



DRAFT

FISCAL YEAR
2014
PLANNING
WORK PROGRAM

190 N. INDEPENDENCE MALL WEST
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 2012



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December 2012

PUBLIC NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period on December 6, 2012 for the Draft FY 2014 Planning Work Program. This document outlines all of the federally funded planning projects slated for the nine-county region from July 1, 2013 to June 30, 2014. 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 11, 2013. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.



DVRPC Mission Statement

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

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FY 2014 PLANNING WORK PROGRAM

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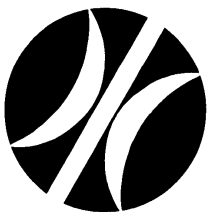
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*FISCAL YEAR 2014 PLANNING WORK
PROGRAM*

CHAPTER ONE

INTRODUCTION



Delaware Valley Regional Planning Commission

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2014 PLANNING WORK PROGRAM

CHAPTER ONE

INTRODUCTION

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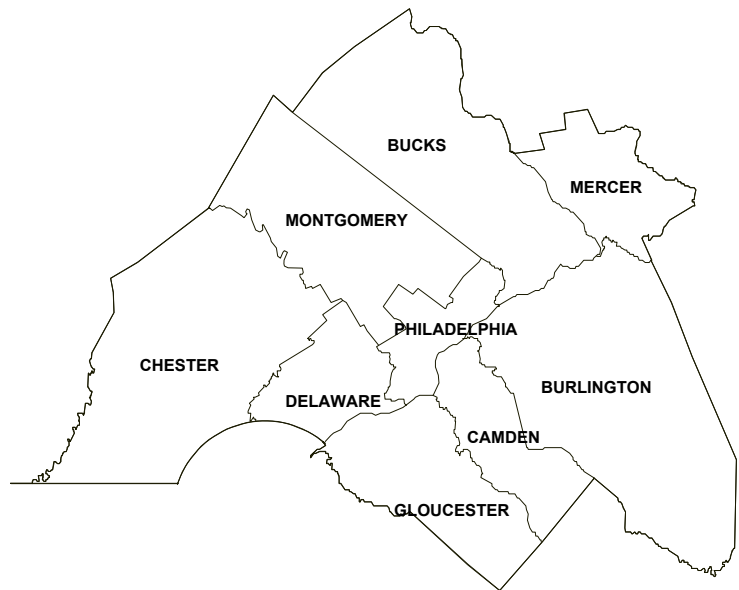
DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Fiscal Year 2014 Planning Work Program

INTRODUCTION

The Fiscal Year 2014 Planning Work Program for the Delaware Valley Regional Planning Commission incorporates the planning programs and support activities of DVRPC and its member governments within the nine-county DVRPC region for the period July 1, 2013 through June 30, 2014. The Work Program is developed annually by the DVRPC Board with its planning partners to reflect the region's short-range planning needs.

Federal laws and regulations require the formation of a Metropolitan Planning Organization (MPO) for each urbanized area with a population of more than 50,000 to coordinate a comprehensive, coordinated and continuing transportation planning program. The Delaware Valley Regional Planning Commission (DVRPC) is the designated MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery counties and the City of Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The cities of Camden and Trenton in New Jersey, and Chester in Pennsylvania, are also voting members at DVRPC, as are the States of Pennsylvania and New Jersey.



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

DVRPC emphasizes technical assistance and services and conducts high priority studies for member state and local governments, while determining and meeting the needs of the private sector. Five principal emphasis areas were identified to direct the development of the DVRPC Planning Work Program, including work in FY2014. These areas are:

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

MAP-21 & CAAA

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

Under MAP-21, certain highway and transit funds are to be administered by a region's MPO, and the MPO is a partner in the planning for the use of all transportation funds. MAP-21 also requires the MPO to produce and oversee a Transportation Improvement Program (TIP), the region's short-range investment plan, which must be consistent and serve to implement the region's long-range plan. The TIP prioritizes all of the Delaware Valley's transportation related projects within the constraints of federal funding that Pennsylvania and New Jersey can reasonably expect to receive within four years.

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

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

- Environmental Sustainability
- Reduced Project Delivery Delays

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

Comprehensive Planning and Other Programs

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

DVRPC also responds to the needs of other partners, including state and federal agencies, operating authorities, non-profit foundations and organizations, and the private sector. Consequently, DVRPC annually undertakes a number of special projects funded under a variety of programs to address pressing regional issues. DVRPC continues to implement programs like Classic Towns of Greater Philadelphia that is aimed at growing, revitalizing, and supporting the region's older suburbs and urban neighborhoods; coordination with the region's environmental protection and open space organizations and reporting on the region's locally funded open space programs; and continuing food system planning and coordination activities. Previously, in conjunction with the New Jersey and Pennsylvania Departments of Transportation, DVRPC prepared the *Smart Transportation Guidebook* for Pennsylvania and New Jersey. The award winning Guidebook proposes to manage capacity by better integrating land use and transportation planning. The principles and concepts included in the

Guidebook have been applied in subsequent corridor studies, such as the US 30 corridor in Philadelphia, Montgomery and Delaware counties and the US130/US 206 corridor in Burlington County. DVRPC continued involvement in PennDOT's Linking Planning and NEPA initiative activities, meetings and program tasks, DVRPC also continued energy and climate change initiatives that included coordination and facilitation, analyses, management tool development and technical assistance to local governments.

Staff continued essential work to complete and attain adoption of the Year 2040 Plan in FY 2013, including population and employment forecasts, updating public sewer and water coverage, tracking progress toward reaching long range goals, and revising the transportation project selection process, while continuing projects that work to implement *Connections*. These initiatives include planning for energy efficiency in buildings, working with partners to plant trees in areas with low tree canopy, advancing transportation operations and safety projects, a study of other MPO's long range plan processes and approaches toward local implementation, and responding to many other needs of DVRPC's member governments and agencies.

Agency Roles and Responsibilities

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

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

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

The state DOTs have the lead responsibility for developing the statewide management systems tools provided for by MAP-21. Development of these systems involves extensive consultation with DVRPC and other MPOs. These

systems help DVRPC to identify transportation needs.

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

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

Transit Operators — The largest provider of public transportation in the Delaware Valley Region is the Southeastern Pennsylvania Transportation Authority (SEPTA). Substantial service is also provided by Port Authority Transit Corporation (PATCO), New Jersey Transit Corporation (NJTC) and Pottstown Urban Transit (PUT). Each is responsible for both the capital needs and service needs in their respective service areas. They are the principal source for identifying transit projects for inclusion in the transit portion of DVRPC's TIP. They also carry out many of the transit planning activities, both funded through DVRPC's regional planning program and through other sources. PATCO, a subsidiary of the Delaware River Port Authority (DRPA), is responsible for operations management of the transit agency while DRPA is responsible for planning. All transit operating agencies participate in DVRPC Board and committee meetings.

City and County Planners — The eight counties and four cities that comprise the DVRPC Board and region are key partners in the regional planning process. Using the Federal planning funds made available to DVRPC, funding is passed through to the member governments to support their transportation planning work and the extensive coordination needed to prepare and maintain a regional process. Member governments participate in all regional committees, identify and prioritize projects, and provide the local knowledge and perspective needed to integrate with the regional program.

DVRPC's Working Committees

One of the primary roles of DVRPC is to coordinate its planning programs, and those of its member governments, with citizens residing in the region. To accomplish this objective, the DVRPC Board has established several committees

to address the regional issues of transportation, land use, air quality, housing, airports, goods and freight movement and citizens' concerns. These committees enhance the regional forum provided by the Board and extend it so that all interested and involved parties can discuss and provide direction for policy on regional planning in the Delaware Valley. The working committees include:

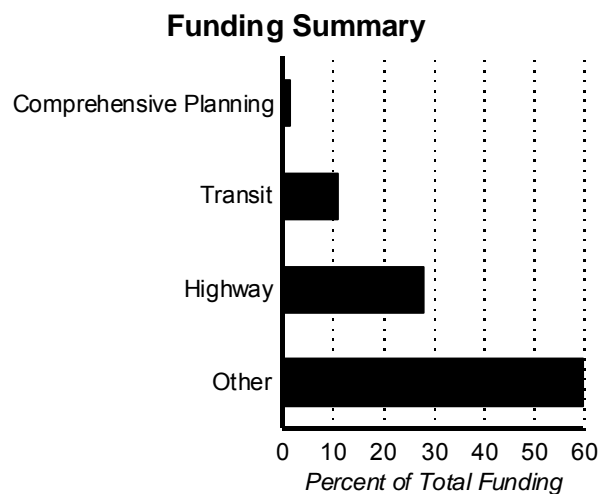
- the **Regional Technical Committee (RTC)**, The RTC serves as an advisory unit, reporting to the DVRPC Board, in reference to: (1) Transportation Planning consisting of a long-range element and a short-range element; (2) the Transportation Improvement Program; (3) the Transportation Planning Work Program consisting of the DVRPC Work Program; and (4) all other transportation planning as directed by the Board;
- the **Public Participation Task Force (PPTC)**
The DVRPC Board took action in October, 2011 to replace the Regional Citizens Committee with a Public Participation Task Force that will be comprised of appointed members as well as citizens at large, who will be selected from an application process. The mission of the task force is to provide access to the regional planning and decision-making process, to review timely issues, and to advise on public outreach strategies.
- the **Delaware Valley Goods Movement Task Force (DVGMTF)** , The Delaware Valley Goods Movement Task Force was established to maximize the Delaware Valley's goods movement capability by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy. It advises the DVRPC Board on all goods movement issues, studies and projects;
- the **Information Resources Exchange Group (IREG)** , which provides a forum for the exchange of ideas and experiences among regional data managers;
- the **Regional Community and Economic Development Forum**, which facilitates the various economic development and housing agencies in the region to work together on issues of regional importance, fosters greater cooperation between agencies, and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community;
- **Planning at the Edge**, this committee addresses inter-regional issues and projects identified through DVRPC staff outreach to adjacent metropolitan planning organizations and counties with the goal of achieving cooperative solutions. The committee initiates discussion on proposed coordination,

communication and cooperation techniques across regional boundaries;

- the **Regional Aviation Committee (RAC)**, which provides technical and policy guidance concerning regional airport systems to the states, DVRPC and the Federal Aviation Administration;
- the **Regional Safety Task Force (RSTF)**, is an interdisciplinary team of safety stakeholders/professionals that will offer guidance and direction to the Commission's safety conscious planning program. The focus of the task force is diverse and will address all users and operators of the transportation network and all modes; and
- the **Transportation Operations Task Force (TOTF)**, the Transportation Operations Task Force is the focal point of regional ITS and operations coordination. The Task Force is a forum for agencies to share information on ITS deployments, develop a consensus on regional operations issues, and respond to federal and state initiatives. It has the ability to establish subcommittees to tackle specific issues as they arise. As a technical-level group, it directs DVRPC's ITS and Operations planning activities that in turn support the Task Force.

FY 2014 Program Budget

The total budget for the FY 2014 Planning Work Program is **\$24,041,010**, a decrease of **\$4,075,321** from that contained in the FY 2013 Planning Work Program. Table A, *Funding Summary* (see Page 21), shows DVRPC's funding by major source. Table B, *Project Funding* (see Chapter 2) shows the budget and funding for each project.



FY 2014 Programs and Projects

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

DVRPC Major Programs and Related Tasks

Technical Assistance to Member Governments

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

RideECO

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

Regional Forum

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

Work Program Administration

Preparation of the Planning Work Program, negotiate project funding, monitor the program progress, prepare and submit required applications and contract documents. Provide input to Regional Forum and receive output from all projects. Prepare, administer and provide technical assistance for contracts

between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

Environmental Justice

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination in federally funded activities under Title VI of the 1964 Civil Rights Act and the 1994 President's Executive Order on Environmental Justice. A renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This renewed commitment is reflected in DVRPC's Work Program, publications, communications, public involvement efforts, and general way of doing business.

Transportation Operations

Transportation Operations is one of the transportation planning factors mandated by federal metropolitan planning regulations. It represents a broad array of short-term improvement strategies employing technology and interagency coordination that will address reoccurring and non-reoccurring congestion.

Corridor Planning

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

Regional Transit Planning Program

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

Non-Motorized Transportation and Human Services Planning Program

This program combines two distinct yet related elements: planning for bicycle and pedestrian modes, as well as the planning and coordination for federally mandated coordinated human services transportation. Both

elements expand and promote mobility options for the transportation in the region. Bicycle and pedestrian travel is highlighted in the transportation planning and design process, per USDOT policy.

Delaware Valley Freight Planning

This program is intended to maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight community and implementing a regional goods movement strategy.

Transportation Safety and Security

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

Travel Monitoring

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. The types of data collected have recently been enhanced to include the monitoring of selected bicycle and pedestrian movements. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system

Smart Growth

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

Economic Analysis and Coordination

Support and foster coordination and exchange of information between the economic development and business community on one hand, and the transportation and land use planning community on the other. It also assures

that the voices of the economic development and business community are brought into DVRPC planning activities.

Strategies for Older Communities

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

Energy and Climate Change Initiatives

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

Long Range Plan

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

Regional Congestion Management Process

The CMP is a systematic process for managing congestion in the DVRPC region. It analyzes the multimodal transportation system, defines congested corridors, and results in agreed-upon strategies for each congested subcorridor at a regional planning level. The CMP strengthens the connection between the Long-Range Plan, TIP, and other projects. It includes work with DOT and county project managers and others to help make transportation investments more effective.

Air Quality Planning

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

Environmental Planning

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

Travel and Land Use Modeling

The Travel and Land Use Modeling work program element is intended to develop, enhance, maintain, and apply DVRPC's Land Use, Travel Demand, and Air Quality Models in support of a wide variety of planning activities. Short and long-range regional, corridor, and facility planning studies require accurate socioeconomic, land use, and travel forecasts. Certification of the regional plan and planning process require up to date models that address federal regulations. The models that produce these projections and perform these analyses need to be validated and calibrated with current data. Furthermore, refinement and revalidation of DVRPC's land use, travel simulation, and mobile source emissions models are needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments. In addition to the studies performed by DVRPC, staff will also provide support and assistance under this program to our consultants as they upgrade the DVRPC land use and travel models and software.

Transportation Improvement Program (TIP)

This project provides for transportation financial planning and capital programming for the DVRPC region. Staff will work with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program (TIP) as well as the Long Range Plan. Serving as the facilitator for the region's stakeholders, DVRPC will both develop and maintain a regional DVRPC Transportation Improvement Program (TIP) for Pennsylvania and New Jersey as mandated by federal regulations, identify and select transportation projects that address the needs of the region and advance the goals of the long range plan, document modifications to the program, and provide information and documents related to those processes, funding, and capital programming issues to stakeholders and the public via meeting materials and postings on the DVRPC website. DVRPC will undertake an extensive public participation program that responds to the requirements of SAFETEA LU and environmental justice concerns as it relates to this project.

Competitive Program and Project Management

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

Transportation Asset Management Process

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

Geographic Information Systems

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

Data Exchange and Analysis

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

Work Program Organization

The FY 2014 Planning Work Program is divided into six chapters. Chapter One serves as an introduction to DVRPC's operations and relationship to other transportation agencies in the Delaware Valley region. Chapter Two details the programs and projects which DVRPC will be undertaking during

FY 2014. Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively, which are funded by DVRPC and carried out by its member governments and transit operating agencies. Chapter Five includes other projects to be carried out by member governments. Chapter Six includes high priority projects which could not be funded in FY 2014 for both DVRPC sponsored projects and those of its member governments. Additional funding would need to become available in order for these projects to be implemented. It also includes those planning efforts anticipated to be carried out by other transportation agencies to insure a coordinated transportation planning effort.

Within the framework of available financial and human resources, this work program effectively addresses the key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of the Delaware Valley.

Achievement of Long-Range Plan Key Principles

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

Moving Ahead for Progress in the 21st Century (MAP-21)

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

CONNECTIONS LONG-RANGE PLAN KEY PRINCIPLES

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

● Primary Association ○ Peripheral Association

MAP-21 Projects and Strategies

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
Regional Forum	•			•				
Work Program Administration								
Technical Assistance to Member Governments				•	•		•	•
Environmental Justice	•		•	○	•			
Transportation Improvement Program	○	•	•	○	•	○	•	○
Competitive Program and Project Management	•			○	•			
Long-Range Plan	○	•	•	○	○	○	○	○
Regional Congestion Management Process	•	•	•	○	•	○	○	○
Transportation Operations	•	•	•	○	•	•	○	○
Corridor Planning	•	•	•	○	•	•	○	○
Smart Growth	•	•	•	○	○			•
Strategies for Older Communities	•			•	•		○	○
Non-Motorized & Human Services Transportation Planning	•			○		•	○	○
Regional Transit Planning Program	•	•	•	○	•	○	○	○
Delaware Valley Freight Planning	○	•	•	•		•	○	•
Economic Analysis and Coordination	○	•	•	•			•	
Environmental Planning	•	•	•		○			
Air Quality Planning	•	•	•		○			
Transportation Safety and Security	•	○	○	•				
Travel Monitoring								
Data Exchange and Analysis								
Geographic Information Systems			•					
Travel and Land Use Modeling						•	•	
TransitChek Marketing								
Energy and Climate Change Initiatives	•				○			
Transportation Asset Management	•		•		○		○	○

• Primary Association ○ Secondary Association

MAP - 21 identifies the following eight factors to serve as the basis for all metropolitan and statewide planning processes and products:

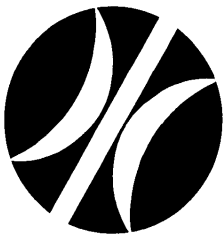
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for all motorized and non-motorized users.
3. Increase the security of the transportation system for all motorized and non-motorized 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.

Title VI Compliance:

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

FISCAL YEAR 2014 PLANNING WORK PROGRAM

*Table A for FY 2014
To Be Developed*

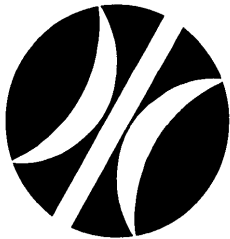


Delaware Valley Regional Planning Commission

*FISCAL YEAR 2014 PLANNING WORK
PROGRAM*

CHAPTER TWO

*DVRPC PROGRAM AREA
AND
PROJECT DESCRIPTIONS*



Delaware Valley Regional Planning Commission

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2014 PLANNING WORK PROGRAM

CHAPTER TWO

DVRPC PROJECT DESCRIPTIONS

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TABLE B
11/27/2012
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2014 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2014 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
	DVRPC PROGRAM AREAS						
	Chpt. Two-Sect. A						
33	14-21-010	Technical Assistance to Member Governments	\$ 416,387	\$ 353,802	\$ 62,585	\$ -	-
37	14-22-020	RideECO Marketing	250,000	-	-	-	250,000
39	14-23-010	Regional Forum	240,000	204,192	35,808	-	-
41	14-23-020	Work Program Administration	240,000	204,192	35,808	-	-
43	14-23-040	Environmental Justice	210,000	178,668	31,332	-	-
47	14-41-010	Regional Congestion Management Process	230,000	230,000	-	-	-
51	14-41-020	Transportation Operations	320,000	272,256	47,744	-	-
57	14-41-030	Corridor Planning	680,000	578,544	101,456	-	-
63	14-41-040	Regional Transit Planning Program	420,000	-	420,000	-	-
67	14-41-050	Non-Motorized and Human Services Transportation Planning Program	350,000	297,780	52,220	-	-
71	14-41-060	Delaware Valley Freight Planning	350,000	297,780	52,220	-	-
75	14-41-090	Transportation Safety & Security	420,000	357,336	62,664	-	-
79	14-43-010	Travel Monitoring	645,000	645,000	-	-	-
81	14-44-010	Smart Growth	390,000	280,764	49,236	60,000	-
85	14-44-020	Economic Analysis and Coordination	200,000	127,620	22,380	50,000	-
89	14-44-030	Strategies for Older Communities	430,000	170,160	29,840	50,000	180,000
93	14-44-040	Energy and Climate Change Initiatives	240,000	167,440	29,363	43,197	-
99	14-44-050	Long Range Plan	550,000	467,940	82,060	-	-
103	14-44-060	Air Quality Planning	280,000	238,224	41,776	-	-
107	14-44-070	Environmental Planning	354,000	175,000	-	179,000	-
113	14-44-080	Data Exchange and Analysis	260,000	221,208	38,792	-	-
117	14-44-090	Transportation Improvement Program (TIP)	540,000	459,432	80,568	-	-
121	14-44-100	Transportation Asset Management Process	220,000	187,176	32,824	-	-
125	14-51-010	Travel and Land Use Modeling	500,000	425,400	74,600	-	-
129	14-52-020	Competitive Program and Project Management	770,000	50,000	-	-	720,000
131	14-53-010	Geographic Information Systems	380,000	323,304	56,696	-	-
		Subtotal	\$ 9,885,387	\$ 6,913,218	\$ 1,439,972	\$ 382,197	\$ 1,150,000
	DVRPC PROJECTS						
	Chpt. Two-Sect. B						
	11-44-070	Regional Circuit Rider for Energy Efficiency in Local Government Operations **	\$ 39,665	\$ -	\$ -	\$ 13,222	\$ 26,443
	11-47-400	William Penn -- Regional Trails Network Re-Grant and Technical Assistance Program **	100,000	-	-	-	100,000
	12-51-050	Norristown High Speed Line Extension **	75,000	-	-	-	75,000
	13-41-100	IDrum New Jersey County Mapping **	20,000	-	-	-	20,000
	13-42-010	FFY 2013 Regional Aviation System Planning **	100,000	-	-	-	100,000
	13-44-120	Camden City Food Economy **	50,000	-	-	-	50,000
	13-64-010	I-476 / I-76 Interchange Operational Improvement **	95,000	-	-	-	95,000
	13-64-020	Roosevelt Blvd. BRT and Operational Model **	200,000	-	-	-	200,000
	14-10-010	General Fund	194,482	-	-	-	194,482
	14-10-020	Private Sector Data Requests	10,000	-	-	-	10,000
135	14-22-010	Commuter Benefit Program - RideECO	800,000	-	-	-	800,000
137	14-22-030	Commuter Services / Mobility Alternatives Program (Share-A-Ride)	251,000	-	-	-	251,000
139	14-23-030	Public Participation, Information and Visualization Techniques	320,000	272,256	47,744	-	-
141	14-41-070	Intelligent Transportation Systems (ITS) Including RIMIS	983,500	-	-	-	983,500
145	14-41-080	Tri-County Transportation Plan Implementation	60,000	51,048	8,952	-	-
151	14-41-100	Regional Aviation System Planning	250,000	-	-	-	250,000
153	14-41-110	Central Jersey Transportation Forum	170,000	-	-	-	170,000

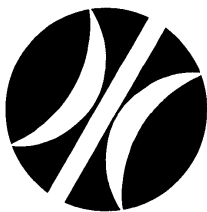
TABLE B
11/27/2012
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2014 PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2014 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
		DVRPC PROJECTS (continued)					
157	14-41-120	Camden City - Traffic Signal Inventory & Mapping	\$ 60,000	\$ -	\$ -	\$ -	\$ 60,000
159	14-41-130	Mercer County - Priority Signal Timing Optimization	50,000	-	-	-	50,000
161	14-41-140	NJ Project Delivery and Project Prioritization	40,000	-	-	-	40,000
163	14-41-150	Southern New Jersey Rail Yard Capacity	40,000	-	-	-	40,000
165	14-43-020/25	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-
167	14-43-030	PennDOT District 6-0 Traffic Volume Data	250,000	-	-	-	250,000
169	14-44-150	PA Ozone Action Supplemental Services	125,000	-	-	-	125,000
171	14-44-160	NJ Ozone Action Supplemental Services	50,000	-	-	-	50,000
173	14-44-180	Pennsylvania Coastal Zone Management Implementation Program	50,000	-	-	-	50,000
175	14-44-190	Delaware Valley Regional Food System Plan		85,080	14,920	-	-
179	14-44-200	PA/NJ Local Planning Initiatives	200,000	-	-	100,000	100,000
183	14-44-210	New Jersey Regional Innovation Clusters	40,000	-	-	-	40,000
187	14-46-172/175	Penn State University -- Ozone and PM 2.5 Forecasting Services	62,000	-	-	-	62,000
189	14-51-020	Update Travel Simulation Model and Household Survey	690,000	-	-	-	690,000
193	14-51-040	Enhancing Turnpike Access to Repositioned Business Parks in Montgomery County	150,000	-	-	-	150,000
197	14-51-050	Economic Impact and Value of PATCO to the Region	140,000	-	-	-	140,000
199	14-51-070	Center City Philadelphia Evacuation Model, Phase 3 of 3	150,000	-	-	-	150,000
203	14-53-020	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
205	14-56-700	Member Government Special Projects	710,490	-	-	-	711,341
	14-56-701	Carryover of PennDOT Highway Needs Studies **	425,000	-	-	-	425,000
		Subtotal	7,651,137	608,384	71,616	113,222	6,858,766
		SUBTOTAL DVRPC PROGRAM	\$ 17,536,524	\$ 7,521,602	\$ 1,511,588	\$ 495,419	\$ 8,008,766
		** Carryover Projects					
		MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH					
195	Chpt. Three 14-60-000/14-61-000	Supportive Regional Highway Planning Program	\$ 1,266,250	\$ 785,000	\$ -	\$ -	\$ 481,250
239	Chpt. Four 14-63-000	Transit Support Program	1,608,236	-	1,608,236	-	-
287	Chpt. Five 11-47-400	Other Member Government Projects	3,000,000	-	-	-	3,000,000
291	14-53-300	William Penn -- Regional Trails Network Re-Grant and Technical Assistance Program **	300,000	-	-	-	300,000
295	14-62-000	PA/NJ Regional GIS Implementation Coordination	330,000	-	-	-	330,000
297		NJ Local Study & Development					
		SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES	\$ 6,504,486	\$ 785,000	\$ 1,608,236	\$ -	\$ 4,111,250
		GRAND TOTAL	\$ 24,041,010	\$ 8,306,602	\$ 3,119,824	\$ 495,419	\$ 12,120,016

FISCAL YEAR 2014 PLANNING WORK
PROGRAM

CHAPTER TWO - A

DVRPC PROGRAM AREA
DESCRIPTIONS



Delaware Valley Regional Planning Commission

PROJECT: 14-21-010 Technical Assistance to Member Governments

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Richard Bickel

Project Manager: Matthew West, Sarah Oaks

Goals:

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

Description:

Ensure intergovernmental coordination, technical evaluation and regional policy formulation on transportation issues, aviation issues, projects and plans through monthly meetings of the Planning Coordinating Committee/Regional Transportation Committee and Regional Aviation Committee (including meeting minutes and pertinent presentations, research and technical assistance activities). In addition, flexible, short-term responses to the day-to-day needs of DVRPC's member governments and operating agencies will be prepared. In southeastern Pennsylvania, DVRPC will assist PennDOT and their contractor to expand the training sessions and promotion of the Local Technical Assistance Program (LTAP). LTAP provides timely and convenient training, information and technical assistance for municipal elected officials and their staff on maintaining and operating local transportation facilities. DVRPC will also respond to specific requests from PennDOT to assist with special traffic studies. Assessment and analysis of highway financing options may also be undertaken. Responses to legal inquiries and estimates of the air quality, land use and transportation effects of proposed transportation improvements may also be prepared. Coordination with PennDOT's Linking Planning and NEPA initiative activities, meetings and program tasks will also occur, including application of the new approaches to pertinent projects. PennDOT guidance requires DVRPC to contribute to a statewide effort to develop an inventory of locally owned transportation assets, such as roads and bridges, as part of the expanded Linking Planning and NEPA initiative. While the specifics of inventory and centralized database are still under development, DVRPC will commit its resources to the collection and validation of data related to the designated local assets. This project contains funds to assist in the development of the local transportation asset inventory.

