employment forecasts.

This project code will fund half of the overall project with the other half cross-funded by project 17-51-060 (South Philadelphia Transportation Center Transit Planning)

Tasks:

1. Document existing conditions potentially including: transit routing and scheduling, land uses, parking, nonmotorized access to transit stops, % vacancies, hours of retail operation, and potential for land use change developed through other work.
2. Convene a stakeholder group to identify physical and programmatic requirements and additional desirable elements for transportation center concepts.
3. Site planning for up to (2) potential transportation center concepts including transit routing, parking and facilities, pedestrian and bicycle access, vehicular access and parking, integration with adjacent land uses, parcel assemblage required, and opportunities to accommodate new transit service.
4. Present concepts to stakeholder group for feedback
5. Revise preferred Transportation Center concept and prepare order of magnitude cost estimates and identify next steps toward realization.

6. Prepare final report and/or other deliverables detailing the findings of the analysis.

Products:

Final report and/or other deliverables detailing the findings of the analysis.

Beneficiaries:

SEPTA, the City of Philadelphia, Delaware River Waterfront Corporation, transit riders, and patrons of Pier 70.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$120,000		\$120,000		
2018					
2019					

This project is cross-funded with project 17-51-060 (South Philadelphia Transportation Center Transit Planning).

**Delaware Valley Regional Planning Commission
FY 2017 New Jersey Transit Support Program
TABLE F**

Core Projects					
Project Number	Agency	Project	FY 2017 Budget		
			Cash	Match	Total
17-63-020	Burlington County	Transit & Ridesharing	\$37,392	\$9,348	\$46,740
17-63-021	Camden County	Transit Planning & Programming	41,500	10,375	51,875
17-63-022	Gloucester County	Transportation Systems Planning	38,680	9,670	48,350
17-63-023	Mercer County	Transit Planning & Programming	33,284	8,321	41,605
17-63-024	New Jersey Transit	TIP and Short Range Planning	70,744	17,686	88,430
Subtotal			\$221,600	\$55,400	\$277,000
Special Studies					
Project Number	Agency	Project	FY 2017 Budget		
			Cash	Match	Total
17-63-025 I.	Camden City	TSP Core Work Program	\$20,800	\$5,200	\$26,000
17-63-026 II.	NJTRANSIT/ DVRPC	NJTRANSIT: Bus Route Surveys	90,200	22,550	112,750
17-63-027 III.	NJTRANSIT/ DVRPC	NJ Safe Routes to Transit Concept Development	30,000	7,500	37,500
17-63-028 IV.	Mercer County/DVRPC	Long Distance Paratransit Service	24,000	6,000	30,000
Subtotal			\$165,000	\$41,250	\$206,250
Program Total			\$386,600	\$96,650	\$483,250

- I. Agreement will be directly with the City of Camden
- II. Project work will be performed by DVRPC staff. Match will be added to the New Jersey Transit core agreement and will be noted on the project write-up and reflected in the contract.
- III. Project work will be performed by DVRPC staff. Match will be added to the New Jersey Transit core agreement and will be noted on the project write-up and reflected in the contract.
- IV. Project work will be performed by DVRPC staff. Match will be added to the Mercer County core agreement and will be noted on the project write-up and reflected in the contract.

PROJECT: 17-63-020 Burlington County 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.
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.
4. Transit section of Burlington County Transportation Master Plan.
5. TSP Work Program for subsequent fiscal year.

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 *
2016	\$46,740		\$46,740		
2017	\$46,740		\$46,740		
2018	\$46,740		\$46,740		
2019	\$46,740		\$46,740		

\$37,392 Cash - \$9,348 Match

PROJECT: 17-63-021 Camden County: Transit Planning and Programming

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

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 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 DVRPC Unified Planning Work Program.

Products:

1. TOD GIS data and reports.
2. Progress reports and final report.
3. Work Programs for DVRPC UPWP.

Beneficiaries:

Citizens, private sector, and operating agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$51,875		\$51,875		
2017	\$51,875		\$51,875		
2018	\$51,875		\$51,875		
2019					

\$41,500 Cash - \$10,375 Match

PROJECT: 17-63-022 Gloucester County 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.
3. TSP Work Program for next fiscal year's DVRPC Planning Work Program.

