



DRAFT

FISCAL YEAR
2018
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 2016



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

We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



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

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

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

PUBLIC NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period on December 8, 2016 for the Draft FY 2018 Planning Work Program. This document outlines all of the federally funded planning projects slated for the nine-county region from July 1, 2017 to June 30, 2018. 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/WorkProgram; 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, 2017. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FY 2018 PLANNING WORK PROGRAM

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*FISCAL YEAR 2018 PLANNING WORK
PROGRAM*

CHAPTER ONE

INTRODUCTION



Delaware Valley Regional Planning Commission

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2018 PLANNING WORK PROGRAM

CHAPTER ONE

INTRODUCTION

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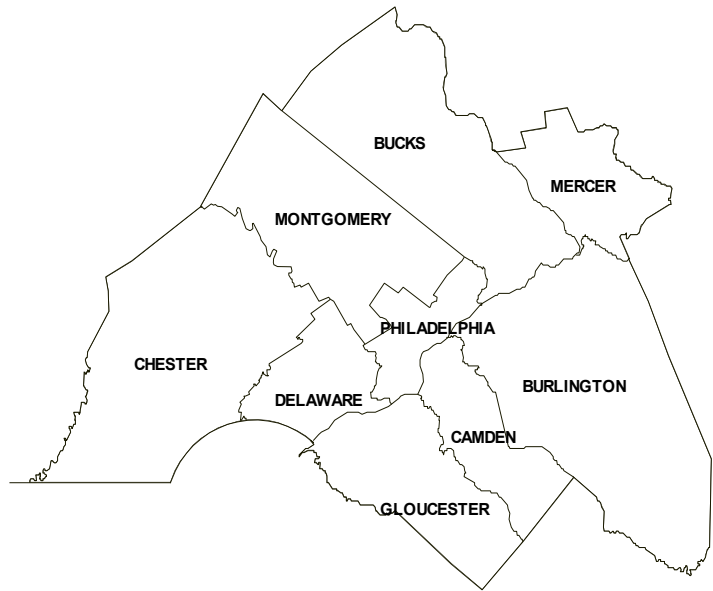
DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Fiscal Year 2018 Planning Work Program

Introduction

The Fiscal Year (FY) 2018 Planning Work Program for the Delaware Valley Regional Planning Commission (DVRPC) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2017 through June 30, 2018. A Planning Work Program (PWP) 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. The MPO designated for each urbanized area is obliged to carry out a continuing, cooperative and comprehensive, performance-based multi-modal transportation planning process. The Delaware Valley Regional Planning Commission (DVRPC) is the federally-designated MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery counties in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.



The federal laws and regulations that require the formation of MPOs also provide for the formula allocation of federal funds to support the required planning activities of the MPOs. In addition to its formula funds, DVRPC is fortunate to receive other federal, state, local, foundation, and private funds to conduct a robust and comprehensive slate of regional planning activities. It is this full complement of financial resources that provides the support for the priority planning activities proposed by our member governments and stakeholders and spelled out in this FY18 Planning Work Program.

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

transportation, promoting smart growth, protecting the environment and enhancing the economy.

Work Program Organization

The FY 2018 Planning Work Program is divided into six chapters. Chapter One serves as an introduction to DVRPC's operations and relationships to other transportation and planning organizations in the Delaware Valley region. Chapter Two provides details of the Program Areas and Projects which DVRPC will be undertaking during FY 2018. Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively. These programs provide funding from DVRPC for planning activities carried out by our member governments and transit operating agencies. Chapter Five includes other projects funded through the PWP to be carried out by member governments. Chapter Six includes planning efforts anticipated to be funded and carried out by other regional transportation organizations to ensure coordinated transportation planning efforts. Projects initially funded in prior years that will be carried over into FY18 are included in the Appendix of this document.