Tasks:

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

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

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

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$388,865	\$236,412	\$52,453		\$100,000
2014	\$416,387	\$353,802	\$62,585		
2015	\$416,387				
2016	\$416,387				

PROJECT: 14-22-020 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 the region's transit-riding public via a coordinated marketing effort.

Description:

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

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

Tasks:

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

Products:

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

Beneficiaries:

Public, area employers, transit agencies, member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$250,000				\$250,000
2014	\$250,000				\$250,000
2015	\$250,000				\$250,000
2016	\$250,000				\$250,000

*1. PA-TIP/CMAQ- DOT#17891-\$160,000. 2. NJ-TIP/CMAQ-DOT#D0406-\$40,000, RideECO Funds-\$50,000

PROJECT: 14-23-010 Regional Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Jean McKinney

Project Manager: Barry Seymour

Goals:

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

Description:

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

Tasks:

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

Products:

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

Beneficiaries:

All client groups

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$240,000	\$196,320	\$43,680		
2014	\$240,000	\$204,192	\$35,808		
2015	\$240,000				
2016	\$240,000				

PROJECT: 14-23-020 Work Program Administration

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Griffies

Project Manager: Richard Bickel

Goals:

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

Description:

Prepare the FY 2015 Planning Work Program, negotiate project funding, monitor the FY 2014 program progress, prepare and submit required applications and contract documents. Provide input to Regional Forum and receive output from all projects. Prepare, administer and provide technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

Tasks:

1. Prepare the FY 2015 Planning Work Program and project budgets based on guidance provided by the Board's Work Program Committee.
2. Assist agencies in work program and budget development.
3. Review documents and provide technical assistance.
4. Coordinate prioritization of the TSP and SRHPP projects for inclusion into the Work Program and prepare agreements with member governments.
5. Prepare applications and contracts, and negotiate with federal, state and local governments to secure funding to carry out the planning programs.
6. Prepare monthly and quarterly progress reports, conduct program review meetings. Monitor on a daily basis the implementation of the planning programs.
7. Guide third-party consultant selection, and assist in the preparation of documents required for consultant selection.
8. Establish accounting procedures, and develop methods of progress and expenditure reporting.
9. Review audits of member governments prepared under OMB's Circular A-133: Audits of States, Local Governments, and Non-Profit Organizations.
10. Prepare closing report(s).

Products:

- 1.FY 2015 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 *
2013	\$240,000	\$196,320	\$43,680		
2014	\$240,000	\$204,192	\$35,808		
2015	\$240,000				
2016	\$240,000				

PROJECT: 14-23-040 Environmental Justice

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Candace Snyder

Project Manager: Jane Meconi

Goals:

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

Description:

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. Environmental justice refines this concept by specifying the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal or commercial operations or the execution of federal, state, local and tribal programs and policies. This project contains funds to assist in the development of a local transportation asset inventory.

Tasks:

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

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$210,000	\$130,880	\$29,120		\$50,000
2014	\$210,000	\$178,668	\$31,332		
2015	\$210,000				
2016	\$210,000				

PROJECT: 14-41-010 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 CMP provides analysis of the regional multimodal transportation system, defines congested corridors, and develops a set of strategies for each congested subcorridor. It also includes strategies appropriate most everywhere in the region. The CMP assists with developing the required supplemental strategies where additional road capacity is necessary.

The CMP is an objectives-driven, performance-based approach that addresses all elements of federal CMP regulations. This work was recognized as one of six case studies for the 2011 FHWA CMP Guidebook. It continues to evolve and may result in contracts with consultants for specific technical work if necessary.

Tasks:

1. Update the process and analysis of the CMP. This includes coordinating with surrounding MPOs, preparing an updated methodology that builds on the last cycle, checking data sources, refreshing criteria, and performing analysis, all in coordination with the CMP Advisory Committee.
2. Improve how the CMP results in actual improvements or ideas for projects working with state DOTs and others. This work includes coordination with new Project Prioritization and Delivery effort and project 14-52-040: Transportation Asset Management Process. It includes participation in the NJDOT Congestion Management Committee of the Capital Investment Strategy and with PennDOT's Planning and NEPA process. This work will include developing fact sheets for priority subcorridors that do not have significant programmed TIP projects and may include continuing efforts to build capacity for benefit/cost analysis and other means to evaluate anticipated effects of multimodal strategies at a sketch planning level. It will also be coordinated with the Intersection Safety Project (Safety) to advance intersection-level improvements for select locations.
3. Advance the relationships and methodologies to use archived operations data for planning in coordination with a range of other offices within DVRPC and with

partners.

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

5. Continue to review TIP projects with respect to the CMP, and coordinate with the TIP and Plan; track new commitment tables for the biennial memorandum on status of supplemental projects (next edition in FY '15) in coordination with project sponsors and TIP processes for DVRPC approval.

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

7. Reach out to inform a range of people about the CMP including through CMP web pages and improvements to online mapping and visualization tools, newsletters oriented to municipal officials, and annual outreach meetings at DOTs and elsewhere. This may involve developing a much-enhanced web-based CMP interface.

8. Participate in related studies, workshops, committees, etc. This includes participating in development of performance measures and review of regulations for MAP-21.

Products:

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

Beneficiaries:

Member governments and agencies, range of organizations involved in addressing congestion, businesses, and citizens served by a more efficient and reliable transportation network

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$230,000	\$230,000			
2014	\$230,000	\$230,000			
2015	\$230,000	\$230,000			
2016	\$230,000	\$230,000			

PROJECT: 14-41-020 Transportation Operations

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Stanley Platt

Project Manager: Christopher King, Laurie Matkowski, Matthew West

Goals:

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

Description:

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

This work program is divided into four components: incident management task forces, traffic signals, flood area routing, and transportation operations/technical assistance. Some activities like incident management are applicable region wide, while others like traffic signals are specifically focused on a particular state 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 (IMTF's) 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 seven IMTF's, supports three others in the region, and serves as the regional clearinghouse for incident management activities. IMTF's address regional safety issues, improve incident management responses, and foster interagency coordination. In Pennsylvania, DVRPC co-administers the US 30 Chester County IMTF with Chester County Planning Commission and continues to provide critical technical support to the group. In Philadelphia, DVRPC is working with city agencies and PennDOT to improve the operations of expressways in the city; a major emphasis has been operational planning for the reconstruction of I-95. DVRPC continues to manage the I-476/I-76 Crossroads Area and Bucks County IMTF's. In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area

First Responders) IMTF, previously known as the NJ 42, NJ 55, I-76, I-676, I-295 IMTF. Formed in FY 2012, DVRPC continues to manage the Burlington County IMTF. In FY 2013, DVRPC assisted Mercer County in starting to organize the Mercer County IMTF. In FY 2014, DVRPC will formalize the IMTF in Mercer County. Additionally, DVRPC participates in incident management programs and IMTF's initiated by other agencies, including US 422, PA 309, and US 202 Section 300. DVRPC held a regional incident management conference in FY 2011, and will conduct a similar regional conference or symposium in FY 2014.

In FY 2013, PennDOT asked DVRPC for guidance regarding forming a regional traffic signal retiming program in southeastern Pennsylvania, and worked with Chester County to develop the demo project. In FY 2014, DVRPC will continue to support this effort by working with PennDOT and the counties to choose corridors for retiming, and serve on the project team.

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

DVRPC will continue to provide planning and technical assistance for transportation operations. NJDOT requested 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 2014, DVRPC will continue to support this project, as well as develop a bulletin to highlight regional incident management and transportation operations data. In addition, a few states have implemented variable speed limit and hard shoulder running projects. Both PennDOT and NJDOT have requested assistance from DVRPC to investigate these innovative programs.

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

Tasks:

Incident Management Task Forces Tasks

1. Continue managing the Philadelphia Incident Management Task Force composed

of PennDOT, FHWA, Philadelphia Streets Department, Philadelphia Police Department, Philadelphia Fire Department, Philadelphia Office of Emergency Management, Pennsylvania State Police, Delaware River Port Authority, Burlington County Bridge Commission, Sports Complex Special Services Business District, Philadelphia International Airport, and PennDOT design consultants.

2. Assist the Philadelphia Incident Management Task Force to address operational and traffic management issues, including ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, upgrading of traffic signals, construction coordination, and work zone traffic management.

3. Continue managing the Delaware County Incident Management Task Force, and continue to transition its management to Delaware County TMA. The task force is composed of PennDOT, FHWA, Delaware County Emergency Management Agency, local police and fire departments, DRPA, Pennsylvania State Police, towing companies, and Pennsylvania Department of Environmental Protection.

4. Assist the Delaware County Incident Management Task Force to address operational and traffic issues, including detour routes, procedures to implement detour routes, maintenance of traffic associated with road construction projects on I-95 and its immediate vicinity, and recaps of major incidents.

5. Continue providing technical support to the US 30 Incident Management Task Force in Chester County. The task force is composed of PennDOT, Chester County Department of Emergency Services, Chester County Planning Commission, Pennsylvania State Police, and local police and fire departments.

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

7. Continue managing the Burlington County Incident Management Task Force in cooperation with NJDOT, NJ State Police, the New Jersey Turnpike Authority, Burlington County, Cross County Connection TMA, and local police and fire departments.

8. Continue to manage the Bucks County IMTF which was initiated in FY 2012, in cooperation with PennDOT, Pennsylvania State Police, Bucks County, and local police and fire departments.

9. 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, and local police and fire departments.

10. Assist the I-476 Crossroads Area IMTF to providing training, update operating guidelines, and construction coordination.

11. Continue to manage the existing NJ SAFR Incident Management Task Force established in the NJ42/NJ55/I-76/I-676/I-295 Corridor in coordination with NJDOT, NJ State Police, Camden and Gloucester Counties, and local police and fire departments.

12. Assist the NJ SAFR IMTF to providing training, construction coordination, and response area coordination.

13. Work with NJDOT, New Jersey State Police, and Mercer County to formalize the Mercer County IMTF, including defining the coverage area and working on an action plan.

14. Participate in incident management programs initiated by other agencies, including US 422, PA 309, and US 202 Section 300. Provide technical support including mapping services, GIS, and other assistance as requested.

15. Work with IMTF leaders to develop a regional conference or symposium highlighting incident management activities.

Traffic Signals Tasks

1. Provide technical and policy assistance to PennDOT as they advance the concept of retiming of traffic signals on a regional basis.

2. In cooperation with PennDOT and the Pennsylvania counties, select which traffic signals will be chosen for retiming.

3. Work with PennDOT and the counties to choose consultants to work on the retiming effort.

Flood Area Detour Routing Tasks

1. Begin new efforts along the Perkiomen Creek and in another county to be determined.

2. For each area, form an advisory committee composed of municipal emergency personnel; local police and fire departments; county emergency management agencies; and PennDOT's Traffic Management Center and county maintenance.

3. Work with the committee to identify detour routes and locations for signing.

4. Develop a concept of operations for the agencies to cooperatively implement detours around flooded areas.

Transportation Operations/Technical Assistance Tasks

1. Continue the I-295 Direct Connect traffic monitoring program with NJDOT.

2. Gather various regional incident management and transportation operations data to be reported on an annual basis.

3. Assist NJDOT and PennDOT in supporting variable speed limit and hard shoulder running programs. This may include outreach to the local municipalities, holding meetings with NJDOT and PennDOT, and providing technical analysis as needed.

4. 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 Products

1. Development of an RFP, Concept of Operations, and MOU in coordination with PennDOT and the applicable county

Flood Area Detour Routing Products

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

Transportation Operations/Technical Assistance Products

1. Database containing traffic monitoring data for the I-295 Direct Connect project as applicable
2. Regional Incident Management and Transportation Operations Bulletin

Beneficiaries:

NJDOT, PennDOT, and the counties

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$320,000	\$261,760	\$58,240		
2014	\$320,000	\$272,256	\$47,744		
2015	\$320,000				
2016	\$320,000				

PROJECT: 14-41-030 Corridor Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: David Anderson

Project Manager: Jerry Coyne, Karin Morris, Michael Becker

Goals:

To support DVRPC's long-range plan, Connections, the DOTs' land use and transportation linkage initiatives and member government planning and implementation activities. Explore innovative approaches to help implement the long-range land use and transportation plan and help communities plan for a sustainable future. Alleviate congestion and improve the efficiency and safety of the existing transportation network. Inform local governments, affected stakeholders and the public about current best practices to achieve effective corridor plans that link land use and transportation goals and policies.

Description:

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

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

This project contains funds to assist in the development of a local transportation asset inventory. In FY14, research and analysis on best management practices linking transportation and land use (including access management and other topics, as appropriate) will continue, along with additional implementation plans or case studies, as directed by the pertinent study steering committee. Continue to apply 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. In addition, 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.

The specific corridors that will be studied in FY14 are as follows:

(1) 1.1 In New Jersey, there will be Phase 2 of the Camden County Highway Circulation Plan that will complement the revision of the County's Land Use plan. Together, these plans along with the 2004 Open Space and Farmland Preservation plan, will be used as elements of the new County Comprehensive plan. This will be the second year of a 2-year effort that will assist the county in identifying its short term and long term highway infrastructure needs. The updated Highway Circulation plan will have a complete inventory of highway infrastructure including bridges and outfalls, updates to the demographic data and projected changes, analysis of the improvements and a list of recommended priority projects. Finally, this plan will be closely tied to the land use and the new county-wide Land Use plan.

1.2 A corridor study will be conducted along a section of Church Road in Burlington County from Route 73 in Mount Laurel to Route 41 in Cherry Hill. This study will assess existing and future traffic and safety conditions and identify improvements.

(2) In Pennsylvania, staff will assess its inventory of corridor plan recommendations (US 422 Corridor Master Plan, PA 611 and PA 263 Corridor Study, US30 Lancaster Ave Corridor Study, and 2040 Long Range Plan Update) and other comprehensive planning efforts and work with the regional forum. Recommendations from these studies will be examined and staff will focus efforts on implementation of improvements.

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

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

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

Tasks:

a. Access Management

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

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

b. Corridor or Area Studies

1. Form corridor/area planning steering committee composed of representatives from federal, state, county and local government and other stakeholders as appropriate.
2. In coordination with steering committee, identify corridor/area issues that must be addressed, as well as other guidelines for the study. This task may involve reviewing previous studies, conducting field visits, and data collection to better document the issues.
3. Develop and conduct public outreach and involvement program.
4. Prepare a complete description of corridor deficiencies within New Jersey and Pennsylvania study areas. Assess the need for zoning ordinance amendments to achieve the vision for the corridor or area.
5. Perform activities associated with the local transportation asset inventory, as necessary.
6. Identify corridor improvement strategies considering existing land use and transportation plans, analysis of deficiencies from Task 4, and the steering committee and public participation processes. Evaluate these strategies to determine their effectiveness.
7. With the Camden County Highway Plan update, develop a draft set of corridor needs and improvements. With the Pennsylvania implementation effort, conduct

detailed analysis of recommended improvements identified in recently completed corridor studies.

8. Prepare an implementation strategy for the final recommendations and an action plan to advance them.

9. Document results of the study in a technical report including existing conditions and proposed improvements.

10. Coordinate the Pennsylvania corridor and land use project follow-up effort, the Camden County Highway Circulation Plan update and other long range plan elements, with affected local governments, operating agencies and other groups.

Additionally, in furtherance of linking planning and NEPA, DVRPC will utilize PennDOT Project Development Screening Forms to initiate all new projects being considered for the LRTP updates and inclusion in the 2014 TIP. DVRPC will also prepare and/or participate in project needs studies for transportation problems as well as work with PennDOT and the environmental resource agencies to gain acceptance for the completion of needs studies as part of the planning process.

Products:

Access Management, Corridor or Area Studies:

1. Corridor or area study reports that identify corridor deficiencies and an implementation strategy to address them. The steering committee and public participation processes will also be documented.

2. Coordinate the corridor plan, and other long range plan elements, with affected local governments, operating agencies and other groups.

3. Handouts and/or power point presentations for steering committees and for public presentations.

4. Findings and lessons learned from the identified studies will be incorporated into DVRPC's continuing corridor planning work.

Corridor Project Follow-up:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$590,000	\$400,820	\$89,180		\$100,000
2014	\$680,000	\$578,544	\$101,456		
2015	\$680,000				
2016	\$680,000				

PROJECT: 14-41-040 Regional Transit Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Betsy Mastaglio, Cassidy Boulan, Dan Nemiroff, Joshua Rocks

Goals:

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

Description:

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

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

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

Federal guidance maintains the need for a research function to ensure the most current methods of analysis are employed in the planning process. The development of new data-driven tools to inform investment decisions is specifically encouraged, and this sort of analysis is central to this program. Previous examples of this type of work include: the Community Investment Index, Transit First Technical Assistance, Transit Score, and “Dots & Dashes.” Each of these efforts, which focused on quantifying areas of planning previously assigned to judgment, has expanded our regional toolkit to assist planning partners and members of the public in understanding and prioritizing investments.

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

Tasks:

1. Conduct basic research, such as: passenger intercept and license plate surveys, ridership trends, municipal plans and related projects, and facilities/land use inventories. Use primary data in performing technical analyses of future growth and its demographic and land use characteristics which affect future intra- and inter-system ridership.
2. Establish priorities for transit connections and investment, identifying capital and operating improvements which would provide the greatest situational gains.
3. Assess these improvements and strategies for their costs and benefits and their congruence with existing policy.
4. Review, assess, generate, and apply innovative or state-of-the-art planning practices, including technical or other methods. Develop new means of analyzing data to meet the changing requirements of transit, land use, environmental, or related concerns. Ensure that appropriate technical resources (such as new software) are available for staff use as new "best practices" develop.
5. Conduct the Regional Transit Advisory Committee (RTAC) as a subcommittee of the Regional Technical Committee (RTC), comprised of regional transit operators, County representatives, Transportation Management Associations (TMAs), and representatives of the Public Participation Task Force to meet as required to advise, prioritize, define, and monitor transit-related tasks in the work program.
6. General stakeholder outreach.

Products:

1. Member government outreach and coordination identifying, scoping, and conducting new studies in support of member government goals.
2. Coordination with planning partners to provide specific expertise in support of

system planning efforts, including Alternatives Analyses, and other evaluation or project support.

- 3. Complete planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations.
- 4. Conduct of survey and data collection in support of agency projects.
- 5. Other functions appropriate to responsive transit planning in coordination with member governments, transit agencies, or other appropriate parties.
- 6. As-needed meetings and communications with the RTAC to develop project ideas 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 *
2013	\$420,000		\$420,000		
2014	\$420,000		\$420,000		
2015	\$420,000				
2016	\$420,000				

PROJECT: 14-41-050 Non-Motorized and Human Services Transportation Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Betsy Mastaglio, Cassidy Boulan, Dan Nemiroff, Joshua Rocks

Goals:

This program combines planning for bicycle and pedestrian modes, as well as the facilitation of federally-mandated coordinated human services transportation planning (CHSTP) functions.

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

The goal for human service transportation planning is for seamless, comprehensive, and accessible transportation for all citizens. DVRPC administers the CHSTP selection process in the region. This program includes outreach and development of a human services plan; Job Access and Reverse Commute (JARC) and New Freedom (NF) planning; coordination with member governments and designated recipients (SEPTA and New Jersey Transit) regarding project recommendations and plan updates; and technical support to ensure fair and equitable human service processes in the region.

Description:

DVRPC seeks to create an environment where people of all ages choose to bike and walk as part of an active, healthy, and environmentally-friendly lifestyle. The main priorities of this program are to work with municipalities, counties, and our planning partners to maintain safe bicycle facilities and enhance local mobility. 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/pedestrian advisory or policy committees, helping to shape and promote constructive bicycle/pedestrian direction and policy.

Federal and State guidance puts an emphasis on the expansion, development, management, and coordination of human service transportation. This includes Federal Transit Administration's Job Access and Reverse Commute and New Freedoms project development and selection in Pennsylvania and New Jersey.

Beyond CHSTP, individual projects relating to specific areas of human services need may be undertaken at the request of member governments and planning partners to provide technical support or added value for service identification, outreach, and coordination.

Tasks:

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

Products:

1. Member government outreach and coordination identifying, scoping, and conducting bicycle/pedestrian studies in support of member government goals.
2. Complete planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations.
3. Conduct of survey and data collection in support of agency projects.
4. Updates or summaries to the DVRPC Coordinated Human Services Transportation Plan.
5. Submission of approved list of regional Job Access and New Freedom projects derived from the CHSTP selection process for approval by DVRPC's committee structure. This includes Board approval of the list and forwarding to designated recipient (SEPTA) and Federal Transit Administration.
6. CHSTP reports and/or technical memorandum on projects which have been developed and scoped through member governments of the CHSTP sub-committee.
7. Other technical work for regional stakeholders as required.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$350,000	\$286,300	\$63,700		
2014	\$350,000	\$297,780	\$52,220		
2015	\$350,000				
2016	\$350,000				

PROJECT: 14-41-060 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 cooperation among local freight 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 freight activity centers.

Finally, a major objective of the freight program is to initiate and sustain meaningful outreach to the local freight community and to build awareness and expertise among planners and the general public. A freight advisory committee, now in its 21st year of service, 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.

Tasks:

1. Provide staffing for the Delaware Valley Goods Movement Task Force, its three subcommittees, the Task Force's Executive Committee, and membership

development efforts.

2. Facilitate Task Force and freight community input on the DVRPC Transportation Improvement Programs (TIPs) (e.g., CMAQ funding opportunities), 2040 Long Range Plan, Work Program, and other policy issues, technical studies, and programs (e.g., economic development and transportation operations).
3. Respond to inquiries, surveys, and requests regarding the region's freight transportation network and freight planning process.
4. Prepare meaningful and timely technical products for area decision-makers and planners, DVRPC committees, and informational pieces for the general public.
5. Support and participate in associations, special events, conferences, and webinars that promote expertise and awareness regarding freight (e.g., TMA events, The Traffic Club of Philadelphia, FHWA and NARC freight capacity building programs).
6. Maintain and update a user-friendly freight page on the DVRPC website with basic and current information.
7. Maintain a multi-year freight data and mapping program highlighting facility capacity and activity measures, and leading to assessments of deficiencies and improvement opportunities.
8. Support freight initiatives, funding programs, and staffs from neighboring MPOs and the New Jersey, Pennsylvania, and Delaware DOTs.
9. Promote "freight as a good neighbor" strategies that balance freight facilities and operations with community goals.
10. Support national and multi-jurisdictional efforts beyond the boundaries of the traditional DVRPC region (e.g., MAP-21, the I-95 Corridor Coalition, and the Coalition for America's Gateways and Trade Corridors).
11. Support the Transportation Research Board's Urban Freight Transportation Committee and foster MPO efforts in the field of freight planning.

Products:

1. Quarterly meetings of the Delaware Valley Goods Movement Task Force, meeting highlights, facilitated communication among the Task Force Executive Committee, contact information for committee members and friends, and quarterly progress reports.
2. Task Force action items and recommendations on the TIPs, Long Range Plan, and Work Program, input on related DVRPC technical studies and policy issues.
3. Presentations and survey and technical responses as requested.
4. Assessment of the transportation impacts of refinery reuse and Marcellus Shale natural gas production.
5. Support of targeted, external-based freight work groups, conferences, webinars, and special events.
6. Updated freight page of the DVRPC website.
7. Data and GIS updates for local freight facilities and freight centers.
8. Support of state DOT staffs and freight initiatives such as annual rail freight funding programs, freight advisory committees, and state freight plans.
9. Linkage of freight planning efforts to environmental justice concerns, land use

considerations, air quality, and job creation.

10. Coordination with multi-jurisdictional corridor initiatives, and tracking of national initiatives and federal legislation.

11. 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.

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 *
2013	\$350,000	\$286,300	\$63,700		
2014	\$350,000	\$297,780	\$52,220		
2015	\$350,000				
2016	\$350,000				

PROJECT: 14-41-090 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 provides contents for future updates of the Plan.

Description:

1. Regional Safety Task Force (RSTF) and Safety Action Plan

The RSTF is a multimodal partnership of agencies and organizations to improve transportation safety. DVRPC provides staff support to it. The RSTF will continue to meet quarterly. In FY '14 it will guide the latest update the Safety Action Plan as well as continue to focus on one key emphasis area per meeting. It is increasingly action-oriented and tracks performance toward its objectives. The update of the Safety Action Plan includes coordination with state Strategic Highway Safety Plans (SHSPs).

2. Crash Data Management System

Refine and maintain a readily understandable way to use crash data. The results provide a starting point in selecting Road Safety Audits and other locations for focused work. It supports various projects within and outside of DVRPC. It includes providing analysis on an enhanced web page in selected areas, including pedestrian and bicyclist safety. Staff will participate in development of MAP-21 safety measures and incorporate them.

3. Road Safety Audits (RSAs)

RSAs involve a range of stakeholders in developing a set of recommendations to improve safety and operations on sections of roads with high crash rates. The focus will continue to be developing recommendations that partners are committed to completing and then evaluating what got done. Two RSAs will be completed, one in each state. The locations will be selected in a data-driven process and in collaboration with partners.

4. Intersection Safety Project

This is a revised version of the Congestion and Crash Site Analysis Program (CCSAP) that will integrate congestion management more thoroughly into site selection and the development of low-cost recommendations. It will also be more results-oriented than prior CCSAP studies. One Intersection Safety Project will be completed and the process evaluated.

5. Support for Completing Safety Projects

Staff will offer support to counties and municipalities in advancing safety projects proposed in previous RSAs and CCSAP studies or developed through a data-driven process. Tasks may include Highway Safety Manual (HSM) evaluation, facilitation of meetings, help preparing applications for funding, or other activities. One element will be helping counties and municipalities successfully apply for Highway Safety Improvement Program (HSIP) funds. Special attention will be given to High Risk Rural Roads (HRRRs) and local roads. The purpose is to increase the number of completed safety projects in order to have a measurable improvement on safety in specific locations.