Beneficiaries:

Gloucester County, municipalities, the private sector, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$48,350		\$48,350		
2017	\$48,350		\$48,350		
2018	\$48,350		\$48,350		
2019	\$48,350		\$48,350		

\$38,680 Cash - \$9,670 Match

PROJECT: 17-63-023 Mercer County Transit Planning and Programming

Responsible Agency: Mercer County Planning

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 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 agencies.

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.
4. TSP Work Program for inclusion in next year's DVRPC Planning Work Program.

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 *
2016	\$41,605		\$41,605		
2017	\$47,605		\$47,605		
2018	\$41,605		\$41,605		
2019					

\$33,284 Cash
(\$14,321 Match, \$8,321 for 17-63-023, \$6,000 for 17-63-028)

PROJECT: 17-63-024 NJT 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 and Reverse Commute, and other meetings involving transit planning and projects. 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 dialogue 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:

- 1. NJ Transit's annual capital program, five-year capital plan, and transit element of the DVRPC Regional TIP.
- 2. Quarterly Progress Reports and invoices.
- 3. NJ Transit TSP Work Program for next fiscal year.

Beneficiaries:

Member governments and operating agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$108,480		\$108,480		
2017	\$118,480		\$118,480		
2018	\$88,430		\$88,430		
2019	\$88,430		\$88,430		

\$70,744 Cash - \$47,736 Match
(\$17,686 for 17-63-024, \$22,550 for 17-63-026, \$7,500 for 17-63-027)

PROJECT: 17-63-025 City of Camden Transit Planning Program

Responsible Agency: City of Camden

Project Manager: Sarah Oaks

Goals:

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

Description:

This project will enhance the mobility of the residents of the City of Camden by providing comprehensive planning, programming, monitoring, and coordination of transit services in Camden.

Tasks:

1. Administer the project and prepare required invoices and progress reports.
2. Provide input into NJ Transit operating budgets and determine impacts on fares, subsidies, and levels of service.
3. Monitor and provide input for NJ Transit and PATCO capital projects within the City of Camden.
4. Promote transit initiatives in the City of Camden as they pertain to residents, employees, employers, developers, and event spaces.
5. Evaluate upcoming land development and recommend measures to increase transit use.
6. Participate in activities of the Cross County Connection TMA.
7. Maintain liaison with NJ Transit, PATCO, NJ DOT, and other transit service providers in the City of Camden.

Products:

1. Quarterly progress reports and invoices.
2. Closing report.
3. TSP Work Program for next fiscal year.

Beneficiaries:

New Jersey TMAs, New Jersey DOT, and commuters in the DVRPC region in New Jersey.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$25,000		\$25,000		
2017	\$25,000		\$25,000		
2018	\$25,000		\$25,000		
2019					

\$20,000 Cash - \$5,000 Match

PROJECT: 17-63-026 NJT Bus Route Surveys

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Joshua Rocks

Goals:

This project is part of a continuing multi-year project performing ridership survey work on NJ Transit bus routes in order to update older surveys and assess and identify future issues or needs.

Description:

The purpose of this project is to collect and analyze survey data on select NJ Transit local bus routes. This would provide data to update New Jersey Transit's previous on-board surveys, and would support identification of travel patterns, customer preferences, and operational issues or needs. The data will also be utilized by DVRPC staff in support of travel simulation modeling, calibration and other transit data inquiries. DVRPC will complete the work begun in FY 2016 and work with NJ Transit to identify bus routes to be surveyed, but will likely include the 601, 603, 605, 606, 607, 608, 609, 610, 611, 612, 613, 619, 624, and the RIVER Line light rail. It is possible that this survey will need to be phased into the following year. DVRPC will work with NJ Transit to design both the sampling plan and the survey instrument. Efforts will be made to ensure that the data can be integrated into the 2010-2011 DVRPC Transit On-board survey database. Collected data will be processed and cleaned to ensure high data quality. This project may involve the purchase of goods and or services.

Tasks:

1. Complete the survey effort that began in FY 2016
2. Survey selected NJT Bus routes focusing on the 600 series and the RIVER Line.
3. Enter and aggregate the data in accordance with NJT guidance.
4. Write up summary of method and conduct of the survey, including some data summary.
5. Conveyance of the finished data set to NJT in an agreed upon electronic format

Products:

1. Process memorandum or technical memorandum summarizing work and findings and MS PowerPoint presentation materials detailing study process, findings, and results.
2. Data-base of survey results.