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

Planning Emphasis Areas

The products produced through this PWP include technical analyses, policy recommendations, and planning services for member state and local governments. The Program Areas and Projects outlined in this document are directed by priority Planning Emphasis Areas as identified by our federal and state partners. Planning activities identified in this document strive to incorporate the requirements of the most recent federal surface transportation legislation, Fixing America's Surface Transportation (FAST) Act where applicable;

Examples of these Planning Emphasis Areas as identified by our state and federal partners include the following:

- Continue to collaborate with state DOTs in meeting USDOT's FAST Act requirements.
- Continue to support greater coordination with other MPOs, state DOTs, transit agencies, TMAs and counties in mobility and land use planning.

This can include Regional Models of Cooperation like the Central Jersey Transportation Forum, grant or technical assistance programs to encourage vibrant, sustainable communities, and developing and maintaining data bases in support of smart growth, and other related activities.

- Implement actions that support Ladders of Opportunity through fairness and improved coordination of services, access and mobility for low income, minority, persons with disabilities and seniors.
- Pursue congestion relief strategies such as Transportation Demand Management (TDM) strategies and low-cost operational improvements at intersections and bottlenecks.
- Implement actions to assist the DOTs with data collection such as Model Inventory of Roadway Elements (MIRE) on county and local roads and data on local-owned road and bridge assets.
- Improve primary freight corridors and hubs for more efficient access and improved system performance.
- Maximize opportunities for Complete Streets implementation.
- Where possible, support the collection of bicycle and pedestrian volume data on county roadways.
- Refine local project prioritization processes to include scoring factors that are based on potential health outcomes, safety improvements, connectivity for all modes, proximity to schools and transit stops, and other factors.
- Coordinate with NJDOT in the development and integration of standards and measures necessary to meet a performance based approach to Asset Management and to implement the Capital Investment Strategy.
- Improve traffic operations through Intelligent Transportation System (ITS) upgrades and enhanced coordination at the interstate, state, county and local level.
- In partnership with NJ DOT's Complete Team, institutionalize an improved process for initiating mobility improvements with an updated, coordinated and streamlined approach to developing and vetting problem statements.
- Implement actions to foster improved local public agency project delivery and compliance with federal regulations
- Work with state DOTs and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather.
- Continue to engage with the public to strengthen public confidence and participation in the planning process through the use of web tools/technology, social media, outreach, education and public forums/meetings.
- Update and maintain the region's Long Range Plan, TIP, Congestion Management Process, and Travel Demand Model.
- Work with state and federal partners to implement provisions of the FAST Act including Performance Measure Targets and freight provisions.
- Work with state and federal partners on the development of performance measures for the Long Range Plan and the TIP.

- Enhance the visibility and effectiveness of freight planning and support the improvement of intermodal freight connectors.
- Participate in data-driven safety planning activities.
- Collect and submit traffic counts to state DOTs.
- Verify and update roadway inventory and performance measures on Highway Performance Monitoring System (HPMS) sample sections.
- Partner with PennDOT to market and manage PennDOT's Local Technical Assistance Program (LTAP) in District 6.

Federal Legislation Requirements

As the federally designated metropolitan planning organization for the region, DVRPC must respond to the planning requirements of two federal laws: the FAST Act and the Clean Air Act Amendments of 1990 (CAAA). The FAST Act, adopted in December 2015, continues many of the regional transportation planning programs advanced in MAP-21.

The FAST Act authorized \$305 billion in federal highway, transit, safety and rail programs for five years. Under this legislation, the MPO is a partner in the planning for the use of all federal transportation funds allocator within their region. The FAST Act also requires the MPO to produce and oversee a TIP, the region's short-range capital investment plan, which must be consistent with and serve to implement the region's long-range plan. The TIP prioritizes the Delaware Valley's transportation-related projects within the constraints of federal funding that Pennsylvania and New Jersey can reasonably expect to receive within four years.

The Metropolitan Planning Regulations promulgated from the FAST Act identify ten planning factors that must be considered in the metropolitan planning process. The ten planning factors listed below are integrated within the Program Areas and Projects detailed in Chapter Two of this Planning Work Program.

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

- Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance **travel and tourism**.