6. Transportation Security Planning

Staff will participate in appropriate regional security planning efforts with a focus on improving coordination. DVRPC may lead tasks or efforts if requested by partners, which may include providing technical support.

7. Roosevelt Boulevard Safety Study

Coordinate with Philadelphia transportation planners to analyze the effect of implemented efforts to improve safety on this high-fatality corridor and consider future improvements.

Tasks:

1. Regional Safety Task Force (RSTF) and Safety Action Plan

- a. Prepare for and hold quarterly meetings, including tracking progress toward objectives and taking action to achieve goals
- b. Evaluate last cycle, update Analysis of Crashes report and Safety Action Plan
- c. Coordinate with implementation of Pennsylvania SHSP and implementation/update of New Jersey SHSP

2. Crash Data Management System

- a. Refine and maintain databases, use to generate potential study locations as needed or requested
- b. Prepare new web page of frequently requested analysis, including bicycle and pedestrian safety
- c. Prepare annual data bulletin on key safety trends and related series of paper or online fact sheets of county-level data
- d. Participate in development and use of MAP-21 safety measures
- e. Respond to data requests from inside and outside of DVRPC
- f. Hold annual meeting of all staff involved with safety to build knowledge and coordination

3. Road Safety Audits (RSAs)

- a. Select a location in each state based on a data-driven process and review by

partner agencies

- b. Conduct two RSAs and complete reports
- c. Contact implementing agencies from past RSAs to find out what has been accomplished and to refine the process to be more effective

4. Intersection Safety Project

- a. Revise process of selecting potential locations: start with congested locations and then evaluate which also have significant safety issues
- b. Finalize location in consultation with implementing partners
- c. Conduct project and prepare report
- d. Learn from the first round, and continue to contact implementing agencies from past CCSAPs to find out what has been accomplished and refine the new process to be more effective

5. Support for Completing Safety Projects

- a. Contact municipalities and counties that have worked on safety recommendations in DVRPC studies for interest in next steps
- b. Provide support towards completing at least one project in each state
- c. Coordinate with NJDOT and counties to prepare one or more HSIP funding applications, including ongoing work with more-efficient design templates in New Jersey

6. Transportation Security Planning

- a. Participate in external meetings, webinars, and other events
- b. Facilitate coordination on security planning within DVRPC
- c. If requested, lead actions developed with partners

7. Roosevelt Boulevard Safety Study

- a. Coordinate with the Philadelphia Mayor's Office of Transportation and Utilities along with other stakeholders to refine scope
- b. Analyze effectiveness of implemented safety strategies
- c. In coordination with partners, prepare summary with next steps

Products:

- 1. Regional Safety Task Force (RSTF) meeting materials and summaries
- 2. Analysis of Crashes report and updated Safety Action Plan
- 3. Crash data bulletin and series of county fact sheets
- 4. Two RSA reports
- 5. One Intersection Safety Project report
- 6. Documentation of speaking with prior participants in RSAs and CCSAPs about implementation and how to be more effective
- 7. Documentation of assistance completing at least two safety projects and at least one HSIP application
- 8. Summaries of security meetings

9. Brief report or technical paper on Roosevelt Boulevard safety study

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$420,000	\$343,560	\$76,440		
2014	\$420,000	\$357,336	\$62,664		
2015	\$420,000				
2016	\$420,000				

PROJECT: 14-43-010 Travel Monitoring

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry, Paul Carafides

Goals:

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

Description:

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system (see 13-43-02). Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>

Tasks:

1. Coordinate with PennDOT, and member governments to review traffic count locations.
2. Establish weekly schedules, manpower assignments, and control procedures.
3. Collect traffic data at approximately 3,000 selected locations.
4. Upload data into the DVRPC Traffic Count system, process counts, edit for quality control, and develop annual average daily traffic volumes.
5. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
6. Submit counts collected during year electronically by specific deadlines established by PennDOT and member governments.
7. Input traffic count data files into the comprehensive regional GIS-T database for sharing over the Internet.
8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability.
9. Collect travel data from non-highway modes including pedestrian, bicycle and public transportation travel system characteristics and user traits.
10. Conduct an Origin / Destination study of the US 30, Exton Bypass to determine interchange to interchange travel patterns.

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 *
2013	\$645,000	\$645,000			
2014	\$645,000	\$645,000			
2015	\$645,000				
2016	\$645,000				

PROJECT: 14-44-010 Smart Growth

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karin Morris

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

Goals:

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

This project 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; 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 Planning Priority on State Plan Strategic Goal #2: Effective Planning for Vibrant Regions, State Strategic Plan Goal #3: Preservation and Enhancement of Critical State Resources, State Strategic Plan Goal #4: Tactical Alignment of Government, and Garden State Value #5: Provide Transportation Choice and Efficient Mobility of Goods. Also supports NJDOT MPO Transportation Priorities of: supporting land use patterns that promote accessibility, sustainable mobility and transportation choices; and leveraging additional funding sources and promoting partnerships.

This project supports FHWA-NJ Division's Planning Emphasis Areas of expanded use of management systems and data-driven tools to inform investment decisions; and the identification, implementation and assessment of programs and strategies to adapt to and mitigate the impacts of climate change, support sustainable growth patterns and consider all modes of transportation.

Description:

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

Smart Growth will examine the changing face and redesign of shopping centers, as a follow-up to our regional shopping centers inventory. The shift toward more community-oriented, village design of new or re-purposed shopping centers will be examined, including the redesign of strip shopping centers. The role of multimodal access to these new centers will be evaluated. The final product could include design recommendations, lessons learned, and/or model zoning and development standards. The Thorndale shopping district in Caln Township will serve as a real-life case study, using the results of a township-funded market study that will be complete in spring 2013. The market study should reveal what retail/land uses could be supported in the Thorndale business district (which has several vacant sites), and DVRPC will create several different development concept scenarios/site plans, working with the township. Specific recommendations would be developed based on the preferred development scenario. This project will support better design and access along US30, reinforce Thorndale station as a TOD, and further the recommendations in the 2011 Western Chester County Economic Development Study.

Based on the results of the shared services forums in FY13, if there is interest among select municipalities, DVRPC may facilitate new shared service agreements, working with county and municipal partners. Sharing services between governments is often cited as a mechanism to deliver public services more efficiently and cost-effectively, yet the practice is not widespread in our region of fragmented government entities.

Based on the results of the FY13 municipal outreach survey, new training programs, workshops, educational materials, or website additions will be created that build the capacity of local governments to implement the Long Range Plan and smart growth. Also based on the municipal survey, an interactive web mapping tool will be created that shows municipal usage of smart growth tools and techniques.

Other municipal outreach initiatives include hosting webinars and audioconferences at DVRPC offices, as well as other off-site locations. The Municipal Implementation

Tool brochures series will also continue, with new topics added, and these may also be expanded into DVRPC-developed webinars to accompany the brochures' publication.

If warranted, the Data Snapshot Series on Immigration/Foreign-Born Population will continue. Implications for the agency's Environmental Justice work could also be explored more fully.

The Best Practices web mapping application will continue to be expanded with new examples, and new categories. Current categories include transit-oriented development, traditional neighborhood development, and conservation subdivision design.

DVRPC will also continue to coordinate in-house efforts to apply smart growth standards to current studies, such as selected corridor and transit studies. Smart growth will assist on the Haverford NHSL Stations Parking Study, a continuation of the study begun in FY2013, working with SEPTA, Delaware County, and Haverford Township.

Smart Growth will also assist with the Primos Station Area Access and Development Opportunities Plan, by determining the station's trade area in order to assess market demand through conversations with stakeholders such as: area developers, realtors, and the Delaware County Commerce Center, and, if applicable, through the purchase and use of a market analysis database, such as Claritas. Assit with site planning alternatives and the development of a land use plan for adjacent properties.

Smart Growth will also work with Environmental Planning to support development of the sustainability framework for the City of Trenton, as needed.

Tasks:

1. Create Thorndale Business District Development Scenarios/report, as the application of research into redesign of shopping centers/districts, working with Caln Township staff and utilizing their 2013 market study.
2. Facilitate shared service agreement(s) if municipalities can be identified that are interested in such assistance.
3. Sponsor or co-sponsor municipal training programs or workshops as needs arise, including hosting the APA audioconference series at locations throughout the region.
4. Develop an interactive web mapping tool that shows municipal usage of smart growth tools and techniques.
5. Prepare municipal implementation tool brochures on various planning and smart growth topics, to advance the objectives in the long-range plan.
6. Continue Data Snapshot series on Immigration, if warranted.
7. Continue to develop content for Best Practices interactive web mapping tool.

8. Assist on the Haverford NHSL Stations Parking Study.
9. Assist on the Primos Station Area Access and Development Opportunities Plan, by conducting a market analysis and recommendations for the land use plan.
10. Continue agency's work on TOD--outreach to developers, municipalities, etc.
11. Assist on Trenton's Sustainability Framework, if warranted, working with Environmental Planning.
12. Present and promote DVRPC's Smart Growth studies and products to local, regional, and national audiences, through workshops, seminars, conferences, etc.
13. Update the Smart Growth pages (Smart Growth, TOD, TRID, Municipal Outreach, etc) on the DVRPC website to highlight smart growth studies and initiatives, tools, and model ordinances.

Products:

1. Thorndale Business District Scenarios Report.
2. Shared service agreements (possible).
3. Interactive web mapping tool of municipal use of smart growth tools.
4. Municipal implementation tool brochures.
5. Data Snapshots on Immigration/Foreign-Born Population.
6. Additional content for Best Practices web mapping tool.
7. Haverford NHSL Stations Parking Study.
8. Primos Station Area Access and Development Opportunities Plan.
9. Trenton's Sustainability Framework.
10. Smart growth presentations at local, regional, and/or national conferences.
11. Expanded and updated Smart growth page(s) on DVRPC website.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$350,000	\$237,220	\$52,780	\$60,000	
2014	\$390,000	\$280,764	\$49,236	\$60,000	
2015	\$390,000				
2016	\$390,000				

PROJECT: 14-44-020 Economic Analysis and Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Project Manager: Elizabeth He, 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 and promoting consistency between transportation improvements and state and local planned growth and economic development patterns.

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

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

- Lead, participate in, and provide support for regional efforts to take advantage of opportunities created by the growing desire for businesses that provide products and services that are environmentally benign or energy efficient to transform our regional economy.

- Lead, participate in, and provide support for regional efforts to better coordinate economic development strategies in the region, including managing and maintaining the Greater Philadelphia region's comprehensive economic development strategy (CEDS).

Description:

This project will foster a regional economy attractive to both businesses and residents by supporting economic development strategies aligned with the goals of DVRPC's long range plan, Connections. These include smart growth, transit-oriented development, the use and preservation of existing transportation and other infrastructure, agricultural preservation, and the conservation of natural resources and environmental amenities. A key aspect of this project is continued coordination among established and emerging players in the region's economic development and regional planning landscape. This project also contains funds to assist in the development of a local transportation asset inventory.

In addition, DVRPC will strive to deliver value to the region's economic development community by collecting and assessing economic data, identifying its importance and relevance, and disseminating the results of that research through economic impact studies, data bulletins, and policy reports. This research will be based on regional employment data acquired by DVRPC from the National Establishments Time Series (NETS) 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, agricultural and natural resource protection, and support for businesses that foster environmental protection and energy efficiency. The project will also support DVRPC staff to help them achieve an economic impact component to their projects where feasible.

Working with others, DVRPC will also continue to manage and maintain the Greater Philadelphia Economic Development Framework as the region's comprehensive economic development strategy (CEDS), as required by the U.S. Economic Development Administration (EDA). EDA requires that a regional CEDS be updated annually and re-written every 5th year. During Fiscal Year 2014, staff will work with the CEDS Regional Review Committee to complete the 2013 annual update (due by September 30, 2013) and begin preparation of a major CEDS review and re-write, due to the U.S. EDA by September 30, 2014.

The project includes three main components:

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

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

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

an annual CEDS update. During FY 2014, staff will also begin preparation of a new regional CEDS, as required by EDA every five years (by September 30, 2014).

Tasks:

1. Convene regular meetings of the RCEDF, whose membership includes regional economic development professionals, land use and transportation planners, and private and non-profit sector representatives. The committee will meet to coordinate on regional issues and to guide analytical work. This committee has evolved through the combination of the study committee associated with DVRPC's FY2007 Integrating Land Use, Transportation, and Economic Development (LUTED) project with DVRPC's former Land Use and Housing Committee (LUHC).

2. Conduct analytical work in support of regional economic development efforts including efforts to promote an energy-efficient economy, and economic development studies that support and advance the goals of DVRPC's long range plan. This task includes the continued analysis of employment data provided through the National Establishments Time Series (NETS) database.

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

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

(b) Working with members of the RCEDF, prepare the 2013 annual update of the CEDS, including the identification and evaluation of performance measures that indicate progress towards achieving the CEDS goals and objectives.

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

(d) Work with the CEDS Review Committee to begin preparation a new regional CEDS as required by the EDA every five years. This report, due to EDA by September 30, 2014, will include background information; an analysis of economic development problems and opportunities; the definition of regional CEDS goals and objectives, incorporating the current CEDS goals but revising them as necessary in response to changed circumstances; a discussion of community and private sector participation; a list of strategic projects, programs, and activities intended to implement the CEDS goals and objectives; a CEDS plan of action; and an evaluation of performance measures.

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

5. Provide data and support for the use of an economic impact model such as TREDIS, that measures economic impacts from certain transportation projects and

land use patterns.

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

Products:

1. Highlights from Regional Community and Economic Development Forum (RCEDF) meetings.
2. Results of analytical work, including periodic stand-alone analytical reports, data bulletins, and data snapshots as well as input to other documents.
3. Minutes of CEDS committee meetings and amendments to the CEDS list of vital projects.
4. An annual CEDS update, due to EDA by September 30, 2013.
5. Background reports and products intended to support the completion of a new regional CEDS by September 30, 2014.
6. Data supporting an economic impact model, as needed.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$200,000	\$81,800	\$18,200	\$50,000	\$50,000
2014	\$200,000	\$127,620	\$22,380	\$50,000	
2015	\$200,000				
2016	\$200,000				

PROJECT: 14-44-030 Strategies for Older Communities

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karen Cilurso

Project Manager: Alison Hastings, Christina Arlt

Goals:

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

The 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 Planning Priority on State Plan Strategic Goal #2: Effective Planning for Vibrant Regions, State Strategic Plan Goal #3: Preservation and Enhancement of Critical State Resources, State Strategic Plan Goal #4: Tactical Alignment of Government, and Garden State Value #5: Provide Transportation Choice and Efficient Mobility of Goods. Also supports NJDOT MPO Transportation Priorities of: supporting land use patterns that promote accessibility, sustainable mobility and transportation choices; and leveraging additional funding sources and promoting partnerships.

This project supports FHWA-NJ Division's Planning Emphasis Areas of expanded use of management systems and data-driven tools to inform investment decisions; and the identification, implementation and assessment of programs and strategies to adapt to and mitigate the impacts of climate change, support sustainable growth patterns and consider all modes of transportation.

Description:

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

Through the Strategies for Older Suburbs project, 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 effect these communities. Topics may include infrastructure, economic development, conservation, public relations, and grant development. Up to 4 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 21 communities on various events, promotional pieces, and other tasks as requested.

The Transportation and Community Development Initiative (TCDI) will continue in FY 14. Staff will work with local governments from awarded projects from FY 2012 to ensure the projects are moving forward as well as oversee all project management duties. This includes collecting invoices and progress reports, attending meetings, and providing guidance on the scope of work. The TCDI newsletter will be published quarterly. 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.

For FY 14, the Breaking Ground Implementation Series will continue. The Breaking Ground series is an opportunity for DVRPC to highlight our planning work as well as partners from throughout the region. This conference focuses on project implementation of DVRPC's work as well as regional, state, and local partners. The theme of the conference will be chosen during the fiscal year.

Tasks:

1. Maintain and interact with the roundtable invitees made up of state, county, and local governments, nonprofits, main street communities, and economic development partners on issues facing older suburbs and downtowns. Up to 4 roundtables 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 holding at least two workshops for member Classic Towns.
6. Contract with qualified consultant on Classic Towns advertising and website enhancements.
7. Administer the TCDI program by overseeing contract administration and project advancement, as well as publish the quarterly newsletter.
8. Continue to maintain the Smart Growth Grants database and updates.
9. Develop and facilitate the Breaking Ground Implementation Series.
10. Conduct other studies as necessary pertinent to the Older Suburbs and Core Cities

Products:

1. Technical assistance to local municipalities, counties, and transit agencies on revitalization and other areas as required.
2. Database of TCDI projects and quarterly TCDI newsletters.
3. Updates to the Classic Towns website and other marketing materials, as necessary.
4. Workshops throughout the fiscal year for member Classic Towns.(at least 2)
5. Additional webpages on website for new towns in the Classic Towns program.
6. Provide deliverable products as required by each TCDI contract.
7. Materials for Breaking Ground Implementation Conference.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$430,000	\$163,600	\$36,400	\$50,000	\$180,000
2014	\$430,000	\$170,160	\$29,840	\$50,000	\$180,000
2015	\$430,000				
2016	\$430,000				

*1.PA-TCDI Administration-\$100,000 (\$80,000 - PA TIP 64652, \$10,000 PA SMLF Match, \$10,000 DVRPC General Fund Cash Match) 2.NJ- TCDI Administration-\$80,000 (\$80,000 - NJ-TIP-STP-STU-DOT#D024)

PROJECT: 14-44-040 Energy and Climate Change Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Rob Graff

Project Manager: Elizabeth Compitello, Shawn Megill Legendre

Goals:

This program area will:

- Provide leadership to the region on reducing energy use, reducing greenhouse gas (GHG) emissions, and preparing the region for predicted climate change impacts.
- Focus the resources and attention of municipal, county, and regional officials on developing regional policies to reduce energy use and associated GHG emissions and adapt to predicted climate change impacts.
- 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, leveraging economies of scales, and identifying and disseminating best practices from around the region and across the nation.
- Address goals of PennDOT, NJ DOT, and the NJ FHWA office to address energy savings objectives, monitor and evaluate greenhouse gas emissions in the region, assist in implementing Pennsylvania's Climate Change Action Plan, and identify, implement, and assess programs and strategies to adapt to and mitigate the impacts of climate change.

Description:

This program area will lead planning efforts to prepare the region for a future in which regions with greater energy efficiency, lower fossil fuel usage, 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.

These issues are interrelated: DVRPC's regional greenhouse gas emissions inventory shows that over 90 percent of the region's GHG emissions are attributable to burning fossil fuels for energy. In addition, the energy system in 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 energy sources, in both the transportation sector and the built environment. In addition, there is increasing concern regarding the availability and cost of fossil fuels.

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

Tasks:

Coordination and Facilitation—DVRPC will continue to facilitate coordination and discussion within the region through the use of meetings, information sharing, websites and other means, and will participate in energy-efficiency and conservation, other GHG emissions reduction efforts, and climate change adaptation work in the region, the states, and federally. DVRPC will continue to work with local governments, state and federal agencies, neighboring MPOs, and partner organizations in the region. In particular, DVRPC will form and lead an Energy-Efficient Street Lighting Working Group. Street lights are recognized as a significant opportunity for reducing municipal energy usage. However, the street lighting tariff presents challenges for cost-effectively converting to newer technologies. This group will work together with PECO Energy, finance experts, municipalities, counties, and other stakeholders to identify opportunities for reducing street lighting energy use and cost 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 reduction, at the state, local, and sectoral level. DVRPC will begin to develop and disseminate information on the predicted impacts of climate change on the region.

Technical Assistance: Energy Use and GHG Emissions —DVRPC staff will continue to serve as a resource for counties and municipalities carrying out analysis of energy use and GHG emissions both in local government operations and at the community level. Because financing is recognized as a key barrier to implementing energy efficiency projects, DVRPC will work with local and regional partners to identify, develop, and implement approaches to address this issue.

Technical Assistance: Ordinance Assistance and Coordination—DVRPC will

continue its coordination with municipal and county officials to develop model ordinance language to address alternative energy production and access, and energy efficient development.

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

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

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

Coordination with other DVRPC Activities – Reducing GHG emissions and energy use result from many activities at DVRPC outside of this program area. This program area will 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:

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 in the region’s legacy commercial areas, including “Main Streets” and other downtown shopping areas, such as those located in DVRPC’s Classic Towns, as well as older strip developments outside of town centers. Working with interested business associations and property-owners, DVRPC 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 is expected to 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. 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. Analysis and modeling of energy use and GHG emissions reduction options provided via the DVRPC website.
5. Continued integration of energy use and GHG emissions analysis into DVRPC planning documents.
6. Contributions to local, regional, state, and national efforts to reduce energy use and greenhouse gas emissions, and to prepare 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; citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$240,000	\$150,531	\$33,492	\$55,977	
2014	\$240,000	\$167,440	\$29,363	\$43,197	
2015	\$240,000				
2016	\$240,000				

PROJECT: 14-44-050 Long Range Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Project Manager: Patricia Elkis

Goals:

Develop and implement a long range vision and plan for a sustainable future by providing guidance for future growth and development and ensuring that transportation investments are linked to long-range land use, economic development, environmental and transportation goals. DVRPC's long-range plan and overall planning policy is developed around four core principles: managing growth and protecting resources, creating livable communities, building an energy efficient economy, and modernizing and improving a 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 long range plan, Connections 2040-Plan for Greater Philadelphia, will be adopted by the DVRPC Board in July, 2013. 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.

The Connections 2040 Plan includes an extensive analysis of what is required to rebuild and improve our transportation system and the challenges that the region is facing in achieving that goal of preserving and maintaining transportation infrastructure. The Plan also includes a thorough summation of alternatives to meet these challenges. The long-range plan will be adopted in early FY 2014, but work continues on implementing the plan through continued outreach to member governments, stakeholders, and the public; the publication of a user-friendly document and webpage, follow-up analysis and studies, and continuation of tracking progress through performance measures. Particular attention may be focused on some of the major challenges identified in the Plan, such as

transportation funding.

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

Tasks:

1. Continue a comprehensive public and stakeholder outreach program to implement the policies, strategies, and projects included in the long range plan.
2. Develop a final plan report and website that includes visual elements to convey various Plan policies, strategies, and concepts.
3. Develop a scenario analysis that highlights the impacts of Plan policies and strategies, with a specific focus on transportation investments and asset management, and funding alternatives.
4. Continue development of a set of project evaluation criteria and performance measures for long-range plan and TIP projects.
5. Work with stakeholder agencies, such as the PA State Planning Board, NJ Office of Planning Advocacy, PA and NJ DOT, 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.
6. Collect and analyze demographic, travel, and other data to determine their impact on the future growth and development of the region.
7. Work with the state DOTs and regional transit operators to collect and update asset management data and investigate appropriate methodologies to determine and improve the condition of the region's transportation system.
8. Update the Tracking Progress Toward 2040 set of indicators to gauge the extent to which long-range plan goals are being met.
9. Maintain the Planning at the Edge Forum as a means to discuss and coordinate, multi-regional issues and success stories that cross MPO boundaries.
10. Implement the Linking Planning and NEPA process to improve the efficiency of project implementation and make the best use of available transportation funds through Smart Transportation philosophies of project development and programming.
11. Participate with PennDOT on any identified Linking Planning and NEPA initiatives.
12. Perform activities associated with the local transportation asset inventory, as necessary.

Products:

1. A Connections 2040 Plan report and website
2. A scenario report that quantifies a set of benefits of implementing the strategies and policies of the long-range plan.
3. Development and publication of outreach materials focused on implementation of Plan goals and strategies, as outlined in the December 2013 Communications and

Public Outreach Plan.

4. Web-based update to Tracking Progress Toward 2040.

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

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$550,000	\$369,000	\$81,000		\$100,000
2014	\$550,000	\$467,940	\$82,060		
2015	\$550,000				
2016	\$550,000				

PROJECT: 14-44-060 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:

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

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

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

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

Tasks:

Transportation Conformity

1. Determine the projects in the Plan and/or TIP or any revisions which have an impact on air quality.
2. Review and update procedures for conducting conformity tests, incorporating model enhancements and revisions to the applicable state implementation plans. In 2014, this task includes continuing to transition from the MOBILE 6 air quality model to the EPA required MOVES model.
3. Prepare input parameters for the regional travel simulation model and for the latest version of MOVES approved by USEPA, especially inspection and maintenance characteristics in each state.
4. Run models to determine emissions associated with proposed TIP or plan or TIP/plan amendments.
5. Perform off-model analyses on projects as required.
6. Coordinate all activities with the Transportation Conformity Interagency Consultation Group and conduct public outreach.

Air Quality Action

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

Air Quality Planning Coordination

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

- monthly meetings of the Philadelphia Diesel Difference Working Group.
- 2.Prepare literature or presentations to groups requesting information on transportation and air quality programs.
- 3.Publish 10 issues of the ALERT newsletter on air quality activities.
- 4.Review conformity demonstrations with transportation and air quality committees and present the results of meetings on the Plan and/or TIP.
- 5.Conduct a program of interagency consultation on any conformity demonstration
- 6.Demonstrate the air quality benefits of CMAQ funded projects through air quality analysis using the Air Quality Off Network Estimator for state DOTs.

Products:

Transportation Conformity

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

Air Quality Action

- 1.A report on the year’s activity.
- 2.News releases and editorial commentary.
- 3.Paid advertisements and promotional literature.
- 4.Public outreach at community and environmental events

Air Quality Planning Coordination

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$280,000	\$229,040	\$50,960		
2014	\$280,000	\$238,224	\$41,776		
2015	\$280,000				
2016	\$280,000				

PROJECT: 14-44-070 Environmental Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Linn

Project Manager: Amy Miller, Shawn Megill Legendre

Goals:

The program area will:

-Provide leadership to the region on maintaining healthy ecological systems, creating livable communities, planning transportation systems that balance mobility needs with sustainability goals, 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 sustainability, green infrastructure, growth management, land preservation, watershed protection, non-motorized transportation, and climate change adaptation. This information will be provided at the local and sectoral level where feasible.

-Require and facilitate regional coordination among state, regional, county, and municipal officials throughout the region, leveraging economies of scales, and identifying and disseminating best practices from around the region and across the nation.

-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 of project implementation.

-Utilize the Screening Forms to initiate new projects being considered for inclusion in the LRTP and TIP.

-Preserve and enhance critical state resources.

-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, enhancing the livability of communities, and making the region more resilient to the impacts of climate change. This program area also contains funds to assist in the development of a local transportation asset inventory.

All of these activities are interwoven. DVRPC’s work to protect natural areas is critical to maintaining floodplains and managing stormwater, which is in turn critical for adapting to expected increases in heavy downpours due to climate change. Likewise, in urban areas, planning for green infrastructure reduces stormwater runoff and ameliorates the impacts of the urban heat island effect, an important concern given expected increases in the number of heat waves. These improvements also beautify urban areas and make them more appealing places to live, thereby reducing development pressures in rural and natural areas. DVRPC’s multi-use trail program improves non-motorized transportation, provides opportunities for physical activity, increases the livability of urban communities, and reduces transportation-related GHG emissions. Collectively, these activities support alternatives to single-occupancy vehicle travel by promoting development patterns that support biking, walking and the use of transit.