Beneficiaries:

New Jersey Transit, municipalities, and commuters.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$80,200		\$80,200		
2017	\$90,200		\$90,200		
2018					
2019					

PROJECT: 17-63-027 Safe Routes to Transit Concept Development: New Jersey Locations

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Andrew Svekla, Betsy Mastaglio, Gregory Krykewycz

Goals:

Identify municipalities within the DVRPC region that are interested in improving active transportation connections to transit (first- and last-mile connections) through applications for competitive funding programs (TAP, Safe Routes to Transit, or others). Assist these municipalities in identifying candidate bicycle and pedestrian projects that improve first- and last-mile connections to transit stations. Furnish the selected municipalities with significant project information so as to assist in the preparation of future grant applications.

Description:

This is the New Jersey portion of a regional project that will examine the expansion of active transportation access to SEPTA's regional rail stations. A parallel portion will look at access to SEPTA stations in Pennsylvania.

Expanding active transportation access to rail stations allows transit agencies to increase ridership at stations where parking cannot or should not be expanded, and promotes sustainability goals for the region. This project would build off of DVRPC's previous experience in identifying strategies to enhance pedestrian and bicycle access to rail stations such as the Trenton Line Access Study: Improving Pedestrian & Bicycle Access to Regional Rail Stations on the I-95 Corridor for SEPTA, and the Safe Routes to Transit: Pennsauken Transit Center, Lindenwold Station, and Princeton Junction Station study for NJ Transit. However, unlike in previous efforts where lines and stations were identified by the transit agency or DVRPC, staff will first work (with SEPTA and NJ Transit) to identify municipalities within the region that are motivated to pursue the implementation of pedestrian and bicycle facilities that improve first- and last-mile connections to rail stations. To that end, the project would be framed around preparing selected municipalities with sufficient project details to prepare grant and funding applications that directly link to design and construction money to implement recommendations.

DVRPC would work with SEPTA, NJ Transit, and each DVRPC County to author a call for entries—one for SEPTA and one for NJ Transit—to be considered by municipalities, together with their County, to submit expressions of interest and a suggested rail station. Once submitted, DVRPC would select one or more stations within each agency's service area for focus (with the number of stations being

determined by the level of interest and complexity of projects deemed compelling by the advisory committee). For each station area, existing conditions would be inventoried and documented, design recommendations and implementation steps identified that would improve bicycle and pedestrian connections to each station. Project deliverables would support the municipality's (or other local stakeholders') future application for relevant upcoming funding opportunities.

This project will also receive funding and staff support through the Smart Growth Program (17-44-010) and the Regional Transit Planning Program (17-41-040), as needed.

Tasks:

1. Coordinate with SEPTA and NJ Transit on authoring a call for projects which may include:
 - Identification of candidate rail line(s), or set of stations
 - Evidence of a demand for additional pedestrian and bicycle facilities around transit stations
 - Demonstration of a proven track record for implementing planning recommendations
 - Statement of commitment to pursue project implementation
2. Review entries and select at least one (1) but not more than three (3) rail stations in each of NJ Transit's and SEPTA's service areas for a focused study area. The number of stations selected will depend on the level of interest and complexity of projects proposed in each agency's service area.
3. Conduct an existing conditions analysis of the mode and patterns related to accessing each station, service schedules, and the pedestrian, bicycle, land use, safety, and street connectivity between the stations and the surrounding area.
4. Develop short term, low-cost scenarios for strengthening the physical and perceptual connectivity between each station and its surrounding community, including:
 - Improved pedestrian and bicycle accommodations
 - Informational and directional signage between station sites
 - Other improvements
5. Coordinate with DVRPC Project Implementation staff on potential funding programs for each project and review programmatic requirements for those programs with the local sponsor.
6. Identify recommendations for short-term implementation, scaled and tailored to discretionary funding rounds found to be appropriate and satisfactory to the local project sponsor.

Products:

A summary of each study area’s existing conditions and recommendations, letter(s) of support from relevant organizations (if applicable), and relevant funding sources and timeline for submitting. These may be packaged as a single report or as individual memorandums as deemed appropriate by the advisory committee and local project sponsor.

Beneficiaries:

SEPTA, NJ Transit and selected Counties, municipalities, rail commuters and pedestrians and bicyclists in the vicinity of the station.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$30,000		\$30,000		
2018					
2019					

This project will also receive funding and staff support through the Smart Growth Program (17-44-010) and the Regional Transit Planning Program (17-41-040), as needed.