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

Coordination with Member Governments and Other Planning Partners

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

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

DVRPC also responds to the needs of other partners, including state and federal agencies, operating authorities, as well as nonprofit foundations and organizations. Consequently, DVRPC annually undertakes a number of special projects funded under a variety of programs to address pressing regional issues. DVRPC continues to implement programs like Classic Towns of Greater Philadelphia, which is aimed at growing, revitalizing, and supporting the region's older suburbs and urban neighborhoods; coordination with the region's environmental protection and open space organizations and reporting on the region's locally funded open space programs; and promoting linkages between active transportation and healthy communities. DVRPC continues its involvement in PennDOT's Linking Planning and NEPA initiative through the PennDOT Connects Program and continues energy, climate change and resiliency

initiatives that include coordination and facilitation, analyses, management, tool development and technical assistance to local governments.

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

Supportive Regional Highway Planning Program and Transit Support Program

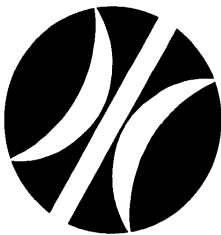
Each year DVRPC passes through federal highway and transit planning funds to member governments and operating agencies to support their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs and data which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

FY 2018 Planning Work Program Budget

The total budget for the FY 2018 Planning Work Program is **\$25,369,780** a decrease of **\$3,518,138** from the FY 2017 Planning Work Program. Table A, *Funding Summary*, shows DVRPC's funding by source. Table B, *Project Funding by Source* (see Chapter 2), shows the budget and funding sources for all Program Areas and Projects.

FISCAL YEAR 2018 PLANNING WORK PROGRAM

*Table A for FY 2018
To Be Developed*



Delaware Valley Regional Planning Commission

Agency Roles and Responsibilities

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

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

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

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

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

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

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

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

DVRPC's Working Committees

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

- **The Regional Technical Committee (RTC)** serves as an advisory unit, reporting directly to the DVRPC Board, in reference to: (1) Transportation Planning initiatives, (2) the development and maintenance of the Transportation Improvement Program, (3) the development of the Long-Range Plan, (4) the development of the Planning Work Program, and (5) all other transportation planning as directed by the Board.
- **The Public Participation Task Force (PPTF)** provides access for the public to the regional planning and decision-making process, to review timely issues, and to advise on public outreach strategies. The Task Force is composed of appointed members nominated by the member governments, as well as citizens at large, who

are selected through an application process.

- **The Delaware Valley Goods Movement Task Force (DVGMTF)** was established to maximize the Delaware Valley's goods movement capability by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy. It advises the DVRPC Board on all goods movement issues, studies and projects.
- **The Information Resources Exchange Group (IREG)** provides a forum for the exchange of ideas, practices and experiences among regional data managers.
- **The Regional Community and Economic Development Forum (RCEDF)** facilitates the various economic development, land use and housing agencies in the region to work together on issues of regional importance, fosters greater cooperation between agencies, strives to coordinate regional transportation and land use planning activities with the needs of the economic development community and advises on the development of the Comprehensive Economic Development Strategy.
- **The Regional Aviation Committee (RAC)** provides technical and policy guidance concerning regional airport systems to the states, DVRPC and the Federal Aviation Administration.
- **The Regional Safety Task Force (RSTF)** is an interdisciplinary team of safety stakeholders/professionals that offers guidance and direction to the Commission's transportation safety planning program. The focus of the task force is diverse and addresses all users and operators of the transportation network, as well as all modes. The Task Force provides valuable input in the development of the Regional Transportation Safety Action Plan.
- **The Transportation Operations Task Force (TOTF)** is the focal point of regional ITS and operations coordination. The Task Force is a forum for agencies to share information on ITS deployments, develop a consensus on regional operations issues, and respond to federal and state initiatives. It has the ability to establish subcommittees to tackle specific issues as they arise. As a technical-level group, it informs DVRPC's ITS and Operations planning activities that in turn support the Task Force.
- **The Central Jersey Transportation Forum (CJTF)** has been meeting since 1999 to address concerns of municipalities in Mercer, Middlesex, and Somerset counties focused on the US 1 corridor. High-level representatives from twenty-five municipalities, three counties, and numerous state agencies and other organizations meet to coordinate and to discuss transportation and land use issues and implement solutions.