Tasks:

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 and incorporate this work into the LRTP, CMP, corridor studies, land use/transportation studies, and PennDOT's Program Development and Project Delivery Process. DVRPC will work to identify opportunities to improve the transportation system while working to maintain and restore the function of natural systems. Data gathered and tools developed will be used to strengthen the linkages between environmental stewardship and transportation investments, and streamline the environmental review process. DVRPC will continue its support of the New Jersey Statewide Habitat Connectivity Initiative by coordinating transportation investments and habitat connectivity improvements. In addition, this project will perform activities associated with the local transportation asset inventory, as necessary.

Municipal Environmental Planning—Support the FY03-launched Environmental Resource Planning Services for New Jersey Municipalities, which provides environmental resource inventories, open space plans, farmland preservation plans, visioning, master plan conservation elements, and environmental ordinances. The regional vision for green infrastructure and sustainability can more likely be achieved by empowering municipalities to conduct better and targeted land preservation and stewardship work at the local level. The program is fee-based, but DVRPC provides a subsidy to communities in Mercer, Burlington, Camden and Gloucester counties to encourage more municipalities to undertake the work. DVRPC also identifies grant programs and assists municipalities with grant applications to further stretch the funding. In this fiscal year, staff will continue to market the program and solicit several more local governments for environmental projects best meeting their needs.

Technical Assistance: Sustainability Planning—DVRPC will assist the City of Trenton with developing a Sustainability "Framework". The Framework will identify and push forward strategies to protect and enhance green infrastructure, improve public health, reduce greenhouse gas emissions, increase livability, and make the City more resilient to the impacts of climate change. The Framework may encompass such elements as energy efficiency, green buildings, access to fresh foods, multi-use trails, stormwater BMPs, alternative energy, urban greening, and streetscape improvements. Strategies to promote these goals and initiatives will be developed in harmony with the city's on-going Master Plan development process. Specific programs and priorities will be established through outreach to City departments and the community. The comprehensiveness of the Sustainability Framework and level of community engagement will depend in part on the level of matching funds provided by the City.

Technical Assistance: Climate Change Adaptation Planning—DVRPC will assist member governments and state agencies 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.

Technical Assistance: Trail and Greenway Planning— Support the Circuit Coalition’s efforts to implement The Circuit by providing technical assistance on funding, marketing, trail planning, evaluation metrics, and project management. Develop trail and/or greenway plans where there are partners and matching funds at the local level. This project also provides some continued technical assistance for completed greenway plans and municipal environmental planning projects. Together, these activities will support sustainable growth patterns by protecting and linking greenspace corridors and providing increased opportunities for non-motorized access to jobs, housing, recreational activities and cultural services.

Scenarios and Modeling—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 support modeling of alternative future scenarios and evaluation of transportation investments. In addition, this program will continue to refine the Environmental Screening tool to 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 Open Space Coordinating Committee meeting for PA and NJ in each fiscal year. DVRPC will also continue to coordinate and facilitate meetings of the Circuit Coalition. In addition, DVRPC staff will continue to support the Greenspace Alliance of Southeastern Pennsylvania, the SAN Land Protection Collaborative, the NJ Statewide Habitat Connectivity Initiative, the Partnership for the Delaware Estuary’s Climate Change Roundtable, the Sustainable Jersey Climate Adaptation Task Force and other environmental protection-related groups and efforts, as needed.

Products:

1. Updated DVRPC website pages containing current maps, tables, and narrative about open space lands, programs, and municipal use of resource protection planning tools in the region.
2. Publication of Environmental Resource Inventories, Open Space and Recreation

Plans, Farmland Preservation Plans, Conservation Elements, and other resource-related planning documents and ordinances for local governments with which DVRPC has project agreements.

4. Maps, data, presentations, and referrals for municipalities and counties with which DVRPC has worked on greenway plans or municipal projects, as needed.

5. Presentations on The Circuit, Circuit maps, marketing materials, and meetings of the Circuit Coalition.

6. Development of the Trenton Sustainability Framework, including maps, graphics, and narrative.

7. Publications and maps as a component of technical support for local environmental planning and climate change adaptation. These will be available on DVRPC's website.

8. Highlights of meetings related to regional coordination.

9. Organization of two "Roundtable" meetings for PA and NJ Open Space Coordinating Committees and minutes from the meetings.

10. Continued integration of green infrastructure, trails, resource protection and climate resilience into DVRPC planning documents.

11. Contributions to local, regional, state, and national efforts to integrate conservation and transportation planning and prepare for the impacts climate change. These will include written comments on documents, active participation in meetings, and recommendations for actions.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$354,000	\$75,000		\$179,000	\$100,000
2014	\$354,000	\$175,000		\$179,000	
2015	\$354,000				
2016	\$354,000				

PROJECT: 14-44-080 Data Exchange and Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Mary Bell

Project Manager: Joseph Fazekas, Matthew Gates, Taghi Ozbeki

Goals:

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

Description:

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

The Data Exchange Program includes the continued maintenance and administration of DVRPC's regional online information network, to facilitate the electronic sharing of numeric and image data. It also provides for the analysis and dissemination (via both the Web and print media) of demographic, land use, and housing information through analytical 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 Product (CTPP) which has been approved by both the Pennsylvania and New Jersey Departments of Transportation. For more information on DVRPC's available data services, see: <http://www.dvrpc.org/data.htm>. For more information on DVRPC's IREG Committee, see: <http://www.dvrpc.org/about/committees.htm>.

Tasks:

Data Exchange Tasks:

1. Continue working with member governments, operating agencies, and other potential network participants to identify additional uses for the basic network and select additional data to be included on the network.
2. Expand the network membership as opportunities arise or as directed by the DVRPC Board.
3. Enhance the base network through improved hardware and software and through communication upgrades, to maintain a high level of service and improve the technical capabilities of network participants.
4. Continue incorporating data from contributing members for use by other network participants, including (as necessary) the development of memoranda of understanding with appropriate agencies to permit the incorporation of their data onto the information network.
5. Enhance the database interface for public and government access.
6. Continue to migrate appropriate existing GIS desktop applications to web-based applications.
7. Continue to oversee and administer the existing Information Resource Exchange Group (IREG), the IREG Webmasters Subcommittee, and the IREG Online GIS Subcommittee, and to participate in other ad-hoc committees of DVRPC member governments as appropriate, to facilitate the coordination of data acquisition, processing, and distribution.
8. Update as necessary and continue to implement DVRPC's Strategic IT Plan.
9. 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 with other files for comparative purposes; and tabulate selected data for publication and dissemination via the DVRPC website.
2. Continue to coordinate with the Census Bureau and FHWA 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, land use, and transportation data as appropriate, including residential building permit data, municipal population estimates, Home Mortgage Disclosure Act (HMDA) data, current population and housing surveys, and other information provided by on-line network participants.
4. Prepare regional data bulletins, analytical 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 on-line data products, including the Municipal Data Navigator and County and Regional Profiles.

6. Respond to specific data requests from member governments, DVRPC staff, and representatives of both the public and private sectors.
7. Prepare special data summaries as requested by member governments and agencies.
8. Coordinate and respond to individual data issues and opportunities and provide technical assistance as requested by member governments and other agencies.
9. Participate in Census seminars, training sessions, and State Data Center functions.
10. Participate in on-going discussions regarding the United States Census program 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. Additional materials as appropriate.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$260,000	\$212,680	\$47,320		
2014	\$260,000	\$221,208	\$38,792		
2015	\$260,000				
2016	\$260,000				

PROJECT: 14-44-090 Transportation Improvement Program

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 Transportation Improvement Program (TIP) for both Pennsylvania and New Jersey as mandated by federal regulations and will post information related to both processes on the DVRPC website. This project supports negotiations to ensure that this region receives adequate financial resources, and to identify and select transportation projects that address the needs of the region and advance the goals of the long range plan.

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

DVRPC will undertake an extensive public participation program that responds to the requirements of MAP-21 and environmental justice concerns as it relates to this project. Coordination with DOTs' program development and project delivery activities including PennDOT's Linking Planning and NEPA initiative will also occur.

This program area also contains funds to assist in the development of a local transportation asset inventory. Staff will continue to investigate innovative financing techniques and emerging federal regulations and state policies, particularly as they pertain to funding and capital programming. For more information, see: <http://www.dvrpc.org/tip>

Tasks:

1. Participate in development of statewide financial guidance with NJDOT, PennDOT, the federal agencies (FTA and FHWA), as appropriate.
2. Conduct negotiations with the state DOTs and transit operators on behalf of the region to arrange for funding of the projects in the TIP.
3. During the TIP update cycle, revise costs, schedules, and descriptions of carryover projects from the previous TIP; coordinate program development and project delivery activities including Linking Planning and NEPA project development process to solicit new eligible projects from member agencies; and assist the RTC in prioritizing projects.
4. Participate with PennDOT to pilot any identified Linking Planning and NEPA/new project development process activities.
5. Undertake an extensive public participation program to solicit comments and input from the general public on the TIP, and to provide public education opportunities in various forums. The public participation component will respond to the requirements of 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 TIP (following Board adoption) with supporting documentation for submission to state DOT's to be included in the STIP for transmittal to the federal agencies, and prepare a final document for general use (in printed and electronic form).
8. Prepare financial summaries for each TIP (PA and NJ); monitor actual funding of these programs; maintain project data; monitor projects; and provide periodic reports and summaries to DVRPC committees and Board.
9. Assist states, counties and transit operators with funding changes for TIP actions to maintain fiscal constraint. Review, evaluate, and process requests for TIP amendments and modifications according to procedures in the Memorandum Of Understanding for Pennsylvania and New Jersey. Periodically review and revise the MOU in conjunction with the state DOT's and FHWA/FTA.
10. Update and maintain the TIP database, and post information on the website.
11. 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, Safety, Local Bridge)
- 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; respond to public questions.
- 17. Perform activities associated with the local transportation asset inventory, as necessary.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$540,000	\$368,100	\$81,900		\$90,000
2014	\$540,000	\$459,432	\$80,568		
2015	\$540,000				
2016	\$540,000				

PROJECT: 14-44-100 Transportation Asset Management Process

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Goals:

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

Description:

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

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

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

costs by treatment type. The parties recognized that data does not currently exist for all asset categories or that it may exist in formats that are not readily useable by an asset management system. For TAM to be used as a decision-support tool, it is critical to know what assets are in place, their current condition, their expected performance over time, and how the data can be linked to engineering and economic performance measures.

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

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

Tasks:

In a cooperative effort with the owners/operators of the various transportation assets, in particular NJDOT, 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.
3. Perform activities associated with the local transportation asset inventory, as necessary, under the direction of PennDOT, and for NJDOT and counties once the approach has been finalized.
4. Assist asset owners to utilize their asset management systems to:
 - a. identify typical costs for maintaining and preserving existing assets;
 - b. identify stakeholder and public expectations and desires;

c. define those asset condition values that would trigger when to make a particular investment (such as preservation, rehabilitation, reconstruction, replacement, or capacity enhancement);

d. analyze asset data to determine when to implement the most cost effective action for a specific asset;

e. coordinate with the CMP, including sharing data and methods;and,

f. utilize the asset system processes and data to develop draft TIP and Plan updates.

5. Assist TAM owners in the development and production of system performance reports.

Products:

1. Periodic System Performance Reports

Beneficiaries:

Member counties, state DOTs, transit operators

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$220,000	\$98,160	\$21,840		\$100,000
2014	\$220,000	\$187,176	\$32,824		
2015	\$220,000				
2016	\$220,000				

PROJECT: 14-51-010 Travel and Land Use Modeling

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Puchalsky

Goals:

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

Description:

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

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

In FY13, DVRPC completed a number of travel model upgrades to its TIM (Travel Improvement Model) version 2.0 and began development of its next generation, activity-based travel model, TIM3.0. In FY 14, staff will continue to maintain, refine, and apply the TIM 2.0 model for various traffic and transit studies and other planning activities.

Data will be collected on travel trends, traffic volumes, transit ridership, and travel times. The highway network used in both TIM2.0 will need to be updated based on

Federal functional class changes due to the revised urban/rural boundary. An economic development evaluation tool will be acquired and integrated with the travel model.

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

Tasks:

1. Collect data on screenline traffic volumes including autos, trucks, bikes, pedestrians, and transit riders.
2. Collect, tabulate, and analyze travel time data for selecting corridors from Traffic.com, INRIX, and other sources.
3. Update highway and transit networks for base and future years, to reflect federal functional class changes and TIP and Plan project changes.
4. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES air quality model, including practice conformity run.
5. Analyze bike, pedestrian, transit, and highway projects, as required.
6. Prepare estimates of truck and bus travel, as needed.
7. Prepare growth factors as required to support regional planning and engineering efforts.
8. Prepare trip tables, select-link analysis, and other travel model tabulations, as required.
9. Update TIM2.0 model documentation to reflect changes and enhancement.
10. Acquire and integrate economic development tool with TIM2.0.

Products:

1. Summaries of screenline traffic volumes.
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 VMT estimates to support planning efforts as required.
8. Up-to-data travel model documentation.
9. Economic development tool.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$500,000	\$409,000	\$91,000		
2014	\$500,000	\$425,400	\$74,600		
2015	\$500,000				
2016	\$500,000				

PROJECT: 14-52-020 Competitive Program and Project Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Project Manager: Elizabeth Smith, James Briggs, Ryan Gallagher

Goals:

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

Description:

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

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

TIP funds are also provided to the sub-regions 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).

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

Tasks:

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials. Establish evaluation criteria and process. Solicit, screen and evaluate candidate projects.

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$770,000	\$50,000			\$720,000
2014	\$770,000	\$50,000			\$720,000
2015	\$770,000				
2016	\$770,000				

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

PROJECT: 14-53-010 Geographic Information Systems

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: William Stevens

Project Manager: 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 for use in various technical projects by DVRPC, its member agencies, and others will continuously be reviewed.

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

Tasks:

1. Create new geospatial data from source documents.
2. Compile and evaluate existing geospatial data from all available sources.
3. Geo-reference existing features to current aerial imagery.
4. Develop and maintain metadata that meets Federal Geographic Data Committee (FGDC) standards for all geospatial datasets.
5. Continuously update geospatial data from DVRPC programs and from external sources including, but not limited to, the state DOT transportation management

- systems, US Census, state agencies, operating agencies and member governments.
- 6.Ensure compatibility of geospatial data with related databases.
 - 7.Continue migration of geospatial data into DVRPC’s enterprise Oracle database.
 - 8.Provide data files and technical support to planning efforts of DVRPC, state agencies, county planning organizations, operators, and the private sector, as requested.
 - 9.Coordinate data development with other DVRPC programs and federal, state, and local efforts whenever possible.
 - 10.Attend training, seminars, and conferences to keep current on latest industry trends.
 - 11.Research and evaluate technological advances in geospatial data distribution.

Products:

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

Beneficiaries:

Federal and State agencies, DVRPC, member governments and operating agencies, the private sector, and the public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$380,000	\$310,840	\$69,160		
2014	\$380,000	\$323,304	\$56,696		
2015	\$380,000				
2016	\$380,000				

*FISCAL YEAR 2014 PLANNING WORK
PROGRAM*

CHAPTER TWO - B

*DVRPC PROJECT
DESCRIPTIONS*



Delaware Valley Regional Planning Commission

PROJECT: 14-10-020 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 in person, by phone, and through the DVRPC website. For additional information, see: <http://www.dvrpc.org/Aerials>

Tasks:

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

Products:

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

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$10,000				\$10,000
2014	\$10,000				\$10,000
2015	\$10,000				\$10,000
2016	\$10,000				\$10,000

General Fund

PROJECT: 14-22-010 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 use of transit and vanpools through this employer-offered benefit program.

Description:

RideECO is a commuter benefit program which enables area employers to offer their employees a cost-effective way to pay for transit expenses, either as a pre-tax payroll deduction (reducing employer and employee taxes) or as a benefit (tax-free to employees and tax-deductible to employers); the current federal monthly limit is \$230. RideECO provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code. Originally instituted under clean air legislation, and previously known another name (until Nov. 2012), the RideECO program has been administered by DVRPC since its inception in 1991. All regional transit providers support the program and accept its vouchers and stored value card, as do most third-party vanpool operators; PA and DE DOTs also support the program. (Note that this program also reaches to south central Pennsylvania.)

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

Tasks:

1. Operations: Contract with vendor to produce vouchers and stored value cards, and provide fulfillment services and sales data. Work with sub-contractor on RideECO Select distribution services.
2. Supervise and manage required vendor services, per contract.
3. Administration: Coordinate with participating transit operators, and internal and external support services and organizations.
4. Hold requisite Policy and Marketing Committee meetings with participating transit, state and related agencies.
5. Compile quarterly sales and membership progress reports and fulfillment summaries.
6. Develop and manage annual project budgets.

7. Maintain comprehensive database to track inquiries, program participants, sales, and other activities.
8. Evaluate sales and corporate member data figures vs. projections at end of FY.
9. Marketing: Prepare annual Marketing Plan and budget.
10. Communicate with target audiences to educate and persuade employers to provide this commuter benefit to their employees (over competition).
11. Develop and use most efficient materials and media outlets (noted in annual plan); also see project 12-22-020.
12. Public Relations: Work with DVRPC Public Affairs staff to develop press releases and seek news coverage as relevant. Increase presence in social media outlets.
13. Sales: Provide materials to employees and employers who call information line or request information on-line. Follow up with those who have received information to ascertain interest and/or problems.
15. Coordinate activities of Employer Outreach and 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.

Products:

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

Beneficiaries:

Public, area employers, transit agencies, member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$1,200,000				\$1,200,000
2014	\$800,000				\$800,000
2015	\$800,000				\$800,000
2016	\$800,000				\$800,000

RideECO Generated Funds

PROJECT: 14-22-030 Commuter Services/Mobility Alternatives Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Erin Burke, Sarah Oaks, Stacy Bartels

Goals:

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

Description:

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

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

Tasks:

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$251,000				\$251,000
2014	\$251,000				\$251,000
2015	\$251,000				\$251,000
2016	\$251,000				\$251,000

\$200,800 PA CMAQ # 17900 --\$34,200 SMLF, \$16,000 RideECO

PROJECT: 14-23-030 Public Participation, Information and Visualization Techniques

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Candace Snyder, Elise Turner, Jane Meconi

Goals:

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

Description:

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

Tasks:

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

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

Products:

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

Beneficiaries:

Member Governments and Operators, Citizens, Private Sector

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$320,000	\$261,760	\$58,240		
2014	\$320,000	\$272,256	\$47,744		
2015	\$320,000				
2016	\$320,000				

**PROJECT: 14-41-070 Intelligent Transportation Systems (ITS) Program
Including RIMIS**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Stanley Platt

Goals:

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

Description:

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

RIMIS became operational 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. It is also anticipated that a data interface will be completed to the City of Philadelphia Streets Department's Road Permit system in FY 2013 that will provide street closure information related to events such as utility work, block parties, special events, and construction. This will not only greatly increase the amount of useable data for RIMIS users, but be a critical project for the future Philadelphia Traffic Management Center. With the 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. As of the end of 2012, there are approximately 65 RIMIS user agencies.

In FY 2014, the primary emphasis will be operating and maintaining RIMIS software, and to continue 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 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 on-going effort to support our stakeholders DVRPC, continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Operations Master Plan, regional ITS device and fiber communications inventory, and DVRPC's Interactive Detour Route Mapping (IDRuM) application. In previous years DVRPC has developed corridor specific ITS/operations plans and it is anticipated similar efforts will continue in FY 2014.

With the establishment of MAP-21, there will be a greater 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 activities 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 has yet to be defined, in FY 2014, DVRPC will begin to work with our stakeholders to develop a consistent approach to define the proper measures, collect and analyze the data, and report 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 continue programs to support greater integration among the region's ITS stakeholders, and more general ITS activities. Some of these activities may require DVRPC to purchase equipment and/or services.

Tasks:

I. RIMIS Tasks

A. RIMIS Software Vendor Tasks

1. Software vendor will perform software operations and maintenance functions.

2. Software vendor will function as the System Administrator, 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 their contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
6. 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 information entered into RIMIS is accurate and timely, and agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need 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, financial assistance, 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. Identify all projects in the TIP whose regional impact necessitates a Traffic Management Plan (TMP). Work with agencies to develop TMPs. Continue the regional construction coordination program to minimize traffic impacts of overlapping construction projects.

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. Coordinate with NJTPA and NJDOT with their regional and statewide ITS Architecture updates.
6. Continue to maintain the region's ITS inventory and Regional Fiber Optics Communications Inventory. Identify opportunities for agencies to share fiber assets. Host meetings to foster fiber sharings discussions.
7. Continue to incorporate ITS into the transporation planning process. Identify all TIP projects involving ITS, evaluate their consistency with the Transportation Operations Master Plan. Assist agencies to advance projects identified in the Transportation Operations Master Plan, PennDOT's Regional Operations Plan, or in the regional ITS architecture.
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. Begin to define the framework of IDRuM version 3.0, focusing on the development of a mobile device application. Add additional counties as requested.
9. 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.
10. Continue coordination with I-95 Corridor Coalition programs. These activities may include sharing information about and partnering on ITS related projects.
11. Monitor forthcoming federal guidance on performance measures and begin to develop a consistent approach to define operational performance measures with our regional operations stakeholders. Begin to determine a method for collecting, managing, analyzing, reporting, and disseminating data to support the performance measures.
12. Develop corridor specific operations plans. Identify corridor needs, existing ITS deployments, identify ITS/operational needs, and prioritize implementation program.
13. Continue participation in Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee. These activites include providing staff support to its 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, including a TOTF: State of Transportation Operation's Practice Summary.
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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$983,500				\$983,500
2014	\$983,500				\$983,500
2015	\$983,500				\$983,500
2016	\$983,500				\$983,500

\$590,100 PA CMAQ #72738--\$147,525 SMLF, \$245,875 NJ-TIP #01300

PROJECT: 14-41-080 Tri-County Transportation Plan Implementation

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson

Goals:

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

Description:

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

The proposed project will produce Transportation Infrastructure Asset Management Plans for the eight municipalities of the Pottstown Region. It is intended that a plan will be prepared for each municipality addressing their individual roadway conditions and needs. Improvement cost estimates, priorities and funding programs will be developed for local and county roads, bridges and traffic signals to assist in municipal budgeting, and as an input to a forthcoming update of the Pottstown Metropolitan Region's Comprehensive Plan. This project describes activities in FY13 and FY14. FY13 work consisted primarily of data collection activities, while FY14 tasks will develop the asset management plans.

Tasks:

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

municipalities, counties and PennDOT (i.e., pavement conditions – RMS; bridge sufficiency ratings – BMS; traffic signal systems – SAMS). Investigate related information available through the HPMS.

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$60,000	\$49,080	\$10,920		
2014	\$60,000	\$51,048	\$8,952		
2015	\$60,000				
2016	\$60,000				

PROJECT: 14-41-100 Regional Aviation System Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Theodore Dahlburg

Goals:

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

Tasks:

1. In cooperation with PennDOT, NJDOT, DeIDOT, MDOT, FAA, airport operators, and others, update the 2040 RASP as a result of changing airport needs, funding availability, and safety and security concerns.
2. Continue annual operations counting at regional general aviation airports defined by FAA. Continue counts at other airports outside the DVRPC region as requested by FAA, PaDOT, and NJDOT.
3. Provide assistance to states, local governments, operators and consultants in preparing feasibility, master plan studies and state system plans, and other planning documents and policies.
4. Develop proposals for new aviation special studies.

Products:

1. 2040 RASP update.
2. Airport operations counts and other updated data.
3. Policy input to PennDOT/NJDOT regarding airport development, plans and studies, and regulation and licensing.
4. Concepts for airport special studies.

Beneficiaries:

Member Governments, Regional and Local Airports, regional residents and

businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$250,000				\$250,000
2014	\$250,000				\$250,000
2015	\$250,000				\$250,000
2016	\$250,000				\$250,000

\$225,000 FAA, \$19,000 Local, \$6,000 PA Aviation Revenue

PROJECT: 14-41-110 Central Jersey Transportation Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Zoe Neaderland

Goals:

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

Description:

The Central Jersey Transportation Forum serves a unique role in bringing together a wide range of public, non-profit, and private organizations with a stake in the transportation systems of Central New Jersey to facilitate a regional, cooperative approach to solving problems. The geography is approximately twenty-five municipalities encompassing parts of the DVRPC and NJTPA regions in three counties, generally focused around US 1. It is a shared project with NJTPA, though it has been mainly staffed by DVRPC. The Forum has held steadily well-attended meeting since 1999.

The Forum moves toward its goal through an agreed-upon action plan. This involves work in four interrelated issues: east-west access, transit and alternative modes, land-use/transportation integration, and system-wide planning and coordination. Progress on goals is reported on through a handout prepared for each meeting and through discussions. The full Forum normally meets three times per year.

The Forum reorganized to be more effective in late FY '11. The most important change was a shift to municipal leadership. Additional changes included slightly expanding its geography while developing a smaller formal voting membership, and the addition of action teams. A survey of the effectiveness of these changes was conducted in FY '13 and showed positive results as well as providing ideas for additional improvements.

The Forum improves coordination, provides technical support, and can initiate projects though it is not an implementing agency. It helped the Route 1 Bus Rapid Transit (BRT) advance through alternatives analysis and continues to support implementation. The Forum also helps implement NJDOT's Route 1 Regional Growth Strategy.

Tasks:

1. Implement and track progress on the action plan; continue to improve the effectiveness of the Forum
2. Arrange and support Forum meetings, Steering Committee meetings, action team meetings, and Road Show presentations
3. Prepare Planned Projects Status Report every other meeting or as appropriate
4. Maintain communication among participants, including through Forum web pages
5. Coordinate with related projects on behalf of the Forum

Products:

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

Beneficiaries:

NJDOT, NJ Transit, NJ Office of Planning Advocacy, NJ Department of Community Affairs, 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 *
2013	\$175,000				\$175,000
2014	\$170,000				\$170,000
2015	\$170,000				\$170,000
2016	\$170,000				\$170,000

\$170,000 NJ STP/STU/TIP # X30A

PROJECT: 14-41-120 Camden City - Traffic Signal Inventory and Mapping

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Laurie Matkowski, Matthew West

Goals:

This project is designed to assist City of Camden (City) staff as they continue to meet the needs of planning for future economic growth by creating an inventory of all traffic signals within the city limits. The traffic signal inventory will include geo-referenced locations and relevant data for each location, which will provide a base set of data for the City to continue with efforts to maintain, improve and plan for

Description:

Recent planning projects conducted within the City have identified the need for readily available and accurate traffic signal data. This information will help current and future planning efforts in the City, including working with potential developers as they conduct traffic studies related to development efforts. The study will also provide DVRPC with a more accurate set of traffic signal data for planning and modeling purposes, which will benefit the City. This work may be scaled in order to accommodate the level of funding available in FY2014.