PROJECT: 17-63-028 Interagency Coordination for Long-Distance Paratransit Service

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Gregory Krykewycz

Goals:

Foster more strategic coordination between paratransit service providers at service area boundaries.

Description:

New Jersey Transit's Access Link provides paratransit service to and from destinations within ¾ mile of existing bus routes. Elsewhere, the disabled must rely on county and non-profit demand-responsive services, which typically serve local residents and limit trips outside their service areas. As a result, customers lack access to desired destinations. Better interagency coordination can increase access to desired destinations while preserving operating efficiencies.

For example, Mercer County's TRADE and Middlesex County's MCAT Transportation have a transfer point where TRADE and MCAT drivers bring local veterans who need transportation to the VA hospital in North Jersey. From there, TRADE and MCAT alternate days transporting combined riders up to East Orange.

This project would convene operations managers from Access Link and county transportation service providers from central and southern New Jersey to brainstorm and prioritize coordination opportunities and interconnection points. DVRPC staff would serve as conveners, facilitators, and assist with mapping to locate reasonable collection points.

Tasks:

1. Convene advisory committee including representatives from NJ Transit and at least two county human service transit providers.
2. Identify, invite, and convene operations managers or other suitable representatives from central and southern New Jersey.
3. Develop and facilitate a program to introduce the issue, to brainstorm solutions, and to provide networking/workshop time to develop solutions.
4. Reconvene as appropriate to document new or planned implementations, and to share best practices.
5. Draft technical memo and/or other deliverables describing process and outcomes.

Products:

Technical memo and/or other deliverables describing process and outcomes.

Beneficiaries:

NJ Transit, Mercer County, Paratransit customers, Central Jersey Transportation Forum stakeholders.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$24,000		\$24,000		
2018					
2019					

*FISCAL YEAR 2017 PLANNING WORK
PROGRAM*

CHAPTER FIVE

OTHER MEMBER GOVERNMENT PROJECTS



Delaware Valley Regional Planning Commission

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2017 PLANNING WORK PROGRAM
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CHAPTER FIVE**

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PROJECT: 15-44-300 William Penn-Planning, Design and Construction of Priority Trails

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Ryan Gallagher, Shawn Megill Legendre

Goals:

To resume a grant program to support implementation of the Circuit, Greater Philadelphia's regional multi-use trails network. The program will make grants to construct, design, and plan multi-use trails to close gaps in the network. In so doing, it will continue to build project management and stewardship capacity within governmental and non-profit trail-related organizations.

Description:

In December 2014 DVRPC applied for and was awarded a three-year \$7 million grant from the William Penn Foundation to assist with the planning, design and construction of multi-use trails comprising the Circuit.

Of the \$7 million:

- \$6,500,000 will be re-granted to counties, municipalities, non-profits and others to construct, design, or plan for trails that comprise the Circuit
- \$500,000 will support the following: DVRPC administration of the grant program, coordination and outreach to the counties, DVRPC project management for awarded grants, and events, projects and programs to coordinate activities and promote the Circuit.

The grant program will emphasize final design and engineering to prepare Circuit projects for future rounds of federal construction funding. Implementation of the Circuit is identified as a regional priority in Connections 2040: Plan for Greater Philadelphia.

Tasks:

1. Solicit candidate projects and publicize program: Reach out to regional partners to develop a list of candidate projects that meet program criteria.
2. Conduct site visits and field views to review the proposed projects.
3. Process and select project for funding: Review and prioritize proposals and select grantees based upon program criteria, partner input, project readiness, and fiscal constraints.
4. Coordinate with DCNR and the DVRPC PA and JNJ TIP update committees to leverage sources and secure funding for design and construction.
5. Present recommendations to the DVRPC Regional Technical Committee and Board.

- 6. Issue contracts for approved projects.
- 7. Manage awarded projects: Oversee the timely completion of planning, design, and construction projects.
- 8. Provide technical assistance to member governments and Circuit Coalition partners
- 9. Submit narrative reports to update the Foundation on progress toward achieving the grant milestones.

Products:

- 1. Grants for construction, design, and planning of multi-use trails.
- 2. Contracts with project sponsors.
- 3. Press releases and media outreach.
- 4. Management of awarded projects to assure timely delivery of project deliverables.