- **The Urban Waterfront Action Group (UWAG)** was created in 1980 through the PA Coastal Zone Management (CZM) Program to provide "one-stop" shopping for information about waterfront development permits in the Delaware Estuary in Pennsylvania.
- **The Healthy Communities Task Force** was first convened in 2014 to bring together public health, planning, and related professionals in the Greater Philadelphia area. The Task Force provides a venue for people interested in fostering healthy communities to learn about other communities, both near and far, that are successfully integrating planning and public health including active transportation. It serves as a way for professionals in these fields and stakeholders in our communities to deepen their understanding of healthy communities and build the relationships to achieve them.

FY 2018 Program Areas and Projects

This Planning Work Program continues the reorganized structure begun in FY 2008 which consolidated many related projects into program areas. Some initiatives remain as stand alone projects due to special circumstances. Each program's concept allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board's direction. The list below shows each of DVRPC's major program areas and their goals. Successful completion of these planning activities within these Program Areas and Projects may require the purchase of equipment or services

Technical Assistance to Member Governments

This Program Area ensures intergovernmental coordination, technical evaluation, and regional policy formulation on transportation issues, projects, and plans through monthly meetings of the Regional Technical Committee and quarterly meetings of the Regional Aviation Committee (including meeting minutes and pertinent presentations, research and technical assistance activities). Special studies and local asset inventory activities are also included.

RideECO Marketing

RideECO provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$255/month as of January 2016. 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 employers. 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 includes negotiating program and project funding, monitoring progress throughout the year, and preparing and submitting required applications and contract documents. Administering the UPWP also includes preparing, administering and providing technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit supportive planning at the local level.

Public Participation Information and Visualization Techniques

DVRPC is committed to reaching audiences both familiar and unfamiliar with the regional planning process. This program supports DVRPC's responsibilities related to legal and public noticing, public information requests, and maintaining the Commission's website and social media platforms. This program also supports project-specific public outreach and meeting facilitation, and agency-wide earned media, government relations, and public affairs. DVRPC is also committed to expanding visualization techniques to portray and present data, plans, complicated processes, and plans.

Title VI and Environmental Justice

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

Regional Congestion Management Process

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

Transportation Operations

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

Corridor Planning

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

Regional Transit Planning Program

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

Bicycle & Pedestrian Planning Program

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

Delaware Valley Freight Planning

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

Transportation Safety and Security

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

Travel Monitoring

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

Smart Growth

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

Economic Analysis and Coordination

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

Strategies for Older Communities

Many of the region's oldest suburbs and boroughs face social and economic challenges due to aging infrastructure and disinvestment that are uncharacteristic of more affluent growing suburbs. At the same time, the older suburbs often lack the resources and attention available to the region's core cities to address these issues. This program will continue to convene forums for these municipalities to learn from outside experts as well as their peers, while also providing technical assistance.

Energy and Climate Change Initiatives

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

Long-Range Plan

The Long-Range Plan Program Area fosters and maintains a long-range vision to guide development patterns and transportation investments in the region and

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

Air Quality Planning

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

Environmental Planning

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

Data Exchange and Analysis

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

Transportation Improvement Program (TIP)

This program area provides for transportation financial planning and capital programming for the DVRPC region. Staff works 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 both develops and maintains a regional Transportation Improvement Program (TIP) for Pennsylvania and New Jersey, as mandated by federal regulations; identifies and selects transportation projects that address the needs of the region; advances the goals of the long-range plan; documents modifications to the program; and provides information and documents related to those processes, funding, and capital programming issues. This information will be provided to stakeholders and the public via meeting materials and postings on the DVRPC website. DVRPC will undertake an extensive public participation program that responds to the requirements of FAST Act and environmental justice concerns, as it relates to this program.