Through this study, traffic signals will be inventoried and mapped within the City, and will include, but is not limited to, the following information:

- Count and location of existing traffic signals, including coordinate data (UTM - Zone 18N, NAD83, Meters), street name, and route number
- Year of signal's construction
- Type of signal
- Current condition/design/status of signal
- Location/source of most recent signal plan if available
- Photos of intersections
- Locations of control boxes
- Lane configurations
- Available signal plans and timing permits

Additional information gathered as a part of this study will add to the development of a central storage location of traffic signal data for the City. This information will be of critical importance to the City as it continues to plan for the maintenance of its existing facilities and as it works with county, state and regional agencies to fund these efforts. In addition, the information will help ease the process of conducting traffic studies for development proposals, resulting in a more streamlined and less expensive process for developers. The accommodation of developers through streamlined processes and information availability can be viewed as an incentive to

assist with the continued revitalization efforts within the city.

Tasks:

1. Develop a project team consisting of DVRPC, Camden County, and Camden City.
2. Perform field work as necessary to obtain required data. Software may be required to streamline the data collection process.
3. Meet with the project team periodically to obtain and organize data.
4. Produce a technical memo with accompanying GIS data.

Products:

1. A technical memo and Camden City traffic signal GIS data layer

Beneficiaries:

NJDOT, DVRPC, Camden City

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$60,000				\$60,000
2015	\$0				
2016	\$0				

NJDOT Supplemental

PROJECT: 14-41-130 Mercer County - Priority Signal Timing Optimization

Responsible Agency:

Project Manager: Laurie Matkowski

Goals:

Benefits of optimizing traffic signal systems include less congestion, higher travel speeds, improved signal coordination, and improved intersection safety. This project will prioritize traffic signal systems in Mercer County and select a corridor, or segment of a corridor, on which to optimize timings.

Description:

During FY2013, DVRPC conducted a countywide analysis on behalf of Mercer County and NJ TRANSIT to identify and prioritize locations and corridors where Transit Signal Priority (TSP) and related low-capital transit enhancement strategies are likely to have the greatest impact. Also identified as part of that analysis were opportunities to optimize traffic signal timings in major travel corridors, or segments of a corridor. This project will prioritize those corridors and work with Mercer County, NJDOT, and the appropriate municipality to develop optimized signal timing plans. This work may be scaled in order to accommodate the level of funding available in FY2014.

Tasks:

1. In cooperation with Mercer County, select which traffic signal system, or segment of a system, will be evaluated for detailed signal timing evaluation.
2. Develop a project team consisting of the local municipality(s), NJDOT, and Mercer County.
3. Collect supplemental traffic counts, travel times, and other operational data as needed.
4. Create a Synchro traffic signal optimization model, to include input of physical characteristics and traffic data, with assistance from the project team. This model will provide base case conditions.
5. Develop optimized signal timings with assistance from the project team.
6. Coordinate implementation of signal timings by the relevant owner.
7. Field-check proposed optimized timings with the relevant owner, and modify as necessary.
8. After implementation, conduct travel time runs and analyze effectiveness of the proposed timings.
9. Document traffic optimization results in a technical memo.

Products:

1. A technical memo documenting the signal optimization analysis with appropriate recommendations.

Beneficiaries:

NJDOT, Mercer County, and motorists

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$50,000				\$50,000
2015	\$0				
2016	\$0				

NJDOT Supplemental

PROJECT: 14-41-140 NJ Project Delivery and Project Prioritization

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Zoe Neaderland

Goals:

To enhance the value of DVRPC's studies by gathering recommendations, combining them with asset management analysis, and providing a small number of priority problem statements to NJDOT. This project will be a coordinated effort among a range of DVRPC staff and with NJDOT. It will advance the goals of the DVRPC Long-Range Plan and strengthen the connection between the Plan and the TIP.

Description:

DVRPC performs high-quality planning work that results in dozens of potential problem statements for NJDOT each year. This project will develop a process to gather recommendations, evaluate them using asset management data and existing TIP projects, review them in the context of the long-range plan, identify estimated costs, and then work as an agency to prioritize a short set of recommended problem statements each year. This approach is coordinated with the Problem Intake Process update that NJDOT worked on with MPOs in FY '13. This task will also continue to work with NJDOT and county partners to determine and address the most appropriate and effective future study areas. While recognizing that current funding is tightly constrained, it is still important to maintain a pipeline with the right mix of priority projects.

DVRPC has worked in the past to improve the link between its study recommendations and the NJDOT project intake process as part of the Congestion Management Process (CMP) and the Transportation Asset Management Process. This task has been separated from those projects to raise its profile and priority. Separating it will allow DVRPC staff to get the work done in a more thorough and timely manner than is otherwise possible. In future years the process may be extended to Pennsylvania as well.

Tasks:

1. Coordinate with NJDOT to refine what will be effective efforts by DVRPC and clarify how NJDOT will use this work
2. Participate in NJDOT Problem Intake Process meetings and tasks
3. A small work group within DVRPC will draft a process to define a short set of prioritized problems and recommendations
4. Conduct analysis and hold meetings as needed with a wide range of DVRPC staff

and others as agreed in the process

5. Prepare a small number of problem statements, convey them to NJDOT, and coordinate on next steps

6. Consider whether this identifies locations for future studies

Products:

1. Process for developing a short set of prioritized problem statements
2. First set of NJ prioritized problem statements

Beneficiaries:

Member governments and agencies, 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 *
2013	\$0				
2014	\$40,000				\$40,000
2015	\$0				
2016	\$0				

NJDOT Supplemental

PROJECT: 14-41-150 Southern New Jersey Rail Yard Capacity

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Theodore Dahlburg

Goals:

Promote transportation options for moving people and goods by maximizing the region's extensive network of passenger and freight rail lines and services.

Description:

As passenger and freight train services in Southern New Jersey grow, the critical need for sufficient rail yard capacity is heightened. Rail yards are essential to railroad operations and afford the ability to manage and store rail cars, assemble consists, supply trains to active lines and other railroads, and balance shared uses of right-of-way. Ultimately, rail services such as those available on New Jersey Transit's River LINE and Atlantic City Line, Conrail's Beesley's Point Secondary and Penns Grove Secondary, and short line operations such as SMS Rail Lines and the Southern Railroad of New Jersey are wholly reliant on efficient rail yard access.

In Southern New Jersey, the primary existing rail yard for freight train operations is the Conrail Pavonia Yard located in Camden. Bounded on all sides by residential and commercial development, this yard has physical limitations to accommodate the growth of rail services to local industries, warehouses, ports, refineries, short line railroads, and others. For New Jersey Transit passenger services in Southern New Jersey (not including those on the Trenton and West Trenton Lines), the primary rail car storage locations are located in Pennsauken and Atlantic City. In the case of PATCO light rail operations, the primary rail yard is adjacent to the PATCO Lindenwold Station.

The primary purpose of this study shall be to complete a supply and demand analysis of rail yard capacity in Southern New Jersey. In the first phase of the study, an examination of the current network of rail yards will be performed. In the second phase, varied future growth scenarios for passenger and freight rail services that take into account possible new services (e.g., a South Jersey light rail extension) will be prepared and future rail yard capacity needs and improvement options such as expanded facilities will be identified. This study will also consider opportunities to advance environmental justice and air quality goals (e.g., the use of repowered yard switchers).

Tasks:

- Establish a multi-disciplinary study steering committee comprised of all relevant stakeholders.
2. Document existing conditions such as the current rail yard system, individual rail yard operations and physical conditions, performance measures, and programmed capital improvements.
 3. Undertake outreach efforts to host communities and introduce environmental justice considerations.
 4. Develop scenarios for future growth of existing freight and passenger rail and possible new services, and determine future rail yard capacity needs.
 5. Prepare a long-term capital improvement program and set of “good neighbor” policies for rail yard operators.

Products:

- Steering committee meetings and periodic reports to DVRPC committees (e.g., Delaware Valley Goods Movement Task Force, etc.).
2. Technical report documenting existing conditions and future rail yard needs.
 3. Public meetings with affected residents and communities.

Beneficiaries:

Rail operators, member governments, residents and host communities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$40,000				
2015	\$0				
2016	\$0				

NJDOT Supplemental

PROJECT: 14-43-020-(HPMS and Functional Classification System (PA & NJ))

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Paul Carafides

Goals:

Improve efficiency of the region's transportation system by providing an updated Highway Performance Monitoring System and Functional Classification System to meet FHWA requirements and determine improvement.

Description:

This project will collect and update traffic characteristics of the HPMS links and Highway Functional Classification System. HPMS is a database system designed to annually assess the physical and operational characteristics of approximately 300 selected non-interstate highway links. This and other urban area information will be used at the national level to assess system condition and usage and to allocate highway funding.

The Highway Functional Classification is a system of highway designations by area type and facility type. One use of a link's classification is to determine federal funding eligibility for improvement projects. DVRPC works with member governments and state DOTs in updating the highway classifications to reflect changing conditions.

Tasks:

1. Collect traffic information, geometric, and operational characteristics for approximately 300 sample links of the HPMS network in the Pennsylvania portion of the region.
2. Gather volume/classification counts for 100 non-interstate links.
3. Prepare field forms and collect traffic counts for 40 links on the New Jersey portion of the region.
4. Enter counts collected during year into the DVRPC Traffic Count system.
5. Transmit data to PennDOT and NJDOT by specified dates.
6. Review, coordinate, and process requests for functional classification changes from state, county, and local governments.
7. Revise the functional classification system based on these requests.

Products:

1. Updated HPMS data files of physical and operational characteristics.
2. Database of counts taken in New Jersey and Pennsylvania.

- 3. Record of requests for functional classification changes.
- 4. Updated functional classification maps.

Beneficiaries:

States, Counties and cities

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$200,000	\$200,000			
2014	\$200,000	\$200,000			
2015	\$200,000	\$200,000			
2016	\$200,000	\$200,000			

PROJECT: 14-43-030 PennDOT District 6-0 Traffic Volume Data

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Paul Carafides

Goals:

Improve efficiency of the region's transportation network by providing traffic volume data to design highway improvements in the Pennsylvania portion of the Delaware Valley Region.

Description:

This continuing project provides PennDOT District 6-0 with specific volume data at locations in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties for studies primarily related to traffic signals and controls. Depending on the location and type of information required, 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) manual intersectional vehicle turning movements between 7:00 a.m. and 6:00 p.m. recorded in 15- and 30-minute time increments; (b) 48-hour portable traffic recorder counts by hour; and (c) manual truck classification hourly counts between 7:00 a.m. and 3:00 p.m.
3. Review, process and tabulate field count data. Convert recorder counts to AADT.
4. Enter counts into DVRPC Traffic Count System and transmit to PennDOT with other counts.
5. Transmit appropriate field data to PennDOT District 6-0 office.

Products:

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

Beneficiaries:

PennDOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$250,000				\$250,000
2014	\$250,000				\$250,000
2015	\$250,000				\$250,000
2016	\$250,000				\$250,000

*PA State Appropriation 87 Funds

PROJECT: 14-44-150 PA Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

Goals:

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

Description:

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

Tasks:

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

Products:

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

Beneficiaries:

States and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$125,000				\$125,000
2014	\$125,000				\$125,000
2015	\$125,000				\$125,000
2016	\$125,000				\$125,000

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

PROJECT: 14-44-160 NJ Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

Goals:

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

Description:

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

Tasks:

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

Products:

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

Beneficiaries:

States and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$50,000				\$50,000
2014	\$50,000				\$50,000
2015	\$50,000				\$50,000
2016	\$50,000				\$50,000

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

**PROJECT: 14-44-180 Pennsylvania Coastal Zone Management
Implementation Program**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn

Goals:

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

Description:

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

Tasks:

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

9. Assist the CZM Program with tasks related to Section 6217 (Coastal Nonpoint Pollution Program).
10. Undertake other activities as required.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$50,000				\$50,000
2014	\$50,000				\$50,000
2015	\$50,000				\$50,000
2016	\$50,000				\$50,000

\$50,000 PA DEP

PROJECT: 14-44-190 The Delaware Valley Regional Food System Plan

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Alison Hastings

Goals:

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

This project 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.

This project supports NJDOT's Planning Priority on State Plan Strategic Goals #1: Targeted Economic Growth, #2: Effective Planning for Vibrant Regions; #3: Preservation and Enhancement of Critical State Resources, and #4: Tactical Alignment of Government; and Garden State Value #5: Provide Transportation Choice and Efficient Mobility of Goods. It also supports NJDOT MPO Transportation Priorities of: supporting land use patterns that promote accessibility, sustainable mobility and transportation choices and leveraging additional funding sources and promoting partnerships.

This project supports FHWA-NJ Division's goal areas to improve the national freight network, strengthen the ability of rural communities... and support regional economic development.

Description:

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

relies on a well-maintained multi-modal transportation system.

DVRPC has undertaken food system planning to further develop the region's reputation for innovation and leadership in sustainability and to bring national attention to Greater Philadelphia's growing food economy and rich agricultural industry. Ongoing work will consist of working directly with county and municipal constituents to better understand the role local governments in the food system, continuing to develop and lead the food system planning field, and supporting stakeholders' work.

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

Tasks:

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

Products:

1. Two to four Stakeholder Committee meetings.
2. Review FY2011 Food System Plan, including updated analysis of food system indicators.
3. Health Data Snapshot.
4. Camden Food Economy Strategy
5. Meetings with constituents.
6. Food system planning webpages.

7. Additional products to be developed as part of ongoing technical assistance, such as research memos on county’s agricultural industry or grant programs.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$100,000	\$81,800	\$18,200		
2014	\$100,000	\$85,080	\$14,920		
2015	\$100,000				
2016	\$100,000				

PROJECT: 14-44-200 Pennsylvania and New Jersey Local Planning Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn

Goals:

Partner with New Jersey and Pennsylvania non-profits and local governments on environmental, 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 9 DVRPC counties. Specific projects may include:

- Environmental Resource Inventories
- 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 municipality to obtain funding for part of the project by preparing draft grant proposal. Funding may come from foundations and a variety of programs run by state and federal agencies. In New Jersey, a chief source of funding is usually the Association of NJ Environmental Commissions (ANJEC) Smart Growth Grants program.
3. Meet with appropriate committees and municipal staff to gather information for the project, and to obtain review and approval of final product.
4. Develop GIS mapping for the municipality that is relevant to the project. Provide larger maps as needed for future use by municipality.
5. Work with other consultants to the municipality, as needed, to obtain and/or share information.
6. Write and produce printed summary document, plan, implementation brochure, etc and CD for distribution by municipality, including publication on local website.
7. Participate in municipal public hearings pertaining to the projects, as needed.
8. Provide technical support to the municipality on obtaining and processing data to support planning analysis.
9. Include 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, background information on resource topics.
2. Project documents – Project Summary, Inventory, Plan, Ordinance, or other document with appropriate maps.
3. CD of document and of GIS files, for future use by the municipality or non-profit.

Beneficiaries:

Local governments and environmental/conservation non-profit organizations.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$160,000			\$60,000	\$100,000
2014	\$200,000			\$100,000	\$100,000
2015	\$200,000				
2016	\$200,000				

\$100,000 PA/NJ Local Governments

PROJECT: 14-44-210 New Jersey Regional Innovation Clusters

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Mary Bell

Goals:

Support the goals and objectives of the New Jersey State Strategic Plan, by enhancing opportunities to attract and grow industries of statewide, regional, and international importance through the identification of potential regional innovation clusters and priority investment areas.

Description:

The 2012 State Strategic Plan (the Plan) is New Jersey's revised and readopted State Development and Redevelopment Plan. The Plan, designed as a strategic framework to coordinate and channel public and private investment, 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 better position New Jersey to compete for and capitalize on growth opportunities. The Plan's goals include targeted economic growth; effective regional planning; preservation, protection, and enhancement of critical state resources; and tactical alignment of government. These goals are congruent with the regional goals outlined in DVRPC's Connections long-range plan and the Greater Philadelphia Economic Development Framework, the regional Comprehensive Economic Development Strategy (CEDS).

To stimulate targeted economic growth, the State intends to identify "regional innovation clusters" and develop strategies that align resources to encourage and assist current and future industries to flourish in New Jersey. A regional innovation cluster is defined in the Plan as "an area that includes an interrelated assemblage of businesses of statewide significance, along with suppliers, trade associations, and higher education/workforce training facilities, with existing or planned infrastructure to support the expansion of existing businesses along with the recruitment of new businesses and other related development with a focus on adapting to new market opportunities." This project will support the goals and objectives of the New Jersey State Strategic Plan by using available DVRPC databases and resources, including the NETS employment database, to identify potential regional innovation clusters in Burlington, Camden, Gloucester, and Mercer counties.

Industry clusters identified as key to the State's economy include bio/pharmaceuticals and life sciences; transportation, logistics, and distribution; financial services; manufacturing; health care; and technology. Other key economies include the green energy economy; the tourism economy; and the

farming, fishing, and food economy. The preferred locations for these clusters are at or in close proximity to commuter transit hubs, freight lines, ports, airports, higher education facilities, and existing corporate campuses where adequate infrastructure already exists. The Plan also recognizes that specific sectors depend on different assets to ensure success: studies have shown, for example, that high technology and research firms that rely on 'knowledge' or 'talent' workers strongly consider quality of life assets such as access to housing, transit and recreation when making employment decisions, while access to ports and rail infrastructure are critical to many companies that are part of the emerging green energy economy.

Tasks:

1. Create a Study Advisory Committee (SAC) that includes representatives from DVRPC's four member New Jersey counties, the cities of Camden and Trenton, New Jersey state agencies, and the regional Comprehensive Economic Development (CEDS) Review Committee. The purpose of the SAC is to provide overall guidance and direction, review interim work program progress, and review the study products.
2. Based on an analysis of current and historical sectoral employment data, identify concentrations of employment in key economic sectors identified in the State Plan.
3. Identify areas where synergies exist between employers that are mutually supportive, such as the farming/fishing/food economy and transportation, distribution and logistics.
4. Compare concentrations of existing employment with the location of other assets considered key to economic development, including transportation facilities, educational institutions; corporate business parks; water, sewer, and utility infrastructure; and quality of life assets such as access to public transit and recreational opportunities.
5. Based on existing employment concentrations and the location and accessibility of assets considered critical to the economic success of the state's key economic sectors, identify potential regional innovation clusters in Burlington, Camden, Gloucester, and Mercer counties.

Products:

1. Maps and tables of background data.
2. Maps of potential regional innovation clusters.
3. White paper summarizing the study method and findings.

Beneficiaries:

New Jersey state, county, and municipal governments; citizens; and the private sector.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$40,000				\$40,000
2015	\$0				
2016	\$0				

NJDOT Supplemental

PROJECT: 14-46-172-1 Penn State University Ozone and PM 2.5 Forecasting Service

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Greene

Goals:

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

Description:

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

Tasks:

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

Products:

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

Beneficiaries:

States and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$62,000				\$62,000
2014	\$62,000				\$62,000
2015	\$62,000				\$62,000
2016	\$62,000				\$62,000

\$48,000 PADEP, \$11,000 NJ DEP, \$3,000 DEDNR

PROJECT: 14-51-020 Update DVRPC Travel Simulation Model and Household Survey

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Puchalsky

Goals:

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

Description:

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

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

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

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

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

In FY 12 - FY13 several activities were completed - the TIM 2.0 travel model, the transit on-board survey, the regional cordon and screenline survey, and the microsimulation parameters project. These projects either gave regional planners valuable data or advanced the technical tools used to model the impacts of transportation projects in the region. Additionally, the household survey and activity based model projects were initiated in FY 12- FY13. Separate consultants were selected for each project. For the household travel survey, tasks completed include sampling plan, public outreach plan, survey instruments, and pilot survey. Main survey work began in August 2012 and will continue one full calendar year. For the activity-based model, a model design plan was completed and transfer of the PSRC model was begun.

In FY14 the household travel survey consultant will complete survey work, clean and expand the data, conduct analysis, and write a report. A public outreach effort will also be conducted to publicize the survey results.

In FY14 the activity-based model consultants will finish transferring and estimating the AB model and will perform calibration and validation. Three sample studies, including back casting, will be conducted in addition to the normal validation measures to test the sensitivity of the AB model. Ties will be made to other software tools and processes used by DVRPC, including the land use model, air quality model, FTA user benefits model, microsimulation, and others as required.

FY15 Tasks include update of the quinquennial cordon line survey, update of the land use model, freight survey, follow-up development of the activity-based travel model, and a travel time survey.

The activities may require the purchase of good and services.

Tasks:

FY 2014 Tasks

1. Finish estimation of AB model.
2. Calibrate AB model.
3. Validate AB model and perform test projects.
4. Write documentation.
5. Train staff and planning partners as required.
6. Finish household travel survey data collection.
7. Clean, expand, and analyze data.
8. Write report and disseminate results.

Products:

1. Household travel survey data and report (FY14)
2. Activity-based travel demand model and documentation (FY14)

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$1,627,500				\$1,627,500
2014	\$690,000				\$690,000
2015	\$590,000				\$590,000
2016	\$200,000				\$200,000

\$489,900 PA TIP # 86077, \$200,100 NJ TIP # X30A

PROJECT: 14-51-040 Enhancing Turnpike Access to Repositioned Business Parks in Montgomery County

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson, Karin Morris, Matthew Gates

Goals:

To identify potential land use and transportation improvements that can revitalize business parks at PA Turnpike Interchanges to remain economically competitive, to bolster employment and economic activity, and to increase travel on the turnpike, thereby reducing travel on local roads.

Description:

The Delaware Valley has a large number of business parks that were built in suburban locations at interchanges on the Pennsylvania Turnpike in the 1960s-1980s, including many in Montgomery County. These office parks led to a boom in suburban employment when they were state-of-the-art 30 - 50 years ago, and they provided a stable tax-base for many municipalities. However, many of these employment centers are starting to show their age and are experiencing intense competition from newer office parks in suburban and ex-urban locations. Certain communities and business park property owners have recognized this, and are exploring strategies for repositioning these areas, including refurbishing and renovating buildings, increasing densities, providing for mixed-uses, incorporating civic and green spaces, striving for a sense of place and identity, and improving transportation access.

The advent of all-electronic toll collection has made it possible to add additional interchanges to toll roads (such as the Virginia Drive slip ramps serving the Ft. Washington Office Park) without large increases in operating costs associated with additional toll collectors. Many of the office parks in need of revitalization would benefit from the addition of slip ramps to the Pennsylvania Turnpike. Traveling to office parks at turnpike interchanges may reduce traffic on local roads, and creating a mix of uses within the business parks will provide opportunities for walking or biking to destinations, also decreasing use of local roads.

This project will be a partnership between Montgomery County and DVRPC. Montgomery County Commissioners will lead a high-level "Policy Committee" of state and local elected officials, large business park property owners, DVRPC, PennDOT, PA Turnpike, and study area municipalities. This committee will both guide the process and promote buy-in for the recommendations. A Technical Steering Committee will also be formed and led by the Montgomery County Planning Commission (MCPC) to guide the more technical aspects of the process. This committee will include DVRPC, PennDOT, PA Turnpike, and SEPTA.

This will be a two and a half year study, with DVRPC involvement in the final two years. Staff from Montgomery County Planning Commission will conduct background analysis on land use characteristics, market conditions and existing municipal plans for the selected business parks in the first half of calendar year 2013. At the start of the fiscal year, DVRPC staff will support and supplement this analysis, as needed, as well as estimate current traffic generation and distribution from the business parks and model existing Turnpike interchange traffic conditions.

MCPC staff will develop alternative development scenarios for each area, including potential square footage, residential units and traffic generated. DVRPC will partner with county staff to work with the municipalities, economic development agencies, business park owners and others in the development of these scenarios. Seven study areas will be included: King of Prussia, Swedeland, Norristown/Plymouth, Plymouth Meeting/Blue Bell, Fort Washington, Willow Grove/Horsham, and the Willow Grove Naval Air Station/Horsham.

Conceptual plans of interchange improvements or internal or area circulation changes will also be developed. DVRPC will model traffic based on the alternative development scenarios and new Turnpike interchange improvements. These scenarios will be compared with one another and with a do-nothing scenario to assess their relative impacts on employment growth; Turnpike volumes, congestion, and revenue; local road congestion; and transit ridership. DVRPC activities in FY15 will depend on needs at that time, but will likely consist of continued technical assistance in developing and communicating the scenarios, simulating additional scenarios, and quantifying the impacts.

Tasks:

1. Participate in Policy and Technical committees, led by Montgomery County Commissioners and MCPC staff, respectively.
2. In partnership with MCPC, summarize existing land use characteristics and market conditions for office and industrial parks. Estimate current traffic generation and distribution from existing parks.
3. Review conceptual plans for turnpike interchange improvements along with internal and area circulation changes based on site conditions, transportation network, and development plans. Incorporate these plans into DVRPC's Travel Demand Model.
4. Based on data from MCPC on new commercial square footage/employees and potential residential units for selected business parks, along with conceptual plans for turnpike interchange or other transportation network improvements, model transportation changes in terms of new traffic on the turnpike and the impact on local roads, considering transit travel impacts as well.
5. Estimate additional revenue generated from new turnpike usage.
6. Explore funding options for interchange improvements, including public-private

partnerships.

7. Traffic analysis of internal and local streets adjacent to the office parks.
8. Present results to member governments, local officials, and other stakeholders.
9. Provide technical assistance to MCPC and municipalities in the study areas to facilitate implementation.

Products:

1. Background analysis on business parks' characteristics, market conditions, existing plans, traffic generation, Turnpike interchange conditions, and public transportation (in concert with MCPC).
2. Alternative land use and development scenarios for each business park, along with conceptual plans for turnpike interchanges and other transportation network improvements.
3. Model results demonstrating impact of redevelopment scenarios versus do-nothing scenarios on turnpike (and turnpike revenue), local roads, and transit ridership.
4. Funding alternatives for financing improvements, focusing on public-private partnerships
5. Identification and prioritization of continuing efforts to be undertaken with the affected local governments, focusing on land use, zoning and transportation improvement actions.

Beneficiaries:

Member governments; business parks and employees; local chambers of commerce; TMAs, PA Turnpike; PennDOT; SEPTA; and Norristown Borough, and Horsham, Plymouth, Upper Dublin, Upper Merion, Upper Moreland, Whitemarsh, and Whitpain townships.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$150,000				\$150,000
2015	\$0				
2016	\$0				

PA Supplemental Land Use \$80,000 PL, \$20,000 SMLF, \$50,000 FY13 PA Scoping

PROJECT: 14-51-050 Economic Impacts of PATCO on the Delaware Valley Economy

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Puchalsky

Goals:

To demonstrate and understand the various ways that the PATCO Highspeed line impacts and benefits the citizens and economy of the DVRPC region.