Beneficiaries:

Counties, state DOTs, municipalities, PA DCNR, NJDEP, active transportation and trail advocates, bicyclists, pedestrians and the commuting public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$3,600,000				\$3,600,000
2017	\$3,000,000				\$3,000,000
2018					
2019					

*Funding provided by the William Penn Foundation

PROJECT: 17-53-300 PA/NJ Regional GIS Implementation Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: William Stevens

Goals:

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

Description:

This project enables the regional planning partners to expand their GIS capability as necessary to maintain a level of technical sophistication that guarantees interoperability and compatibility between NJDOT, PennDOT, DVRPC, and other member governments. A regional transportation database has been developed by integrating data from both DOTs and member governments. Each planning partner will be asked to contribute transportation data as needed as updates to this database are critical to continued effective decision-making throughout the planning process. This regional transportation data can thus be shared between the counties, DVRPC and both DOTs to improve planning and decision-making.

Tasks:

1. Attend meetings as needed and provide input as it relates to project direction and focus.
2. Submit quarterly progress reports, including updated budgets and receipts.
3. Acquire and maintain GIS hardware, software, and training as approved for use in the project.
4. Augment in-house staff as necessary to complete tasks.
5. Contribute existing transportation-related data as necessary.
6. Assist in development of new transportation-related data as required.
7. Ensure that all contributing data meets project standards.
8. Share methodologies related to effective and innovative use of transportation data to project participants as requested.

Products:

1. Quarterly progress reports.
2. Hardware, software, and training necessary for project participation.
3. Regional transportation-related data available to all project participants to support their GIS programs.

Beneficiaries:

State DOTs, member governments and operating agencies, and DVRPC.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$300,000				\$300,000
2017	\$300,000				\$300,000
2018	\$300,000				\$300,000
2019	\$300,000				\$300,000

1.*NJ-TIP- DOT# X30A-\$150,000 2. PA-TIP-DOT#48202-\$150,000

PROJECT: 17-62-000 New Jersey Local Concept Development

Responsible Agency: Delaware Valley Regional Planning Commission

Goals:

Improve the efficiency of the region's transportation network by providing federal funds to the New Jersey subregions to advance projects through New Jersey Local Concept Development.

Description:

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the Concept Development (CD) phase. The CD Phase involves drafting a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed. CD Phase elements include, but are not limited to, data collection, coordination with New Jersey Department of Transportation (NJDOT) Subject Matter Experts/local stakeholders, risk identification, development of a reasonable number of sensible and practical conceptual alternatives and investigation of all aspects of a project. These aspects may include environmental, right of way, access, utilities, design, community involvement, and constructability.

The major objectives of the CD Phase are to identify and compare reasonable alternatives and strategies that address the Purpose and Need Statement and select a Preliminary Preferred Alternative.

The CD Phase will provide the information to determine whether or not the study can be advanced to the next phase of the Project Delivery Process and to procure a designer to take the potential project through PE, Final Design (FD) and Construction (CON). The CD Phase provides the framework for advancing the project into the PE phase.

Projects for Concept Development include:

1. Multi-Purpose Bike Trail from Mantua to Rowan (Gloucester County).
2. Trenton Transit Center Circulation Improvement (Trenton).
3. Mill Street Bridge Rehabilitation/Replacement (Burlington).
4. Hopewell-Rocky Hill Road (CR518) Bridge Modernization (Mercer).
5. Traffic Signal Improvements (Camden City)
6. Additionally approved projects as needed.

Tasks:

1. Kickoff meetings.
2. Stakeholder Meetings.
3. Public meetings.
4. Perform data collection: traffic/crash data, management systems, utility identification, etc.
5. Complete Environmental Screening. Initiate early coordination with SHPO, if appropriate.
6. Perform analysis of collected data, review data, prepare collision diagram, and other needed engineering analysis.
7. Develop Conceptual Plans for Preliminary Preferred Alternative (PPA).
8. Confirm the environmental document that will be obtained in PE.
9. Develop Construction Cost Estimates of various alternatives.
10. Prepare CD Report.

Products:

1. Clearly defined Purpose and Need Statement for each project.
2. Concept Development Report for each project.

Beneficiaries:

Member and local governments and the traveling public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$430,000				\$430,000
2017	\$430,000				\$430,000
2018	\$430,000				\$430,000
2019	\$430,000				\$430,000

*NJ-TIP- DOT# X30A-\$430,000

PROJECT: 17-64-000 New Jersey Regional Signal Retiming Initiative Project

Responsible Agency: Delaware Valley Regional Planning Commission

Goals:

Reduce congestion and improve air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties.