Performance Based Planning and Asset Management

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

Travel and Land Use Modeling

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

Competitive Program and Project Management

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

Geographic Information Systems

A Geographic Information System (GIS) is an important planning tool that provides benefits to DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical projects. GIS is the integration of

hardware, software, and data used to collect, store, analyze and display spatially referenced information. GIS allows planners to view and query spatial data and perform advanced analysis to discover relationships, patterns, and trends that support their planning activities. Visualizing information is an integral part of nearly every project, and GIS is highly utilized to create maps necessary for meetings and reports. Improving the accessibility of spatial data is critical to the continued success of GIS and tasks under this program will be coordinated with the Data Exchange and Analysis program.

The Planning Work Program serves as an important implementation tool to achieve the directives of the FAST Act. In an effort to highlight the connection between the individual Program Areas in the Planning Work Program and the FAST Act, a matrix was developed that shows that linkage (Figure 1). Both primary and peripheral associations between the Program Areas and the ten Planning Factors are shown. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the surface transportation act current at that time.

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

Figure 1: FAST Act Planning Factors

DVRPC 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. System Preservation	9. Resiliency and Reliability	10. Travel and Tourism
Technical Assistance to Member Governments	●	●	●	●	●	●	●	●	●	●
RideECO Marketing	○				○					
Regional Forum	●	●	●	●	●	●	●	●	●	●
Work Program Administration	○	○	○	○	○	○	○	○	○	○
Public Participation, Information and Visualization Techniques	●	●	●	●	●	●	●	●	●	●
Title VI and Environmental Justice	●	○	○	●	●	●	○	○	○	○
Regional Congestion Management Process	●	○	○	●	○	●	●	○	○	○
Transportation Operations	○	●	●	●	○	●	●	○	○	○
Corridor Planning	○	●	○	●	○	●	●	○	○	○
Regional Transit Planning Program	●	●	●	●	○	●	●	●	●	●
Bicycle and Pedestrian Planning Program	●	●	●	●	○	●	●	○	○	○
Delaware Valley Freight Planning	●	●	●	●	○	●	●	●	●	○
Transportation Safety and Security		●	●	○						
Travel Monitoring	○	●		●		○	●		○	○
Smart Growth	●			●	○	○	○	●	○	○
Economic Analysis and Coordination	●			●	●	○	○	○	○	●
Strategies for Older Communities	●			●	○	○	○	○	○	●
Energy and Climate Change Initiatives	●		○	●	●	○	○	○	●	○
Long-Range Plan	●	●	●	●	●	●	●	●	●	●
Air Quality Planning					●				○	
Environmental Planning				○	●	○	○	○	○	○
Data Exchange and Analysis	●			●	○		○			
Transportation Improvement Program	○	●	●	●	○	●	●	●	●	○
Performance-Based Planning and Asset Management	○	○	○	○	○	○	○	○	○	○
Travel and Land Use Modeling	○	○	○	●	○	●	●	○	○	○
Competitive Program Project Management	●	●	○	●	●	●	●	●	○	○
Geographic Information Systems	○	○	○	○	○	○	○	○	○	○

● Primary Association ○ Secondary Association

The FAST Act identifies the following ten factors to serve as the basis for all metropolitan and statewide planning processes and products:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for all motorized and nonmotorized users.
3. Increase the security of the transportation system for all motorized and nonmotorized users.
4. Increase accessibility and mobility of people and 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.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Figure 2: LONG-RANGE PLAN KEY PRINCIPLES

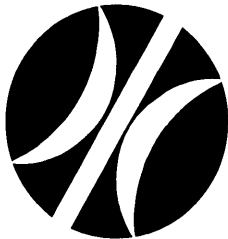
PROGRAM AREAS	Create Livable Communities	Manage Growth & Protect the Environment	Build the Economy	Establish a Modern Multi-Modal Transportation System
Technical Assistance to Member Governments	●	●	●	●
RideECO Marketing			○	●
Regional Forum	●	●	●	●
Work Program Administration	●	●	●	●
Public Participation,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

● Primary Association ○ Secondary Association

*FISCAL YEAR 2018 PLANNING WORK
PROGRAM*

CHAPTER TWO

*DVRPC PROGRAM AREA
AND
PROJECT DESCRIPTIONS*



Delaware Valley Regional Planning Commission

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2018 PLANNING WORK PROGRAM | CHAPTER 2**