Description:

The PATCO (Port Authority Transit Corporation) Highspeed line travels between Lindenwold, NJ, and 16th and Locust streets in Philadelphia and carries approximately 35,000 passengers per day. It also contributes enormous economic benefits to the South Jersey and Southeastern Pennsylvania regions in a multitude of ways. This study will explore and quantify the various economic impacts of PATCO service using a variety of methods. Some of the economic effects to be examined will include time savings, increased connections between labor markets and jobs, increases in property values, impacts on City of Philadelphia wage taxes, access provided to disadvantaged communities (e.g. disabled, minority, low income), environmental impacts such as reduced emissions, direct and indirect impacts of capital and operating expenditures, and development impacts due to station-area development.

DVRPC will examine past economic impact studies for transportation infrastructure that have been conducted in the DVRPC region and elsewhere. A steering committee comprised of DRPA, PATCO, and other stakeholders will be formed. Additionally, a technical review committee of local economists will be formed to review methods and results. DVRPC will assemble a list of possible impacts to examine as well as relevant existing data and possible methods. Appropriate methods will be selected for each impact based on feasibility and scale. Draft results will be shared and refined with Steering Committee.

Tasks:

1. Form steering committee, technical committee, and review previous similar work.
2. Review available data and methods; for each type of possible impact choose appropriate level of analysis. Review detailed work plan with committees.
3. Conduct an initial economic impact analysis or analyses using various analytical approaches.
4. Share draft result with advisory committees for review.
5. Produce report documenting findings.
6. Work with DRPA/PATCO to disseminate results as appropriate.

Products:

Study report on economic impacts of PATCO

Beneficiaries:

DRPA, New Jersey, Pennsylvania, Camden County, City of Philadelphia.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$140,000				\$140,000
2015	\$0				
2016	\$0				

\$140,000 NJDOT Supplemental

PROJECT: 14-51-070 Center City Philadelphia Evacuation Model, Phase 3 of 3

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Puchalsky

Project Manager: Fang Yuan

Goals:

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

Description:

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

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

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

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

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

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

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

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

The activities may require the purchase of good and services.

Tasks:

FY 2013 Tasks

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

FY 2014 Tasks

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

3. Produce the technical reports

Products:

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

Beneficiaries:

City of Philadelphia and surrounding region

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$150,000				\$150,000
2014	\$150,000				\$150,000
2015	\$0				
2016	\$0				

\$150,000 Department of Homeland Security

PROJECT: 14-53-020 Regional Transportation GIS Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sean Lawrence, William Stevens

Goals:

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

Description:

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

Tasks:

1. Facilitate periodic meetings with project participants to report on progress and to discuss transportation-related issues and developments.
2. Coordinate regional database development with project participants, including PennDOT and NJDOT.
3. Provide technical assistance to member governments, as requested, to identify and address IT, GIS, and data issues and opportunities.
4. Acquire additional hardware, software, and training, as appropriate.
5. Incorporate use of current aerial imagery products in the region-wide GIS system as may be appropriate.
6. Acquire and test geography and database files developed by NJDOT, PennDOT, and member governments for utilization in the Region-wide Transportation GIS.
7. Maintain transportation data clearinghouse for project participants.
8. Improve and maintain existing internet mapping applications and develop new applications as needed.
9. Research and test improvements to land use file development with input from counties and DVRPC staff.

Products:

1. Regional transportation-related data available to all member governments' to support their GIS programs.

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

3. Updated and new internet mapping applications.

Beneficiaries:

All Client Groups

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$400,000				\$400,000
2014	\$400,000				\$400,000
2015	\$400,000				\$400,000
2016	\$400,000				\$400,000

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

PROJECT: 14-56-700 Member Government Special Projects

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Richard Bickel

Goals:

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

Description:

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

Tasks:

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

Products:

1. Technical memo or report for each study.

Beneficiaries:

Member governments and other agencies.

Project Cost and Funding:

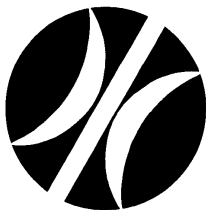
FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$1,226,922				\$1,226,922
2014	\$710,490				\$710,490
2015	\$500,000				
2016	\$500,000				

Various Projects Funded by Project Sponsors

*FISCAL YEAR 2014 PLANNING WORK
PROGRAM*

CHAPTER THREE

*SUPPORTIVE REGIONAL
HIGHWAY PLANNING
PROGRAM (SRHPP)*



Delaware Valley Regional Planning Commission

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2014 PLANNING WORK PROGRAM

CHAPTER THREE

SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM

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**Delaware Valley Regional Planning Commission
FY 2014 PENNSYLVANIA SUPPORTIVE REGIONAL
HIGHWAY PLANNING PROGRAM**

Core Projects					
Project Number	Agency	Project	FY 2014 Budget		
			Cash	Match	Total
14-60-010	Bucks County	Supportive Regional Highway Planning	\$84,000	\$21,000	\$105,000
14-60-020	Chester County	Supportive Regional Highway Planning	121,600	30,400	152,000
14-60-030	Delaware County	Supportive Regional Highway Planning	60,800	15,200	76,000
14-60-040	Montgomery County	Supportive Regional Highway Planning	126,400	31,600	158,000
14-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	185,200	46,300	231,500
Subtotal			\$578,000	\$144,000	\$722,500
Special Studies					
Project Number	Agency	Project	FY 2014 Budget		
			Cash	Match	Total
14-60-051 ⁱ	City of Philadelphia Streets Department	Traffic Counting Program	\$50,000	\$12,500*	\$62,500
Subtotal			50,000	12,500	62,500
Program Total			\$628,000	\$157,000	\$785,000

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

ⁱ Project work will be performed by DVRPC staff. Match will be added to the City of Philadelphia Core agreement

**PROJECT: 14-60-010 Bucks County: Supportive Regional Highway
Planning Program**

Responsible Agency: Bucks County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I -Administration and Coordination:

- a)Develop annual work program;
- b)Prepare progress reports and invoices;
- c)Perform general administration;
- d)Perform 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; and
- d)Integrate county accident, capacity and traffic information into GIS database;
- 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 which meet transportation improvements and clean air standards.
- C) Coordinate with municipalities and regional planning agencies to implement transportation and clean air standards;
- 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 FY2015 Work Program.

Beneficiaries:

States, Counties, Municipalities, Private Sector.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$105,000	\$105,000			
2014	\$105,000	\$105,000			
2015	\$105,000	\$105,000			
2016	\$105,000	\$105,000			

**PROJECT: 14-60-020 Chester County: Supportive Regional Highway
Planning Program**

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Program Administration and Coordination:

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

Task II - Transportation Improvement Program:

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

Task III - Transportation Plan Maintenance:

- 1.Participate in DVPRC committees and provide input to DVRPC for studies concerning short-range and long-range transportation planning.
- 2.Update the County Transportation Plan and other County-wide plans or studies related to transportation.
- 3.Assist in the development of local transportation plans and studies. Coordinate with municipalities, DVRPC, PennDOT, TMAs, and developers.
- 4.Review traffic impacts studies, land development plans, zoning changes, and Comprehensive Plans that impact the County and Regional Transportation Plans.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$152,000	\$152,000			
2014	\$152,000	\$152,000			
2015	\$152,000	\$152,000			
2016	\$152,000	\$152,000			

**PROJECT: 14-60-030 Delaware County: Supportive Regional Highway
Planning Program**

Responsible Agency: Delaware County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I – Program Administration and Coordination:

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

Task II – Transportation Improvement Program

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

Task III – Transportation Plan Maintenance

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

Products:

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

Beneficiaries:

Delaware County, municipalities, residents, businesses

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$76,000	\$76,000			
2014	\$76,000	\$76,000			
2015	\$76,000	\$76,000			
2016	\$76,000	\$76,000			

PROJECT: 14-60-040 Montgomery County: Supportive Regional Highway Planning Program

Responsible Agency: Montgomery County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I – Program Administration and Coordination:

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

Task II – Transportation Improvement Programming:

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

Task III – Transportation Plan Maintenance and Implementation:

1. Review traffic impact studies, zoning changes and new/revised Comprehensive Plans that impact the County and Regional Transportation Plans.
2. Participate in various transportation study task forces.
3. Update the County Transportation Plan.
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.

Beneficiaries:

Montgomery County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$158,000	\$158,000			
2014	\$158,000	\$158,000			
2015	\$158,000	\$158,000			
2016	\$158,000	\$158,000			

PROJECT: 14-60-050 Philadelphia: Supportive Regional Highway Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I -Program Administration:

- 1.Review and comment on the Commission's staff reports.
- 2.Continue development of Certification Acceptance or Modified Certification Acceptance documents, standards, and/or procedures.
- 3.Identify and resolve differences between county and regional highway planning agencies.
- 4.Develop a work program for future "pass through" funds.

Task II - Transportation Improvement Program:

- 1.Develop, collect, and maintain information and data on individual transportation projects under construction for inclusion in the TIP and maintain an inventory of projects for capital program consideration.
- 2.Assist in developing project descriptions.
- 3.Coordinate preparation of TIP with local community groups, elected officials, DVRPC, state agencies, and the public for the purpose of developing a regional TIP. This includes participation in programs such as Transportation Enhancements, CMAQ, Hometown Streets/Safe Routes to School and the Transportation Community Development Initiative.
- 4.Coordinate candidate projects with other city agencies to assure that transportation capital projects are consistent with overall city and regional goals and objectives.
- 5.Develop a prioritization of projects and facilities under consideration for inclusion in

the Capital Program.

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

Task IV - Transportation Plan Maintenance/Technical Coordination:

1. Analyze and evaluate the impact of proposed developments on transportation facilities.
2. Coordinate the city highway network with the regional highway network;
3. Identify and update those links of the city highway system which augment the regional system.
4. Review existing functional classification system.
5. Participate in development and implementation of a county and regional transportation planning work program, including participation at intra-city planning strategy meetings.
6. Participate in regional transportation study meetings, committees, community

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

7. Participate in the corridor analysis of locations, corridors, neighborhood commercial streets, and other highways.

8. Participate in local and regional intermodal improvement efforts such as "Transit First" and park/ride facilities, pedestrian/bicycle facilities and goods movement strategies.

9. Manage and oversee selected Transportation Enhancement, Hometown Streets/Safe Routes to School and Transportation Community Development Initiative recipients.

Task V - Transportation Facilities/Data Files:

1. Collect, coordinate, update and process traffic flow/volume information.

2. Review, analyze and evaluate traffic flow/volume data.

3. Inventory and assemble appropriate physical transportation facilities and put such information into an easily accessible and usable form.

4. Process the automatic traffic recorder information through the MPO to assure compatibility of data collection efforts with those in the surrounding areas.

5. Provide federal, state, county and regional agencies with traffic flow/volume data.

6. Assemble traffic information files which accurately reflect existing physical conditions resulting in more efficient revisions to the functional classification system and an equitable allocation of funding.

7. Expand traffic counting coverage throughout the City.

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 Supportive Regional Highway Planning Program.

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

4. Successful completion of capital improvements.

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

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

7. Advancement of high priority TSM projects.

8. A plan showing the updated systems.

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

Beneficiaries:

City of Philadelphia

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$294,000	\$294,000			
2014	\$294,000	\$294,000			
2015	\$294,000	\$294,000			
2016	\$294,000	\$294,000			

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

PROJECT: 14-60-051 City of Philadelphia Traffic Counts

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Charles Henry, Scott Brady

Goals:

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

Description:

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

Tasks:

1. Schedule meetings with city representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare traffic count data for the city's GIS file and prepare traffic count map showing new locations.

Products:

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

Beneficiaries:

City of Philadelphia, project managers, PennDOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$50,000	\$50,000			
2014	\$50,000	\$50,000			
2015	\$50,000	\$50,000			
2016	\$50,000	\$50,000			

**Delaware Valley Regional Planning Commission
FY 2014 NEW JERSEY SUPPORTIVE REGIONAL
HIGHWAY PLANNING PROGRAM**

Core Projects					
Project Number	Agency	Project	FY 2014 Budget		
			Cash	Match	Total
14-61-010	Burlington County	Supportive Regional Highway Planning	\$39,755	\$9,939	\$49,694
14-61-020	Camden County	Supportive Regional Highway Planning	29,815	7,454	37,269
14-61-030	Gloucester County	Supportive Regional Highway Planning	39,100	9,774	48,874
14-61-040	Mercer County	Supportive Regional Highway Planning	34,130	8,532	42,662
Subtotal			\$142,800	\$35,700	\$178,500
Special Studies					
Project Number	Agency	Project	FY 2013 Budget		
			Cash	Match	Total
14-61-060 ⁱ	Burlington County/CCCTMA	Bicycle Master Plan-Phase II	\$32,000	\$8,000	\$40,000
14-61-070 ⁱⁱ	Camden County/DVRPC	Highway Circulation Plan Update – Phase II	35,200	8,800*	44,000
14-61-080 ⁱⁱⁱ	Camden County County/DVRPC	Traffic Counting Program	43,000	10,750*	53,750
14-61-090 ^{iv}	Gloucester County County/DVRPC	Traffic Counting Program	43,000	10,750*	53,750
14-61-100 ^v	Mercer County County/DVRPC	Traffic Counting Program	43,000	10,750*	53,750
14-61-110 ^{vi}	Camden City	Core SRHPP Work Program	25,000	6,250	31,250
14-61-120 ^{vii}	Camden City County/DVRPC	Traffic County Program	\$21,000	\$5,250*	\$26,250
Subtotal			242,200	60,550	302,750
Program Total			\$385,000	\$96,250	\$481,250

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

ⁱ Agreement will be directly with CCCTMA. Burlington County will receive an \$8000 match only agreement

ⁱⁱ Project work will be performed by DVRPC staff. Match will be added to Camden County Core agreement

ⁱⁱⁱ Project work will be performed by DVRPC staff. Match will be added to Camden County Core agreement

^{iv} Project work will be performed by DVRPC staff. Match will be added to Gloucester County Core agreement

^v Project work will be performed by DVRPC staff. Match will be added to Mercer County Core agreement

^{vi} Agreement will be directly with the City of Camden

^{vii} Project work will be performed by DVRPC staff. The City of Camden will receive a \$5,250 match only agreement.

PROJECT: 14-61-010 Burlington County: Supportive Regional Highway Planning Program

Responsible Agency: Burlington County - Land Development

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Administration:

1. Attend the monthly Board RTC/PCC meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices and the Annual Completion Report.
3. Prepare the FY 2015 Work Program.

Task II - Transportation Improvement Program (TIP):

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

Task III - Transportation Plan Maintenance:

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

5. Participate in the development of Transportation Development Districts to further the goals of the Transportation Plan.
6. Produce and review maps and conceptual plans to be used for transportation planning.
7. Review regional, state and municipal transportation plans for consistency with the Transportation Plan.
8. Provide information to the public as requested.

Task IV - Transportation Planning Data Files:

1. Update and maintain the County Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county.
2. Maintain accident files and analyze accident reports as a data source for the transportation planning effort.
3. Take traffic counts at selected locations to support transportation studies, to gauge the effectiveness of implemented or proposed transportation improvements, and to maintain the county's traffic count map.

Products:

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

Beneficiaries:

Burlington County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$49,694				\$49,694
2014	\$49,694				\$49,694
2015	\$49,694				\$49,694
2016	\$49,694				\$49,694

*STP-STU, \$39,755 Cash-\$9,939 Match

PROJECT: 14-61-020 Camden County: Supportive Regional Highway Planning Program

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

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I -Administration

- 1.Perform general administrative duties, including liaison and interagency coordination.
- 2.Prepare annual progress and expenditure reports and a completion report.
- 3.Develop FY 2015 Camden County work program for inclusion in the Regional Transportation Committee Work Program.
- 4.Attend meetings including DVRPC monthly RTC meetings, NJ Subcommittee Meetings, and special meetings as required.

Task II -Transportation Improvement Program (TIP)

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

Task III -Transportation Plan Maintenance

- 1.Coordinate local governments' Land Use and Transportation Policies with the Regional and State Long Range Plans.
- 2.Prepare modifications, as required to update the County's Transportation Planning Process and coordinate with DVRPC.
- 3.Monitor and evaluate the impact of existing and proposed residential, commercial,

and industrial development in terms of short and long range transportation facility improvements, including social, economic and environmental considerations, population growth and business growth.

4. Evaluate proposed Senate and Assembly bills pertaining to highway planning.
5. Estimate future land use activities (e.g. corridor delineation) including identification of high growth areas. Coordinate the activity with the growth center development patterns during the NJ State Development and Redevelopment Planning (SDRP) process, and “Smart Growth” grants.
6. Assist with the development and update of CMS corridors and strategies.

Task IV. -Transportation Planning Data and Analysis:

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

Products:

1. Progress and expenditure reports and minutes of meetings.
2. Annual Completion Report for FY 2014
3. FY 2015 Work Program for Supportive Highway Programs
4. Updated County and Regional Transportation Improvement Program
5. Inventory and Status of TIP projects
6. Aerial photographs, DVRPC TravelSmart updates, CMS, PMS updates, Sign and Signal Management data updates.

Beneficiaries:

Camden County, Municipalities, State, Private Citizens

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$62,269				\$62,269
2014	\$56,819				\$56,819
2015	\$56,819				\$56,819
2016	\$56,819				\$56,819

*STP-STU , \$29,815 Cash- \$27,004 Match

PROJECT: 14-61-030 Gloucester County: Supportive Regional Highway Planning Program

Responsible Agency: Gloucester County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I - Administration:

1. Perform the general administrative duties, including liaison and interagency coordination.
2. Prepare quarterly progress reports and expenditure reports; prepare annual completion report.
3. Develop annual work program for FY 2015.
4. Perform necessary public participation.
5. Review transportation reports and correspondence and provide responses.
6. Attend meetings including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required.

Task II - Transportation Improvement Program:

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

Task III - Transportation Plan Maintenance:

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

Range Plans.

2. Monitor and evaluate impact of proposed land development on existing and proposed highway and transit facilities.
3. Monitor certain state highway improvements and proposals.
4. Update the Gloucester County Official Map.
5. Maintain an update of the functional classification system.
6. Review regional, state and municipal transportation policies for consistency with the County's Plan.

Task IV - Transportation Planning Data and Analysis:

1. Prepare and maintain Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county and share traffic count data with interested parties.
2. Maintain data files supplied by NJDOT as data source for the transportation efforts.
3. Maintain information on Management Systems such as Bridge, Pavement, Safety, etc.
4. Take traffic counts at selected locations to support transportation studies and to maintain the traffic county map.
5. Develop and maintain a GIS database for traffic counts.

Products:

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

Beneficiaries:

Gloucester County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$62,264				\$62,264
2014	\$59,624				\$59,624
2015	\$59,624				\$59,624
2016	\$59,624				\$59,624

*STP-STU, \$39,100 Cash- \$20,524 Match

PROJECT: 14-61-040 Mercer County: Supportive Regional Highway Planning Program

Responsible Agency: Mercer County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I -Administration:

- 1.Perform general administration, interagency liaison and technical coordination of the program.
- 2.Develop the annual work program for inclusion in the FY 2015 Planning Work Program. Prepare annual completion report, monthly progress reports and quarterly expenditure reports.
- 3.Attend monthly DVRPC Board, and Regional Transportation Committee meetings and other meetings with Federal, State, and local transportation agencies.

Task II -Transportation Improvement Program:

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

Task III -Transportation Plan Maintenance:

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

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

Task IV -Transportation Planning Data and Analysis:

1. Review and compile statistical data and inventories as provided by state agencies, DVRPC, and private sources.
2. Obtain traffic counts with county equipment and personnel to supplement outside sources for a specific task.
3. Land use, economic and demographic data compilation and analysis which support transportation planning.
4. Create and update transportation-related maps.

Products:

1. Monthly progress reports.
2. Quarterly expenditure reports and invoices.
3. Annual completion reports summarizing FY 2013 activities and accomplishments.
4. A work program for the FY 2015 Regional Planning Work Program.
5. An updated County and Regional Transportation Improvement Program with local government input.
6. Maps and/or studies used in planning transportation improvements.
7. Approved Transportation Improvement Program and Capital Improvement Program.
8. A brief report of activities which were undertaken in the implementation of TIP projects.
9. Highway data and analysis to the county and other governmental agencies, developers and citizens.
10. Correspondence on meetings and seminars attended.
11. Highway project analyses as they relate to new highway construction, functional classification and future planning activities.
12. Selective reports and new technical data files.

Beneficiaries:

Mercer County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$56,412				\$56,412
2014	\$53,412				\$53,412
2015	\$53,412				\$53,412
2016	\$53,412				\$53,412

*STP-STU, \$34,130 Cash - \$19,282 Match

PROJECT: 14-61-060 Burlington County Bicycle Master Plan - Phase II

Responsible Agency: Cross County Connection TMA

Project Manager: Sarah Oaks

Goals:

To facilitate implementation of Burlington County's planned bicycle network through a bikeway prioritization and implementation plan.

Description:

Phase I of the Burlington County Master Plan, recommended a comprehensive on-road bicycle network in the county. Phase II of the Plan, referred to here as the Implementation Plan, will prioritize construction of the planned bikeways and provide an implementation plan for the planned bikeway network. The project would establish short, medium and long-term priorities for constructions of planned bikeways, integrate improvements with resurfacing and capital improvement schedules, develop policy strategies and provide design recommendations. The Implementation Plan will focus on constructing the planned network through annual milestones; establishing expectations for local, county, regional and state organizations; and identifying bicycle supportive policies and actions. A focus of the Implementation Plan will be coordination with governmental and non-governmental entities responsible for implementing a comprehensive bikeway network in the county. The project is intended to improve the safety of non-motorized travel and increase the mobility and travel options of road users in Burlington County.

Tasks:

1. Develop prioritization criteria and establish construction priorities based on stakeholder input and analysis of potential use.
2. Establish design recommendations based on field evaluation, user needs and best practice design standards.
3. Outline organization responsibilities and annual milestones in coordination with state, regional, county and local entities.
4. Develop implementable bicycle-supportive policy recommendations based on stakeholder input and user needs documented in Phase I of the Plan.
5. Hold meetings of the Plan Steering Committee assembled in Phase I to guide implementation strategies and schedules.
6. Conduct stakeholder/public outreach to receive feedback on draft recommendations for implementation.
7. Prepare draft Implementation Plan for review by Steering Committee members.
8. Prepare final Phase II Implementation Plan and integrate with the Phase I Network Plan to create the final Burlington County Bicycle Master Plan.

Products:

1. Comprehensive bicycle master plan and technical memoranda documenting task elements

Beneficiaries:

Burlington County residents and other travelers in southern NJ

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$40,250				\$40,250
2014	\$40,000				\$40,000
2015	\$0				
2016	\$0				

*STP-STU, \$32,000 Cash to CCCTMA - \$8,000 Match Agreement to Burlington County

PROJECT: 14-61-070 Camden County Highway Circulation Plan - Phase II

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson

Goals:

To identify long-term transportation strategies and highway improvement projects and serve as the highway element of the updated Camden County Master Plan.

Description:

Camden County population is forecasted to increase from 513,657 to 528,303 residents (2.9 percent) between 2010 and 2040. The growth will add to the strain of an already overburdened County's transportation system. A number of plans and projects have been prepared over the years that address particular transportation needs and issues. However, there has been no recent comprehensive examination of the County's overall highway system. This two-year project will provide a systematic review and inventory of the transportation improvements that will be needed to promote an efficient flow of people and goods along the County's highway system.

Phase I included a literature search to understand and describe the County's overall transportation and land use setting; and to document current projects, programs, plans, and proposals that have already been advanced to address the transportation needs. Collection and assessment of current land use conditions and transportation system characteristics (supply, demand and performance data) was undertaken to measure the current situation, to identify deficiencies in need of improvement, and to serve as a baseline for future forecasting.

Phase II will include an 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 for additional improvement recommendations. Subsequently, improvements identified through the Phase I analyses, and those identified through the evaluation of the 2040 LRP will be tested against the land use vision portrayed in the updated County Master Plan for adequacy, and refined as project recommendations. A report will be prepared that will identify recommended physical and operational improvements for the County highway and bridge infrastructure. The plan will include cost estimates, potential funding sources, implementation partners, and next steps.

Tasks:

PHASE I – CURRENT CONDITIONS

1. Establish Study Advisory Committee (SAC)
Invite representatives of the County (Engineering and Planning Divisions)) and selected Planning Firm writing the County Comprehensive Plan and Land Use Element update. Other participants to be determined at a later date.
2. Identify Land Use Strategies / Policies. The new land use plan will drive the policy areas and determine land use.
 - A. Areas
 - b. Segments
3. Develop asset management framework to create a roadway inventory
 - a. Identify County Assets such as:
 - i. Roads
 - ii. Bridges –over 20ft. And under 20 ft.
 - lii. Inlets
 - iv. Outfalls
 - v. Other drainage structures that keep roads from flooding
 - vi. Compile list of roads that are currently county assets that can be turned over to the local municipality.
 - Vii. List of issues with intersections as they pertain to the High Voltage Electric Priority Act –
4. Identify Congestion Management Strategies / Policies (CMP Based)
 - a. Access Management / Complete Streets
 - b. County Road Design Criteria
5. Identify Traffic Safety and Mobility Recommendations (CMP Based)
 - a. Areas
 - b. Segments
 - c. Points
6. Inventory Background Materials
 - a. Review current circulation plan
 - b. County population and employment statistics – 2010 and 2040
 - c. Current land use coverage, Land Use Centers (DVRPC), major land development proposals (Camden County), Camden County land development and subdivision ordinance, Camden County roadway design standards, Camden County Land Use Plan
 - d. Human, cultural and natural environments – areas which are sensitive to, or constrain growth or development
 - e. Transportation system characteristics and facilities – journey-to-work (destinations, modes), highway systems (County, state, authority), public transportation systems (NJ Transit bus and rail, and PATCO rail), passenger and freight intermodal facilities, ports, airports, non-motorized transportation facilities
 - f. Transportation system improvements – physical and operational projects, programs, plans and proposals of the County, state, authorities and adjacent

jurisdictions

7. Document Transportation System's Supply and Demand Characteristics

a. Highways

i. Federal and County highway functional classification systems – define attributes (lanes, speed limits, etc.)

ii. Annual Average Daily Traffic volumes – assess inventory / conduct counts where necessary

b. Public Transportation Overview

i. NJ Transit bus routes

ii. NJ Transit RiverLine network and stations

iii. PATCO High Speed Line network and stations

iv. CCCTMA JARC routes

c. Multi-use trails and bikeways (reference the more detailed study)

d. Ports and other freight facilities

8. Assess Current Transportation Conditions

a. Congestion Management Process (DVRPC)

b. Traffic Safety of County and state highway network (Plan 4 Safety) – segments and intersections along the county roads and where state and county highways meet

c. Current Improvement Programs – safety and mobility

i. DVRPC TIP and Long-Range Plan (LRP)

ii. County Public Works Department Capital Plan – County Capital Plan

iii. Other authority / state Initiatives

iv. Federal Aviation Administration (FAA) – as appropriate

d. Prepare and conduct Regional Travel Demand Modeling (VISUM) – focused and calibrated for Camden County analysis

i. Assess mobility along County and state highway network – prepare representative peak hour highway volumes from daily traffic forecasts, and compare with typical segment capacities (to derive segment v/c ratios for planning evaluations)

ii. Conduct crash analysis along County highways and make safety improvement recommendations in these areas to improve safety

9. Identify Current Deficiencies:

a. Compare modeling results to improvement proposals / source materials (LRP, TIP, etc.)

b. Identify gaps

c. Formulate safety and mobility improvement recommendations and discuss

i. Areas

ii. Segments

iii. Points

PHASE II – FUTURE CONDITIONS.