Description:

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials and traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion, improve the mobility and safety of the street system, and contribute environmental benefits. This type of improvement also promotes an integrated corridor management approach, which looks at corridors as multimodal systems and makes operational decisions for the benefit of the corridors as a whole, regardless of who owns the signals.

The New Jersey Regional Signal Retiming Initiative Project will be used to make improvements to the transportation network by optimizing traffic signal systems on signalized 500 and 600 routes in DVRPC's New Jersey counties. An RFP will be issued for a consultant with experience in optimizing these systems, who will make improvements based on existing traffic data, observed conditions and input from stakeholders. Implementation of the proposed timing plans is included with this project, but hardware upgrades are not. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended.

Tasks:

1. Issue an RFP for consultant support.
2. Form project teams for selected corridors.
3. Perform data acquisition and analysis.
4. Develop proposed signal timing plans.
5. Perform "before" and "after" analyses.
6. Implement signal timing plans.
7. Project Management.

Products:

- 1. MOU and Concept of Operations for each corridor
- 2. Proposed and final signal timing plans
- 3. Implementation of signal timing plans
- 4. A technical memorandum documenting the signal optimization analysis with appropriate recommendations

Beneficiaries:

Various Counties and Cities in New Jersey DVRPC Region, NJDOT, DVRPC, and motorists

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$350,000				\$350,000
2018					
2019					

*NJ TIP - # D1601

PROJECT: 17-66-000 PA & NJ Transportation and Community Development Initiative

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Karen Cilurso

Goals:

Implement the Connections 2040 Plan for Greater Philadelphia by supporting local government planning activities that advance the plan's four core principles: Manage Growth and Protect the Environment, Create Livable Communities, Build the Economy, and Establish a Modern, Multi-modal Transportation system.

Description:

The Transportation and Community Development Initiative (TCDI) is an opportunity for the Delaware Valley Regional Planning Commission (DVRPC) to support growth in the individual municipalities of the Delaware Valley through initiatives that implement the region's long-range plan, Connections 2040 Plan for Greater Philadelphia. Central to this effort is to ensure greater quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning.

TCDI provides a mechanism for local governments to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the region's long-range plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have current programs to support community development. TCDI seeks to support and leverage those state and county programs, by providing funding to undertake planning, analysis or design initiatives which implement the long-range plan and enhance or improve the efficiency of the regional transportation system.

DVRPC will prepare, manage and implement a program to provide funding, on a competitive basis, to municipalities in Bucks, Chester, Delaware, Montgomery, Philadelphia, Burlington, Mercer, Camden and Gloucester counties. Eligible activities include planning; analysis or design initiatives related to planning and growth management, reuse and revitalization, and transportation and infrastructure. DVRPC will advertise to all communities for project applications, coordinate a review committee to select project priorities develop contracts, award funding based on applicant response, and monitor project progress.

Tasks:

1. Award and administer contracts to projects as approved by the DVRPC Board. Assign DVRPC Project Manager to work with each community and DVRPC administrative staff to develop and complete contract.
2. Develop detailed scope of work for each project as selected by DVRPC Board.
3. Review project products and provide payment based on completion of deliverable products and accounting of costs.
4. Monitor and evaluate project progress and report to Steering Committee and Board regarding problems, successes, and lessons learned.

Products:

1. Recommended list of projects selected for funding.
2. Project deliverables as defined by selected projects.
3. Evaluation report of completed projects.

Beneficiaries:

Counties, municipalities, State transportation, community development, and economic development agencies, private sector and public

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016					
2017	\$2,250,000				\$2,250,000
2018					
2019					

*New Jersey:

\$600,000 – NJTIP- DB # D0204

\$150,000 – Local Match

New Jersey Funding is for two years (FY17/FY18)

*Pennsylvania

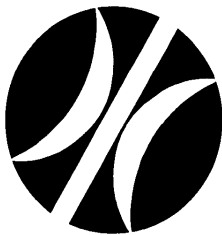
\$1,200,000 – PA TIP – MPMS # 64652

\$300,000 – Local Match

FISCAL YEAR 2017 PLANNING WORK PROGRAM

CHAPTER SIX

*OTHER MAJOR PLANNING PROJECTS IN THE
DVRPC REGION*



Delaware Valley Regional Planning Commission

*FISCAL YEAR 2017 PLANNING WORK
PROGRAM*

*Other Major Planning Projects in
the DVRPC Region for FY 2017
To Be Developed*



Delaware Valley Regional Planning Commission