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18-52-010	Regional Transit Planning Program	125
18-52-020	Bicycle and Pedestrian Planning Program	129
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**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
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18-41-070	I-95 Planning Assistance	205
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18-51-020	Enhance and Maintain Travel Forecasting Tools	211
18-51-030	Fast Turnaround Traffic Analysis	215
18-52-040	Local Modeling of Proposed New PA Turnpike Interchanges (Phased)	217
18-52-050	Update to SEPTA Bus Stop Design Guidelines	221
18-52-060	Route 15 Trolley Modernization	223
18-52-070	Regional Vision for Transit — PA Phase II	227
18-52-071	Regional Vision for Transit — NJ	231
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**TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2018 PLANNING WORK PROGRAM**

11/22/2016

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2018 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
	Cppt. Two-Sect. A						
		DVRPC PROGRAM AREAS					
31	18-23-010	Regional Forum	\$ 240,000	\$ 182,328	\$ 57,672	\$ -	\$ -
33	18-23-020	Work Program Administration	260,000	197,522	62,478	-	-
35	18-23-030	Public Participation, Information and Visualization Techniques	320,000	243,104	76,896	-	-
39	18-23-040	Title VI and Environmental Justice	210,000	159,537	50,463	-	-
43	18-31-010	Geographic Information Systems	380,000	288,686	91,314	-	-
47	18-32-020	RideECO Marketing	312,500	-	-	-	312,500
49	18-33-010	Smart Growth	590,000	419,354	132,646	38,000	-
53	18-33-020	Strategies for Older Communities	450,000	159,537	50,463	40,000	200,000
57	18-33-030	Energy and Climate Change Initiatives	240,000	154,471	48,860	36,669	-
63	18-33-040	Environmental Planning	304,000	204,000	-	100,000	-
69	18-34-010	Long-Range Planning	560,000	417,835	132,165	10,000	-
73	18-34-020	Delaware Valley Freight Planning	450,000	326,671	103,329	20,000	-
77	18-34-030	Transportation Safety and Security	420,000	319,074	100,926	-	-
81	18-34-040	Regional Congestion Management Process	230,000	230,000	-	-	-
85	18-34-050	Air Quality Planning	280,000	212,716	67,284	-	-
89	18-34-060	Data Exchange and Analysis	313,750	230,189	72,811	10,750	-
93	18-34-070	Economic Analysis and Coordination	300,000	121,552	38,448	60,000	80,000
99	18-41-010	Technical Assistance to Member Governments	349,578	265,565	84,013	-	-
103	18-41-020	Transportation Improvement Program (TIP)	640,000	486,208	153,792	-	-
107	18-41-030	Transportation Operations	300,000	227,910	72,090	-	-
113	18-41-040	Performance Based Planning and Asset Management	220,000	167,134	52,866	-	-
117	18-41-050	Competitive Program and Project Management	950,000	50,000	-	-	900,000
121	18-51-010	Travel and Land Use Modeling	490,000	364,656	115,344	10,000	-
125	18-52-010	Regional Transit Planning Program	301,250	-	301,250	-	-
129	18-52-020	Bicycle and Pedestrian Planning Program	330,000	250,701	79,299	-	-
133	18-52-030	Corridor Planning	760,000	562,178	177,822	20,000	-
137	18-53-010	Travel Monitoring	765,000	645,000	-	-	120,000
		Subtotal	\$ 10,966,078	\$ 6,885,928	\$ 2,122,231	\$ 345,419	\$ 1,612,500
	Cppt. Two-Sect. B						
		DVRPC PROJECTS					
	15-44-300	William Penn -- Planning, Design & Construction of Priority Trails **	\$ 120,000	\$ -	\$ -	\$ -	\$ 120,000
	17-41-100	FFY 2017 Regional Aviation System Planning **	150,000	-	-	-	150,000
	16-51-170	I-95 Central and South Philadelphia Traffic Forecasts **	200,000	-	-	-	200,000
141	17-33-110	Enhancing Travel and Tourism Infrastructure **	100,000	-	-	-	100,000
145	17-33-130	Cobbs Creek Parkway Corridor Study (67th to 70th) **	100,000	-	-	-	100,000
147	17-52-070	Regional Vision for Transit -- PA Phase I **	75,000	-	-	-	75,000
151	17-52-100	Lane Reconfiguration Feasibility Study for Vine Street (Local)	125,000	-	-	-	125,000
	18-10-010	General Fund	194,482	-	-	-	194,482
155	18-10-020	Private Sector Data Requests	10,000	-	-	-	10,000
157	18-31-020	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
159	18-31-030	Local Asset Data Collection - Southeastern Pennsylvania	100,000	-	-	-	100,000
161	18-32-010	Commuter Benefit Program - RideECO	500,000	-	-	-	500,000
165	18-32-030	Commuter Services/Mobility Alternatives Program (Share-a-Ride)	251,000	-	-	-	251,000
167	18-33-050	Local Technical Assistance Program (LTAP)	30,000	-	-	-	30,000
169	18-33-060	Tri-County Transportation Plan Implementation	60,000	45,582	14,418	-	-
171	18-33-070	Pennsylvania Coastal Zone Management Implementation Program	40,000	-	-	-	40,000
175	18-33-080	Healthy Communities Planning	100,000	75,970	24,030	-	-