1. 2040 “No-Build” Conditions

a. Inventory LRP's population and employment changes in Camden County by TAZ

b. Inventory Future Year CMP

- c. Inventory LRP's set of improvements
 - d. Prepare LRP's socio-economic and network improvement inputs for VISUM modeling
2. Assess 2040 "No-Build" Conditions
 - a. Conduct VISUM modeling of the Region's 2040 LRP – for Camden County analysis
 - i. Assess mobility along County and state highway network – prepare representative peak hour highway volumes from daily forecasts, and compare with 2040 highway capacities (segment v/c ratios for planning evaluations)
 3. Identify Future Deficiencies and Recommendations
 - a. Compare modeling results to Current Conditions results, and improvement proposals / source materials (LRP, TIP, etc.)
 - b. Identify gaps
 - c. Formulate mobility improvement recommendations and discuss
 - i. Areas
 - ii. Segments
 - iii. Points
 - d. Identify low volume county roads that are candidates for local ownership
 4. Evaluate Gaps (Current and 2040 "No-Build" improvements) as the foundation for the County Master Plan's land use vision (i.e., the 2040 "Build" scenario).
 - A. Prepare and conduct 2040 "Build" scenario VISUM model with incremental set of viable and supported surface transportation mobility projects
 - b. Assess 2040 "Build" Conditions

Conduct VISUM modeling of the Region's 2040 LRP – for Camden County analysis

 - i. Assess mobility along county and state highway network – prepare representative peak hour highway volumes from daily forecasts, and compare with 2040 highway capacities (segment v/c ratios for planning evaluations)
 - c. Summarize results / Identify Recommendations
 - i. Areas
 - ii. Segments
 - iii. Points
 5. Prepare Implementation Guide – including order-of-magnitude construction cost estimates, potential funding sources, responsible parties, and next steps for implementation

Prepare High-level CMP and Environmental Screening of Preliminary Final Recommendations PHASE II – RECOMMENDED PLAN [to / may include projects, policies, and plans, and/or additional studies to further develop recommendations

Products:

1. Technical memorandums for the SAC meetings – interim products to guide discussions, summarize activities performed / results obtained, and get direction
2. Public involvement – to be determined (DVRPC will work with the County to determine the scope of public involvement needed to support the project)
3. Final Report document (summarizing steps performed, analytical results and recommendations) – to serve as the highway element of the Camden County Master Plan Update
4. New Highway map – with ROW widths and Functional Classes
5. Road program – non prioritized program of upgrades and recommendations for improvements.

Beneficiaries:

Camden County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$45,000				\$45,000
2014	\$35,200				\$35,200
2015	\$0				
2016	\$0				

*STP-STU,

PROJECT: 14-61-080 Camden County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

Goals:

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

Description:

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

Tasks:

1. Schedule meetings with county representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare traffic count data for the county's GIS file and prepare traffic count map showing new locations.

Products:

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

Beneficiaries:

Camden County, municipalities, NJ DOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$55,000				\$55,000
2014	\$43,000				\$43,000
2015	\$43,000				\$43,000
2016	\$43,000				\$43,000

*STP-STU

PROJECT: 14-61-090 Gloucester County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

Goals:

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

Description:

The Gloucester County Planning Division has requested that DVRPC continue to perform a traffic counting program within Gloucester County. This information will be used for the County's transportation, planning, engineering and pavement management studies. DVRPC will provide traffic count information at locations determined by the County's Planning and Engineering staff.

Tasks:

1. Schedule meetings with County Planning and Engineering representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare traffic count data for the County's GIS file and prepare traffic count map showing new locations.
7. Update the County's GIS traffic count file and map.

Products:

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

Beneficiaries:

Gloucester County, municipalities, NJ DOT

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$55,000				\$55,000
2014	\$43,000				\$43,000
2015	\$43,000				\$43,000
2016	\$43,000				\$43,000

*STP-STU

PROJECT: 14-61-100 Mercer County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

Goals:

Obtain new traffic count data and compare with existing data in GIS format for transportation, engineering and pavement management studies

Description:

To supplement existing counts in the Transportation Development District, the County needs to annually collect approximately 200 more counts throughout other parts of the county.

Additionally, the County will incorporate developer traffic study count data into the County's GIS system so that the traffic count data collected as a result of this project will be linked to that produced by others. In this way the County will obtain the most accurate representation of traffic flow in the county. Once compiled, this data will be shared with municipalities in order to enhance their transportation study efforts.

Tasks:

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$55,000				\$55,000
2014	\$43,000				\$43,000
2015	\$43,000				\$43,000
2016	\$43,000				\$43,000

*STP-STU

PROJECT: 14-61-110 City of Camden - 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 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 (i.e. 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 their use.

Task II- Transportation Improvement Program

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

Task III – Transportation Plan Maintenance

1. Monitor and evaluate 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. Breif 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, Region

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				\$0
2014	\$31,250				\$31,250
2015	\$31,250				\$31,250
2016	\$31,250				\$31,250

STP-STU, \$25,000 Cash - \$6,250 Match

PROJECT: 14-61-120 City of Camden - Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Scott Brady

Goals:

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

Description:

The City of Camden has requested that DVRPC perform a traffic counting program. This information will be used for the City's transportation, planning, engineering and pavement management studies. DVRPC will provide traffic count information at locations determined by the City's Planning and Engineering staff.

Tasks:

1. Schedule meetings with City of Camden representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations, both traffic volume and intersection turning movements where required.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Present data to Camden City for their use.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$21,000				\$21,000
2015	\$0				
2016	\$0				

STP-STU

*FISCAL YEAR 2014 PLANNING WORK
PROGRAM*

CHAPTER FOUR

*TRANSIT SUPPORT PROGRAM
(TSP)*



Delaware Valley Regional Planning Commission

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2014 PLANNING WORK PROGRAM

CHAPTER FOUR

TRANSIT SUPPORT PROGRAM

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**Delaware Valley Regional Planning Commission
FY 2014 PENNSYLVANIA TRANSIT SUPPORT PROGRAM**

Core Projects					
Project Number	Agency	Project	FY 2014 Budget		
			Cash	Match	Total
14-63-001	Bucks County	Transit Planning & Programming	\$56,422	\$14,105	\$70,547
14-63-002	Chester County	Transit Planning & Coordination	42,106	10,526	52,632
14-63-003	Delaware County	Transit Planning & Coordination	80,000	20,000	100,000
14-63-004	Montgomery County	Transit Planning & Implementation	70,735	17,683	88,418
14-63-005	Philadelphia Office of Transportation and Utilities	Transit Planning & Programming	90,104	22,526	112,630
14-63-006	Philadelphia City Planning Commission	Short Range Planning	109,472	27,368	136,840
14-63-007	SEPTA	Capital Planning/TIP	271,157	67,789	338,946
Subtotal			\$720,000	\$180,000	\$900,000
Special Studies					
Project Number	Agency	Project	FY 2014 Budget		
			Cash	Match	Total
14-63-008 ⁱ	Bucks County/TMA	Regional Rail Visibility Enhancement	\$20,000	\$5,000	\$25,000
14-63-009 ⁱⁱ	Chester County	Chester County Public Transportation Plan – Phase II	80,000	20,000	100,000
14-63-010 ⁱⁱⁱ	Delaware County/DVRPC	Primos Station Parking Study	80,000	20,000*	100,000
Subtotal			180,000	45,000	225,000
Program Total			\$900,000	\$225,000	\$1,125,000

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

ⁱ Agreement will be directly with Bucks County

ⁱⁱ Agreement will be directly with Chester County

ⁱⁱⁱ Project work will be performed by DVRPC staff. Match will be added to Delaware County Core agreement

PROJECT: 14-63-001 Transit Planning and Programming

Responsible Agency: Bucks County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

Examine the need for public transportation services, specifically in areas of rapid traffic volume increases and escalating traffic congestion. Advocate and coordinate the implementation of activities and services that support public transit usage and help improve suburban mobility.

Rapid development and minimal public transportation services have led to an overburdened highway network in Bucks County. The county's geographic location between the New Jersey to New York corridor to the east, Philadelphia to the south and the Allentown-Bethlehem-Easton areas to the north guarantees that development pressures will continue. Bucks County's Comprehensive Plan aims to guide and coordinate development to minimize its adverse impacts.

This project will allow staff to examine opportunities to minimize traffic impacts and enhance suburban mobility through an expanded public transportation system. Public transportation objectives will be pursued through coordination with local governments, the business community and area service providers.

Tasks:

1. Program administration and interagency coordination, to include general program correspondence and public information requests;
2. Assist the business community in identifying unique transportation needs and provide information as to public transportation alternatives;
3. Review existing and proposed development to identify areas capable of supporting public transportation services or areas in particular need of expanded transit services;
4. Review county and municipal growth management policies to ensure that access to public transportation services are included where feasible;
5. Review existing paratransit services for evaluation and compliance with ADA requirements; and
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; and
5. Proposed FY 2015 Work Program.

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 *
2013	\$69,673		\$69,673		
2014	\$70,547		\$70,547		
2015	\$70,547		\$70,547		
2016	\$70,547		\$70,547		

\$56,422 Cash - \$14,105 Match

PROJECT: 14-63-002 Transit Planning and Coordination

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Task I – Administration:

- 1.Prepare quarterly progress reports and invoices.
- 2.Participate in DVRPC's Annual Planning Work Program development.
- 3.Perform general administration and respond to information requests.

Task II – Planning and Programming:

- 1.Monitor existing transit services and evaluate the need and potential for new public transportation services. Participate in various transportation study advisory committees related to public transit.
- 2.Participate in developing and amending the Transportation Improvement Program (TIP).
- 3.Review and provide input to SEPTA's capital budget, operating budget, and annual service plan. Monitor service changes and capital projects.
- 4.Monitor transportation funding programs and opportunities.

Task III – Coordination:

- 1.Participate in meetings of regional or multi-county interest to discuss issues related to public transportation services or policies. Coordinate with DVRPC, SEPTA, Amtrak, PennDOT, TMACC, and other organizations that plan or provide transit and paratransit services.
- 2.Provide technical assistance and policy input to the County Commissioners and SEPTA Board members.
- 3.Participate in meetings and activities of the TMA of Chester County and Greater

Valley Forge TMA.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$51,995		\$51,995		
2014	\$52,632		\$52,632		
2015	\$52,632		\$52,632		
2016	\$52,632		\$52,632		

\$42,106 Cash - \$10,526 Match

PROJECT: 14-63-003 Transit Planning and Coordination

Responsible Agency: Delaware County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

This project will enhance the mobility of the residents of Delaware County by providing comprehensive planning, programming, monitoring, and coordination of transit services in the county.

Tasks:

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

Products:

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

Beneficiaries:

Member Governments, Operating Agencies, Private Sector, Citizens

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$98,788		\$98,788		
2014	\$120,000		\$120,000		
2015	\$120,000		\$120,000		
2016	\$120,000		\$120,000		

\$80,000 Cash - \$40,000 Match

PROJECT: 14-63-004 Montgomery County Transit Planning and Implementation

Responsible Agency: Montgomery County Planning Commission

Project Manager: Sarah Oaks

Goals:

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

Description:

The purpose of this project is to partially fund staff participation in transit planning with SEPTA, DVRPC and Pottstown Urban Transit, Inc. (PUT). It will fund planning activities dealing with route and service modifications, new route planning, capital and operating budget review, policy development, and data gathering and analysis.

Tasks:

Task I – Administrative/Coordination:

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

Task II – Transportation Plan Maintenance and Implementation:

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

Products:

- 1.Monthly progress and financial reports.
- 2.Route and service plans.
- 3.County Transportation Plan Update.

Beneficiaries:

Operating Agencies, Private Sector, County and Municipalities

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$87,348		\$87,348		
2014	\$88,418		\$88,418		
2015	\$88,418		\$88,418		
2016	\$88,418		\$88,418		

\$70,735 cash - \$17,683 Match

PROJECT: 14-63-005 Philadelphia Transit Planning and Programming

Responsible Agency: Mayors Office of Transportation and Utilities

Project Manager: Sarah Oaks

Goals:

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

Description:

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

Tasks:

Short-Range Transit Planning Process:

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

Long-Range Transit Planning Process:

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

TIP Coordination and development:

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$111,265		\$111,265		
2014	\$112,630		\$112,630		
2015	\$112,630		\$112,630		
2016	\$112,630		\$112,630		

\$90,104 cash - \$22,526 Cash

PROJECT: 14-63-006 Philadelphia Short Range Planning

Responsible Agency: Philadelphia City Planning Commission

Project Manager: Sarah Oaks

Goals:

To support the City Planning Commission's transportation planning and programming efforts at both City and regional levels, and to develop recommendations on specific issues as needed.

Description:

The City of Philadelphia's Home Rule Charter requires that the City Planning Commission prepare an annual Capital Program and Budget. This work also provides input into development of the regional TIP. Support is needed for the proper analysis, ranking, and determination of cross-functional priorities of the projects submitted for review, as well as for continued capital program maintenance. The Planning Commission is also required by the Charter to prepare and maintain a Comprehensive Plan for the City. Staff support is also needed for analyses of proposed developments, as well as the development of transportation improvement proposals for immediate implementation. This project will also include participation in the regional planning process.

Tasks:

Task 1: Transportation Capital Programming Projects

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

Task 2: Transportation Plan Development and Maintenance

- a) Participate in the development and maintenance of the transportation elements of the City's comprehensive plan and district plans.
- b) Provide City Planning Commission input to DVRPC's transportation planning projects, including the development of the Long Range Plan.

- c) Work with the Transit First Subcommittee in its efforts to improve the effective operation of surface transit.
- d) Continue non-motorized transportation planning activities, particularly as they relate to transit access.
- e) Attend transportation planning related meetings and conferences sponsored by organizations such as PennDOT, FTA, and TRB.
- f) Evaluate proposed development projects for potential impacts on transportation systems.
- g) Review plans and participate in planning efforts of other agencies, including SEPTA, the Streets Department, PennDOT, PATCO, and the Central Philadelphia Development Corporation TMA.
- h) Participate in the Regional Transportation Committee of DVRPC and the SEPTA City-County meetings.

Task 3: Administration and Coordination

- a) Perform contract administration
- b) Prepare quarterly progress reports and invoices.

Products:

1. Recommended Capital Budget and Program
2. Final Capital Program Report
3. Memos and reports on individual transportation issues

Beneficiaries:

General Public/Citizens, DVRPC, SEPTA

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$135,181		\$135,181		
2014	\$136,840		\$136,840		
2015	\$136,840		\$136,840		
2016	\$136,840		\$136,840		

\$109,472 Cash - \$27,638 Match

**PROJECT: 14-63-007 Capital Budgeting/Planning/Transportation
Improvement Program**

Responsible Agency: Southeastern Pennsylvania Transportation Authority

Project Manager: Sarah Oaks

Goals:

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

Description:

Prepare the SEPTA Capital Budget, Program and Comprehensive Plan and provide the required input to the Regional Transportation Improvement Program. Prepare SEPTA's responses to federal guidelines and rule making regarding the next reauthorized transportation bill and Act 44. Provide for short-range planning studies and long range planning activities to support SEPTA operating departments. Provide support to other departments in developing work programs for DVRPC sponsored projects and FTA demonstration programs, and represent SEPTA at regional forums and provide technical assistance and coordination for various regional studies.

Tasks:

Transportation Improvement Program:

1. Submit input to DVRPC and participate in meetings concerning amendments and modifications to the Regional Transportation Improvement Program.
2. Refine prioritized SEPTA Capital Budget, Twelve-Year Capital Program and Comprehensive Plan with data and assistance from within SEPTA and also from outside agencies.
3. Perform generalized planning and analysis in order to prioritize the capital projects.
4. Program and produce SEPTA One-Year Capital Budget and Twelve-Year Capital Program, and Comprehensive Plan.
5. Provide assistance to DVRPC in analyzing the SEPTA Capital Budget and Twelve-Year Capital Program, and in assimilating this information into the regional TIP.
6. Maintain and utilize the Capital Program Management System data files.
7. Provide information to federal, state, city and county officials and staff concerning SEPTA capital projects.

Capital Budgeting:

1. Participate in the budget process for the Commonwealth of Pennsylvania,

including the annual budget process. Develop and submit SEPTA’s request for local matching funds.

2. Participate in the budget process for Bucks, Chester, Delaware and Montgomery Counties, and the City of Philadelphia. Develop SEPTA’s request for local matching funds.

3. Develop commitment and cash flow schedules for the Pennsylvania Dedicated Funding Program.

4. Respond to information requests from a variety of federal, state, and local funding agencies.

Long Range Planning:

1. Research and analyze capital and long range planning options.

2. Provide assistance to DVRPC, the Counties and local governments on station area planning studies and long-term system expansion projects.

Products:

1. SEPTA One-Year Capital Budget, Twelve-Year Capital Program and Comprehensive Plan, and input SEPTA capital projects to the DVRPC Regional TIP document.

2. Reports and recommendations to be used in support of the short and long range planning program and development of work programs for various internal and external studies.

Beneficiaries:

Member Governments, State, Operating Agencies

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$334,837		\$334,837		
2014	\$338,946		\$338,946		
2015	\$338,946		\$338,946		
2016	\$338,946		\$338,946		

\$271,157 Cash - \$67,789 Match

PROJECT: 14-63-008 SEPTA Regional Rail Visibility Enhancement Project

Responsible Agency: Bucks County Planning Commission/TMA Bucks

Project Manager: Sarah Oaks

Goals:

This effort seeks to both complement and augment ongoing and future work by SEPTA's planning and marketing departments to increase attractiveness, visibility, and utilization of transit facilities in Bucks County by recommending and pursuing strategies and opportunities in those areas outside of SEPTA's direct control. This is a follow-up to the FY2013 study which covered the West Trenton and Doylestown Regional Rail Lines.

Description:

Ongoing concerns with fuel costs and a need to create and retain quality jobs have resulted in more attention being paid to public transportation. For employers, public transportation affords greater recruitment and retention potential for quality workers. For citizens, public transportation reduces vehicle traffic, improves air quality, and provides an appealing commuting alternative to driving. Numerous studies have shown that public transportation increases property values and improves quality of life in the communities it serves.

Many communities in central and lower Bucks County benefit from the presence of SEPTA's Regional Rail system. Residents enjoy a car-free commute to jobs in older suburbs and the city of Philadelphia, and local employers are able to recruit workers from throughout the system. Through work with host communities to improve access to transit from its businesses and residences, this project will expand upon efforts by SEPTA to improve its infrastructure and ridership.

With assistance from Bucks County Planning Commission, TMA Bucks staff will perform a thorough documented examination and assessment of the communities surrounding the Warminster and Trenton Regional Rail lines operating within Bucks County. This evaluation will consider existing conditions in each community and identify improvements that, if implemented, will likely prove beneficial for current and new SEPTA patrons. Emphasis will be placed upon safety related issues (e.g. sidewalks, cross walks, traffic speed, signage, etc.), as well as improvements that could increase community awareness and familiarity with the SEPTA system.

TMA Bucks will invite participation from relevant stakeholders (e.g., SEPTA, PennDOT, municipalities, etc.) as required throughout this process.

Tasks:

TMA Bucks will perform the tasks listed below. The list may be expanded to include other relevant tasks deemed necessary in the course of performing those tasks listed here.

- For every SEPTA station location on the branch lines that are identified within the study area, there will be an examination of pedestrian facilities providing passage between key points in communities and the SEPTA Rail Stations and Bus routes. Sidewalks, cross walks, and traffic conditions are among the conditions to be considered;
- Inventory and evaluation of existing passenger shelter facilities along SEPTA bus routes and recommendations for placement of passenger shelters or other appropriate amenities for bus users;
- Identification of those communities where new or improved transit wayfaring signage systems are warranted as a means to direct residents and visitors in a community to nearby SEPTA routes and/or stations;
- Other relevant items as identified throughout program period deemed beneficial for transit users within communities.

Products:

- Progress reports and invoices;
- Report of findings and recommendations for each community;

Beneficiaries:

- Residents;
- Visitors;
- Public transportation users;
- Operating agencies and utilities;
- Economic development agencies;
- Employers; and
- Municipalities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$25,000		\$25,000		
2014	\$25,000		\$25,000		
2015	\$0				
2016	\$0				

\$20,000 Cash - \$5,000 Match

PROJECT: 14-63-009 Chester County Public Transportation Plan - Phase II

Responsible Agency: Chester County Planning Commission

Project Manager: Sarah Oaks

Goals:

Develop a county-wide public transportation plan to guide transit operations and capital improvements in Chester County

Description:

The second phase of the Chester County Public Transportation Plan will develop goals and policies, define future transit corridors, and guide capital improvements throughout Chester County. The development of these policies will build upon the Plan's first phase – conducted by DVRPC's Office of Transit, Bicycle, and Pedestrian Planning during FY2013 – which evaluated rider origin-destination, identified key destinations, and estimated future demand.

A significant objective the Public Transportation Plan is to employ a holistic and fresh perspective towards transit operations in Chester County. The approach includes the evaluation of improving coordination between Amtrak and SEPTA rail operations with connecting bus services, the assessment of transit service to emerging commuter markets such as New Castle County, Delaware, and the exploration of non-fixed route alternatives.

The Public Transportation Plan will provide guidance for short-term and long term operation planning. Due to anticipated operating funding challenges, the Plan will provide policy structure for implementing both service reductions and service enhancements.

At the guidance of the Plan's steering committee, the Plan will prioritize transit corridors, identified critical capital improvements, and develop an implementation and action plan.

Tasks:

1. Establish a steering committee
2. Establish Plan goals and policies
3. Identify priority corridors for future transit service
4. Identify service type for corridors
5. Prepare capital improvement plan
6. Develop an implementation and action plan

Products:

1. Chester County Public Transportation Plan, including:
 - a. Future Transit Corridors

- b. Capital Improvements
- c. Implementation and Action Plan

Beneficiaries:

Chester County residents and employers; Transit operators: SEPTA, TMAAC, GVFTMA, PART (Pottstown), Amtrak, PennDOT; Chester County municipalities; Chester County Planning Commission

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$62,500		\$62,500		
2014	\$100,000		\$100,000		
2015	\$0				
2016	\$0				

\$80,000 Cash - \$20,000 Match

**PROJECT: 14-63-010 Primos Station Area Access and Development
Opportunities Planning**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Betsy Mastaglio, Gregory Krykewycz

Goals:

SEPTA and the Delaware County Planning Department wish to perform a comprehensive study of station parking, nonmotorized and motorized access to the station and adjacent land use potential related to the Primos Station of the Media/Elwyn Regional Rail Line, in order to encourage transit supportive development, identify the demand and potential for increased parking, support intermodal access, and ultimately, increase ridership.

Description:

The Primos Station Reconstruction Project, nearing completion, will improve aesthetics and operations at the station by upgrading ADA facilities, improving safety and boarding operations, increasing parking stalls, and adding a kiss and ride drop off area. Access, both motorized and nonmotorized, is challenged by a grade crossing of the railroad across Oak Avenue, and the offset of Secane Avenue and Cottonwood Road. The condition creates traffic queuing along Oak Avenue and a less than desirable pedestrian environment.

Nearby underutilized, and the potential for soon-to-be vacant, land uses may present an opportunity to (re)develop adjacent properties into more transit-supportive uses. At the same time, unresolved parking shortages at the Secane station (the next station west of Primos) could be resolved through a newly conceived parking program at the Primos station. Intermodal transfers between the Media/Elwyn rail line, the Route 107 bus, and even the Route 102 Trolley line (1/2-mile away) make transit connections to adjacent neighborhoods possible. This study of the Primos station will assess existing land uses, parking demand, and access opportunities at and around the station, and develop recommendations to strengthen the relationship between the station and the surrounding area.

Conditions at the Primos Station area present a strong opportunity to reconsider the role of the Primos Station in Upper Darby Township, Aldan Borough and its level of service along the Media/Elwyn Line. A transformation of the station area could explore issues of both motorized and nonmotorized access, parking expansion, and the role of the station, together with the surrounding land uses, to serve as a catalyst for economic development and improved quality of life.

Tasks:

1. Organize a Study Advisory Committee (SAC) comprised of representatives from: SEPTA, Delaware County, Delaware County TMA, Aldan Borough, Upper Darby Township, Delaware County Commerce Center, and DVRPC. Facilitate (4) meetings with the SAC throughout the study process.

2. Document existing conditions analysis for the following:

a. Physical:

- Dominant physical characteristics of the site including grading issues, adjacent street and sidewalk network, signals, signage, above ground utility locations, property driveways and service and loading areas, intersection design, and the presence of passenger amenities, such as landscaping, benches, newspaper corrals and trash receptacles;
- Existing land uses and their potential opportunities to change;
- Automobile parking facilities, including an assessment of adjacent properties', and the Secane Station potential areas for parking expansion;
- Document existing nonmotorized access from surrounding neighborhoods to the station, including the Bicyclists' Baltimore Pike on-road, cross-County bicycle route south of the Primos Station, sidewalks, crosswalks, and pedestrian signals, and availability of bicycle parking; and,
- Document existing property/parcel lines, if available.

b. Transit:

- Summarize existing ridership and schedule information for the Secane and Primos Stations, as well as for the route 107 bus;
- Service type (Secane and Primos Stations);
- Commuter rail station travelshed information for Secane and Primos stations, utilize existing data for Clifton Aldan and Morton Stations;
- Parking utilization along the Media/Elwyn Line; and,
- Physical and scheduling connectivity between the 107 bus line and the Media/Elwyn rail line.

c. Market Conditions

- Determine the station area's trade area in order to assess market demand through conversations with stakeholders such as: area developers, realtors, and the Delaware County Commerce Center, and, if applicable, through the purchase and use of a market analysis database, such as Claritas.

3. Conduct a transit commuter preference survey at Secane and Primos related to how riders currently access the station and how many Secane passengers would use the Primos Station, if it had more parking and the same level of service as the Secane Station.

4. Explore visionary concepts through the development of site planning alternatives for review by key stakeholders. Based on feedback, refine alternatives into a

framework plan for the Primos Station Area.

5. Develop a Primos Station Area Framework Plan including:
- New, or modifications to existing, street linkages;
 - New, or modifications to existing, bicycle and pedestrian access including crosswalk configuration, sidewalks and bike lanes to the surrounding neighborhoods;
 - A land use plan for the adjacent properties that identifies:
 - o A development program;
 - o The siting, sizing and orientation of building footprints;
 - o Potential locations for additional commuter parking to meet the identified parking demand
 - o A circulation plan for motorized and nonmotorized patrons; and,
 - o Property access points, parking areas, and service and loading zones.
 - Parking improvements for motorized vehicles and bicycles, including reconfigurations, expansions, new facilities, on-street parking regulations, parking fees, and shared lot arrangements;
 - Wayfinding and streetscape concepts to physically and perceptually connect the station with the surrounding area;
 - Scheduling and operations recommendations for the 107 bus and the Media/Elwyn line; and,
 - A program for regulatory changes to allow for, and facilitate, the (re)development of parcels and any proposed changes to infrastructure.

6. Prepare a Final Report and Executive Summary, including a presentation of the study and its findings to Upper Darby Township and Aldan Borough Elected Officials and the Delaware County Planning Commission Board (3 total).

Products:

Study report on Primos station area findings and recommendations.

Beneficiaries:

SEPTA, Delaware County, Aldan Borough, Upper Darby Township

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$80,000		\$80,000		
2015	\$0				
2016	\$0				

**Delaware Valley Regional Planning Commission
FY 2014 New Jersey Transit Support Program**

Core Projects					
Project Number	Agency	Project	FY 2014 Budget		
			Cash	Match	Total
14-63-020	Burlington County	Transit & Ridesharing	\$37,392	\$9,347	\$46,739
14-63-021	Camden County	Transit Planning & Programming	41,500	10,374	51,874
14-63-022	Gloucester County	Transportation Systems Planning	38,680	9,669	48,349
14-63-023	Mercer County	Transit Planning & Programming	33,284	8,320	41,604
14-63-024	New Jersey Transit	TIP and Short Range Planning	70,745	17,686	88,431
Subtotal			\$221,600	\$55,400	\$277,000
Special Studies					
Project Number	Agency	Project	FY 2014 Budget		
			Cash	Match	Total
14-63-026 ⁱ	Mercer County/DVRPC	Feasibility Assessment for Transit Signal Priority-Phase II	\$60,000	\$15,000*	\$75,000
14-63-027 ⁱⁱ	Camden City	Transit Planning Program	20,000	5,000	25,000
14-63-028 ⁱⁱⁱ	Gloucester County/DVRPC	United We Ride Plan Update	30,000	7,500*	37,500
14-63-029 ^{iv}	DRPA/DVRPC	Economic Impacts of PATCO	40,000	10,000*	50,000
14-63-030 ^v	NJ Region/DVRPC	TMA Administration	15,000	3,750**	18,750
Subtotal			165,000	41,250	206,250
Program Total			\$386,600	\$96,650	\$483,250

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

****Each core recipient is responsible for \$750 in match for TMA Administration**

ⁱ Project work will be performed by DVRPC staff. Match will be added to Mercer County Core agreement

ⁱⁱ Agreement will be directly with the City of Camden

ⁱⁱⁱ Project work will be performed by DVRPC staff. Match will be added to Gloucester County Core agreement

^{iv} Project work will be performed by DVRPC staff. DRPA will receive a \$10,000 match only agreement

^v Project work will be performed by DVRPC staff. Match will be split and added to each NJ Core agreement

PROJECT: 14-63-020 Transit and Ridesharing

Responsible Agency: Burlington County - Land Development

Project Manager: Sarah Oaks

Goals:

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

Description:

Identify, provide, promote and maintain transit and ridesharing opportunities within Burlington County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Cross County Connection TMA, developers, large employers and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services.

Tasks:

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and CCCTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Coordinate programs with local, county, state, and regional agencies.
7. Draft regulations and sample ordinances that would implement TCMs at county and municipal levels.
8. Coordinate with the operators of light rail transit in Burlington County.
9. Implement the transit portion of the Burlington County Transportation Master Plan.
10. Serve on the Executive Committee of the CCCTMA.

Products:

1. Quarterly progress reports.

- 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.

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 *
2013	\$47,043		\$47,043		
2014	\$47,489		\$47,489		
2015	\$47,489		\$47,489		
2016	\$47,489		\$47,489		

\$37,392 Cash - \$10,097 Match

PROJECT: 14-63-021 Camden County: Transit Planning and Programming

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

Project Manager: Sarah Oaks

Goals:

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

Description:

Maintain current local and regional transportation activities and provide the means to develop future public transportation plans that meet changing local and regional transportation needs. Do research and prepare reports on public transportation matters as required, etc. Coordinate with Cross County Connection TMA other Counties and State Agencies. Serve on various corridor study task forces.

Tasks:

1. Keep abreast of NJ Transit service within the county.
2. Assist communities in identifying their transportation needs and provide information as to their transportation alternatives through participation in TMA activities.
3. Provide technical assistance and program coordination with local, regional, and New Jersey State agencies.
4. Participate in transportation planning meetings and conferences.
5. Administer the project, which includes submission of a progress report, final billing and report
6. Respond to public information requests
7. Develop and maintain transit -oriented GIS to include the development and update of asset management data on county roadways.
8. Coordinate planning activities with various county and state agencies
9. Provide technical support to the CMAQ Subcommittee of the DVRPC RTC.
10. Develop the Camden County Work Program for inclusion in the DVRPC Unified Planning Work Program.

Products:

1. Transit-oriented GIS data and reports.
2. Progress reports and final report.
3. Work Programs for DVRPC UPWP.

Beneficiaries:

Citizens, private sector, operating agencies

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$52,101		\$52,101		
2014	\$52,624		\$52,624		
2015	\$52,624		\$52,624		
2016	\$52,624		\$52,624		

\$41,500 Cash - \$11,124 Match

PROJECT: 14-63-022 Transportation Systems Planning & Implementation

Responsible Agency: Gloucester County Planning Department

Project Manager: Sarah Oaks

Goals:

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

Description:

Improve the efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program to maintain current local and regional public transportation activities and to provide the means to develop future public transportation plans that meet changing local and regional needs. Serve on steering committees, and the Local Citizens Transportation Advisory Committee. Conduct research and prepare reports on public transportation matters as required. Attend meetings, seminars and public hearings related to public transportation.

Tasks:

1. Monitor NJ TRANSIT service within the county, perform detailed analysis and submit recommendations to NJ TRANSIT.
2. Assist NJDOT, NJ TRANSIT and DVRPC in the investigation of potential transportation improvements.
3. Assist the business community in identifying their transportation needs and provide information as to their transportation alternatives.
4. Continue regional marketing and marketing activities.
5. Provide technical assistance and program coordination with regional, state and local agencies.
6. Participate in transportation meetings and conferences.
7. Administer project, which will include submission of quarterly progress reports, quarterly invoices and final report.
8. Respond to public information requests.

Products:

1. Service improvement recommendations.
2. Quarterly reports and billings and final report.

Beneficiaries:

Gloucester County, Municipalities, Private Sector, Citizens

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$67,535		\$67,535		
2014	\$56,599		\$56,599		
2015	\$56,599		\$56,599		
2016	\$56,599		\$56,599		

\$38,680 Cash - \$17,919 Match

PROJECT: 14-63-02' 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.

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 *
2013	\$63,009		\$63,009		
2014	\$57,354		\$57,354		
2015	\$57,354		\$57,354		
2016	\$57,354		\$57,354		

\$33,284 Cash - \$24,070 Match

PROJECT: 14-63-02(Transportation Improvement Program and Short Range Planning

Responsible Agency: New Jersey Transit

Project Manager: Sarah Oaks

Goals:

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

Description:

This project continues NJ Transit's ongoing support and coordination of regional planning activities in the DVRPC region. NJ Transit will assist in the development of the regional Transportation Improvement Program and maintain and utilize a computerized database for capital projects. This project will provide for continued NJ Transit representation at DVRPC meetings and regional forums, such as RTC, Board, Air Quality Conformity, Congestion Management System, Jobs Access Reverse Commute, and Bus Rapid Transit meetings. NJ Transit will provide technical assistance and coordination for regional forums and regional studies pertaining to NJ Transit.

Tasks:

Transportation Improvement Program:

1. Participate in the development of the Regional Transportation Improvement Program.
2. Provide capital project descriptions and project ratings according to DVRPC project selection criteria.
3. Support the preparation of the capital program and priorities within NJ Transit.
4. Program and produce NJ Transit's one year and five year capital programs.
5. Support DVRPC in the analysis of NJ Transit's capital program and in the preparation of the regional transit element of the DVRPC TIP.
6. Continue to develop, maintain and apply the project information database.
7. Provide NJ Transit capital project information to state, county and local agencies and staff.
8. Maintain an ongoing dialog with county and local officials regarding capital project problem statements, programs and progress.

Regional Planning Activities:

1. Support the continued development and refinement of the Congestion

Management/Intermodal Systems.

2. Support the refinement and continued development of the regional and statewide long range transportation plans.

3. Analyze new federal, state and local regulations concerning planning and development guidelines.

4. Provide technical assistance to NJ Transit departments in the pursuit of FTA program funds.

5. Represent NJ Transit at regional planning forums and provide technical assistance and coordination for county or local transportation studies.

Products:

NJ Transit's annual capital program, five year capital plan and transit element of the DVRPC Regional TIP.

Beneficiaries:

Member Governments and Operating Agencies

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$110,612		\$110,612		
2014	\$89,181		\$89,181		
2015	\$89,181		\$89,181		
2016	\$89,181		\$89,181		

\$70,745 Cash - \$18,436 Match

**PROJECT: 14-63-026 Phase II Assessment for Transit Signal Priority -
Mercer County
in Mercer County**

Responsible Agency: Delaware Valley Regional Planning Commission

Goals:

During FY2013, DVRPC is conducting a countywide analysis on behalf of Mercer County and NJ TRANSIT to identify and prioritize the locations and corridors where Transit Signal Priority (TSP) and related low-capital transit enhancement strategies are likely to have the greatest impact. This second phase will take a closer look at high-priority locations and corridors to identify specific strategies and improvements that are necessary for implementation.

Description:

DVRPC has explored the regional potential of TSP as an emerging 'Best Practice' in prior planning projects (see Speeding Up SEPTA [pub. 08066]; Transit First Analysis of SEPTA Route 34 [pub. 09040]; and Boosting the Bus [pub. 10033]). TSP is one of a number of strategies (including stop consolidation, queue-jumping lanes, and limited exclusive rights-of-way) that offer the potential to meaningfully improve bus operations and travel times at comparatively minimal expense. TSP has been proposed for Mercer County bus routes through NJ TRANSIT's near-term (2015) Central Jersey BRT planning, NJDOT's Route 1 Regional Growth Strategy, and most recently DVRPC's Mercer County Future Bus Plan.

This second phase of the FY2013 Feasibility Assessment for Transit Signal Priority in Mercer County focuses on the advancement of enhancements for the priority locations identified in Phase I, including more detailed signals/engineering analysis, more detailed analysis of benefits and trade-offs, the development of programs of improvements for candidate corridors, and identification of cost estimates for the specific improvements necessary for implementation.

Tasks:

1. Convene a project steering committee comprised of DVRPC, NJ TRANSIT, Mercer County, and municipal stakeholders (the Phase I steering committee, comprised of members of the Central Jersey Transportation Forum's Transit Action Team, will be a starting point).
2. Select a subset of locations that emerged as Phase I priorities which the steering committee agrees are candidates for near-term advancement.
3. For these locations, develop programs of low-capital improvements to enhance transit operations, including strategies like TSP, queue-jumping lanes, stop

consolidations or relocations, and other strategies as appropriate.

4. Conduct technical analyses to “ground truth” the feasibility of these transit enhancement programs. These analyses may make use of Synchro, VISSIM, or other software tools as appropriate.

5. Conduct cost analysis and develop a path to implementation for improvements that emerge as strong candidates for advancement.

Products:

A report detailing the results of the analysis.

Beneficiaries:

Mercer County, NJ TRANSIT, Central Jersey Transportation Forum, transit riders

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$84,099		\$84,099		
2014	\$60,000		\$60,000		
2015	\$0				
2016	\$0				

PROJECT: 14-63-027 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 NJT and PATCO capital projects within the City of Camden.
4. Promote transit initiatives in the City of Camden as pertains 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 NJT, PATCO, NJ DOT, and other transit service providers in the City of Camden.

Products:

1. Quarterly progress reports and invoices
2. Closing report.

Beneficiaries:

New Jersey TMAs, New Jersey DOT, commuters in the DVRPC region in New Jersey

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$25,000		\$25,000		
2015	\$0				
2016	\$0				

\$20,000 Cash - \$5,000 Match

PROJECT: 14-63-028 Gloucester County United We Ride Plan Update

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Karin Morris

Goals:

1. Prepare an update of the Gloucester County Human Service Transportation United We Ride Coordination Plan.
2. Develop priority action items based on the recommendations in the update.

Description:

This work program will update the Gloucester County Human Service Transportation United We Ride Coordination Plan, which was last updated in January 2009.

In 2004, President Bush issued Executive Order #13330, directing federal agencies to begin coordinating funding for human services transportation. Enacted by the United States Congress in August 2005, SAFETEALU mandated participation in the development of a local human services transportation coordination plan in order to be considered for future funding allocations under specific grants. The Federal Department of Transportation (DOT) named this initiative to examine human services transportation coordination as "United We Ride." This update will react to any new guidance or requirements concerning human service transportation in MAP21, the most recent federal transportation legislation.

In the State of New Jersey, NJ Transit assigned the responsibility for developing local United We Ride transportation plans to counties. Assigning this responsibility to counties was consistent with the current overall delivery of human services transportation since New Jersey law requires counties to develop an annual application to receive casino tax revenues through the Senior Citizen and Disabled Resident Transportation Assistance Program (SCDRTAP). This application process requires counties to maintain a transportation coordination plan, annually update efforts in the area of coordination and outline involvement of local transportation providers in the delivery of services.

Tasks:

1. Re-establish previous Steering Committee for the Plan.
2. Maintain a Public Participation Program.
3. Update the Plan's goals and objectives.
4. Compile data related to transportation and demographics (i.e. employment,

income).

5. Map data on employment and population centers, adult retirement communities, major businesses and large employers, bus and rail routes, educational facilities, industrial parks, others.

6. Update transportation services, needs, and resources for the elderly, disabled, low income, and other residents.

7. Develop recommendations and priorities for implementation.

8. Publish Plan Update.

Products:

1. Mapping of demographics, land use, and transportation services.
2. Plan Update.

Beneficiaries:

Elderly, disabled, and low income persons in Gloucester County, New Jersey
Transit, Human Service agencies in Gloucester County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$30,000		\$30,000		
2015	\$0				
2016	\$0				

PROJECT: 14-63-029 Economic Impacts of PATCO on the Delaware Valley Economy

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Puchalsky

Goals:

To demonstrate and understand the various ways that the PATCO Highspeed line impacts and benefits the citizens and economy of the DVRPC region.

Description:

The PATCO (Port Authority Transit Corporation) Highspeed line travels between Lindenwold, NJ, and 16th and Locust streets in Philadelphia and carries approximately 35,000 passengers per day. It also contributes enormous economic benefits to the South Jersey and Southeastern Pennsylvania regions in a multitude of ways. This study will explore and quantify the various economic impacts of PATCO service using a variety of methods. Some of the economic effects to be examined will include time savings, increased connections between labor markets and jobs, increases in property values, impacts on City of Philadelphia wage taxes, access provided to disadvantaged communities (e.g. disabled, minority, low income), environmental impacts such as reduced emissions, direct and indirect impacts of capital and operating expenditures, and development impacts due to station-area development.

DVRPC will examine past economic impact studies for transportation infrastructure that have been conducted in the DVRPC region and elsewhere. A steering committee comprised of DRPA, PATCO, and other stakeholders will be formed. Additionally, a technical review committee of local economists will be formed to review methods and results. DVRPC will assemble a list of possible impacts to examine as well as relevant existing data and possible methods. Appropriate methods will be selected for each impact based on feasibility and scale. Draft results will be shared and refined with Steering Committee.

Tasks:

1. Form steering committee, technical committee, and review previous similar work.
2. Review available data and methods; for each type of possible impact choose appropriate level of analysis. Review detailed work plan with committees.
3. Conduct an initial economic impact analysis or analyses using various analytical approaches.
4. Share draft result with advisory committees for review.
5. Produce report documenting findings.

6. Work with DRPA/PATCO to disseminate results as appropriate.

Products:

Study report on economic impacts of PATCO

Beneficiaries:

DRPA, New Jersey, Pennsylvania, Camden County, City of Philadelphia.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$0				
2014	\$190,000		\$50,000		\$140,000
2015	\$0				
2016	\$0				

NJDOT Supplemental - \$140,000, NJ TSP \$40,000 Cash - \$10,000 Match

PROJECT: 14-63-030 New Jersey TMA Work Program Administration and Oversight

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Sarah Oaks

Goals:

Provide NJ DOT and NJTPA with administrative services and oversight of the work programs of the Greater Mercer and the Cross County Connection Transportation Management Associations, and represent the region at meetings, committees, and other activities pertaining to the statewide TMA program in New Jersey.

Description:

Since the DVRPC region includes two Transportation Management Associations (TMAs), NJ DOT requested that DVRPC be represented on the Boards of the Greater Mercer (GM) and Cross County Connection (CCC) TMAs. DVRPC recognizes the TMAs as valuable partners in planning efforts in their service areas, and the TMAs work cooperatively with staff in a variety of capacities. In addition, Commuter Benefits staff has been asked to attend statewide TMA coordination meetings and has also served on a variety of committees related to Travel Demand Management strategies, Best Workplaces for Commuters, and other committees which provide direction to the GM and CCC TMAs. In FY 11 NJ DOT transferred oversight authority for TMA work programs to their respective MPO. Quarterly meetings which convene all TMAs with oversight staff, including DVRPC to represent this region, continue, hosted by NJTPA.

Tasks:

1. Attend Board meetings of the GM and CCC TMAs.
2. Attend Quarterly TMA administration and other coordination meetings as scheduled by NJTPA.
3. Review annual work programs submitted by GM and CCC TMA.
4. Participate in TMA activities as required by GM and CCC TMA.
5. Serve on statewide TDM Committees as requested.

Products:

1. Meeting Minutes or highlights circulated to relevant staff.
2. Work Program comments.

Beneficiaries:

New Jersey TMAs, New Jersey DOT, commuters in the DVRPC region in New

Jersey

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$20,000		\$20,000		
2014	\$15,000		\$15,000		
2015	\$15,000		\$15,000		
2016	\$15,000		\$15,000		

*FISCAL YEAR 2014 PLANNING WORK
PROGRAM*

CHAPTER FIVE

OTHER MEMBER GOVERNMENT PROJECTS



Delaware Valley Regional Planning Commission

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2014 PLANNING WORK PROGRAM

CHAPTER FIVE

OTHER MEMBER GOVERNMENT PROJECTS

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PROJECT: 11-47-400 William Penn - Regional Trails Network Re-Grant and Technical Assistance Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn

Goals:

To design and develop a grant program to support implementation of the regional multi-use trails network. The program will make grants to: 1) design and construct trails to close gaps in the network; 2) build project management and stewardship capacity within governmental and non-profit trail-related organizations; and 3) provide technical assistance to regional trail partners.

Description:

In recent years, the William Penn Foundation increased its support for multi-use trail projects such as the Schuylkill River Trail and East Coast Greenway. This support grew out of the recognition that multi-use trails lay at the nexus of numerous Foundation goals, including active transportation, community revitalization, public health, sustainability and the creation of livable communities. Trails have also emerged as a centerpiece of major Foundation investments in the North Delaware and Central Delaware riverfronts, the tidal Schuylkill River, and the City of Camden.

Recognizing that a completed multi-use trails network could transform the region in multiple ways, the Foundation conducted a “Regional Trails Scan” in 2010 to evaluate the current state of the network, and think strategically about its future implementation. Upon completion, the scan identified and prioritized an interconnected, bi-state trail system centered on the region’s urban core. In November 2010, the Foundation approved a DVRPC proposal to create and administer a \$10 million re-grant and technical assistance program aimed at “filling gaps” in the regional trails network identified by the scan.

DVRPC will create a Regional Trails Network Implementation and Technical Assistance Program (Regional Trails Program) to provide capital funding and technical assistance for implementing trails, and will work to build capacity among regional partners. The Regional Trails Grant Program will take place over three years. Eligible activities will include:

1. Design and/or construction of multi-use trails that complete segments of, or close gaps in, the regional trails network;
2. Technical assistance related to rights-of-way, project management, legal indemnification and trail stewardship;
3. Trail planning and feasibility studies.

Eligible grantees include government agencies and non-profit organizations involved with trail planning, project management, and construction. A Regional Trails Program Technical Advisory Committee will be convened to help guide the

program and inform funding decisions.

DVRPC will create a database of trail project opportunities and establish criteria for making grant awards. An emphasis will be placed on completing gaps within the network that have regional significance, especially those that are within or connect to the region's core. Project cost and readiness, institutional capacity, community support and leverage will all be factors in determining grant awards.

Administration of the program will be broken down into four elements: 1) planning; 2) project management; 3) implementation; and 4) communication and coordination. Sub-tasks underneath these elements will include such items as branding, program management, project solicitation, project requirements, selection criteria, scheduling, budget requirements, contracting, grant management, construction management, technical assistance, information dissemination, and program evaluation.

The project will also work to build capacity and strengthen coordination among organizations and agencies involved in trail advocacy, planning and construction, in order to create a strong foundation for future trail projects. The total budget for the re-grant program is \$10,000,000, which will be paid for by the William Penn Foundation grant.

Tasks:

1. Form Committee: Form small technical advisory committee to design the grant program. Committee would meet as many times as needed during the project's duration from February 1, 2011 to January 31, 2014.
2. Determine Eligibility: Working with committee, determine eligible activities, projects types, and eligible organizations.
3. Determine Program Elements: Working with the committee, determine naming/branding, project selection criteria, application and budget requirements, project solicitation and evaluation process, program management and project management, and program schedule.
4. Solicit Candidate Projects: Reach out to regional partners to develop a list of candidate projects that meet program criteria.
5. Prepare All Grant Materials: Prepare grant program request for proposals, application and budget forms, and any other printed or web materials for the program.
6. Process and Select Proposals: Review and prioritize proposals and select grantees based upon program criteria, advisory committee input, project readiness, and fiscal constraints.
7. Manage Design Projects: Complete design project bid package including plans, specifications, and estimates ready for final project advertisement according to all necessary standards and requirements.
8. Manage Construction Projects: Perform project management and provide technical oversight. Complete construction projects with maintenance plan in place.
9. Establish Technical Assistance Program: Identify training needs, engage

consultants, and develop an outreach and communications plan to disseminate best practices and information related to trail funding, design, construction, and stewardship.

10. Information Dissemination: Provide greater visibility for the regional trail system through media coverage, events and other activities that highlight successful efforts towards completion of the regional trails network.

Products:

1. Quarterly meetings of the technical advisory committee.
2. Grant program application and guidelines, containing program elements, selection criteria, budget requirements, program requirements, and project management process.
3. Completed plan for financial assistance program, including lists of priority capital projects eligible for funding.
4. Completed design project bid packages including plans, specifications, and estimates ready for final project advertisement.
5. Meetings, workshops and technical training programs to provide peer learning and networking opportunities and increase trail building and stewardship capacity.
6. Outreach and communications plan developed and implemented with partners to disseminate best practices and provide training related to trail funding, design, construction and stewardship.
7. Print and web-based materials for program marketing and communication

Beneficiaries:

Member governments, municipalities, state DOTs, PA DCNR, NJDEP, active transportation advocates, bicyclists, pedestrians and the commuting public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2012					
2013	\$5,000,000				\$5,000,000
2014	\$3,000,000				\$3,000,000
2015					

*William Penn Foundation

PROJECT: 14-53-300 PA/NJ Regional GIS Implementation Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: William Stevens

Goals:

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

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 network was established by utilizing road centerline data from both DOT's and the counties. Updates to this network, provided by the counties, is critical to continued effective decision-making throughout the planning process. Each partner will be asked to contribute transportation data as needed that is consistent with the regional data model. Data can thus be shared between the counties, DVRPC and both DOT's to improve planning and decision-making.

Tasks:

1. Attend all project-related meetings 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 where available.
6. Identify and develop new transportation-related data as required.
7. Perform periodic updates to submitted transportation data, as requested.
8. Insure that all contributing data meets project standards.
9. 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 member government's to support their GIS programs.

Beneficiaries:

All Client Groups

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$300,000				\$300,000
2014	\$300,000				\$300,000
2015	\$300,000				\$300,000
2016	\$300,000				\$300,000

1.NJ-TIP- DOT# X30A-\$150,000 2. PA-TIP-DOT#48202-\$150,000

PROJECT: 14-62-000 New Jersey Local Study and Development

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Coscia

Goals:

Improve the efficiency of the region's transportation network by providing federal funds to the New Jersey subregions to advance projects through preliminary engineering and in some cases final engineering.

Description:

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the National Environmental Policy Act (NEPA), preliminary engineering, and in some cases Final Engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in TIP.

A project is considered to be "Scoped" when it has received an approved Environmental document, and a Design Report including any design exceptions and that the preliminary engineering is completed.

Tasks:

- 1.Kickoff Meetings
- 2.Public Meetings
- 3.Environmental Documents
- 4.Project related reports

Products:

- 1.Categorical Exclusion Documents
- 2.Design Reports

Beneficiaries:

Member and Local Governments and the Traveling Public

Project Cost and Funding:

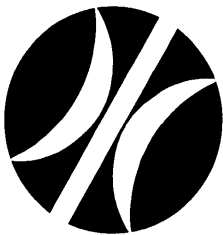
FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2013	\$330,000				\$330,000
2014	\$330,000				\$330,000
2015					
2016					

FISCAL YEAR 2014 PLANNING WORK PROGRAM

CHAPTER SIX

*SECTION A - OTHER MAJOR PLANNING
PROJECTS IN THE DVRPC REGION*

*SECTION B - ADDITIONAL UNFUNDED
PROJECTS*



Delaware Valley Regional Planning Commission

*FISCAL YEAR 2014 PLANNING WORK
PROGRAM*

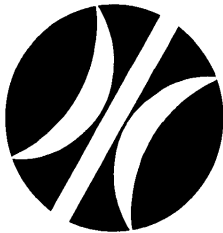
*Other Major Projects for FY 2014
To Be Developed*



Delaware Valley Regional Planning Commission

*FISCAL YEAR 2014 PLANNING WORK
PROGRAM*

*Additional Unfunded Planning
Projects for FY 2014
To Be Developed*



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