**TABLE B DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2018 PLANNING WORK PROGRAM**

11/22/2016

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2018 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
179	18-33-090	PA/NJ Local Planning Initiatives	200,000	-	-	39,656	160,344
183	18-33-100	Community Impact of Higher Density Development	100,000	-	80,000	20,000	-
187	18-33-120	Campbells Soup - Camden City Food Economy	40,000	-	-	-	40,000
189	18-34-080	Regional Aviation System Planning	100,000	-	-	-	100,000
193	18-34-090	Central Jersey Transportation Forum	150,000	-	-	-	150,000
195	18-34-100	PA Ozone Action Supplemental Services	125,000	-	-	-	125,000
197	18-34-110	NJ Ozone Action Supplemental Services	50,000	-	-	-	50,000
199	18-41-060	Transportation Systems Management & Operations, (TSMO)	933,500	-	-	-	933,500
205	18-41-070	I-95 Planning Assistance	155,000	-	-	-	155,000
207	18-41-080	US 202 Section 200 Operations Analysis	100,000	-	-	-	100,000
211	18-51-020	Enhance and Maintain Travel Forecasting Tools	640,000	-	-	-	640,000
215	18-51-030	Fast Turn Around Traffic Analysis	50,000	-	-	-	50,000
217	18-52-040	Local Modeling of Proposed New PA Turnpike Interchanges (Phased)	240,000	-	-	-	240,000
221	18-52-050	Update to SEPTA Bus Stop Design Guidelines	150,000	-	-	30,000	120,000
223	18-52-060	Route 15 Trolley Modernization	212,500	-	-	42,500	170,000
227	18-52-070	Regional Vision for Transit — PA Phase II	275,000	-	-	55,000	220,000
231	18-52-080	Regional Vision for Transit — NJ	100,000	-	100,000	-	-
235	18-52-090	Regional Sidewalk Inventory and Online Walkability Engagement Platform	492,000	-	-	-	492,000
239	18-53-020/025	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-
241	18-53-030	PennDOT District 6-0 Traffic Volume Data	300,000	-	-	-	300,000
243	18-59-700	Member Government Special Projects	950,720	-	-	-	950,720
	18-59-701	Carryover of PennDOT Highway Needs Studies **	300,000	-	-	-	300,000
		Subtotal	8,419,202	321,552	218,448	187,156	7,692,046
		SUBTOTAL DVRPC PROGRAM	\$ 19,385,280	\$ 7,207,480	\$ 2,340,679	\$ 532,575	\$ 9,304,546
		MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH					
245	Cppt. Three	Supportive Regional Highway Planning Program					
	18-60-000/18-61-000	PA/NJ Supportive Regional Highway Planning Program	\$ 1,296,250	\$ 785,000	\$ -	\$ -	\$ 511,250
295	Cppt. Four	Transit Support Program					
	18-63-000	PA/NJ Transit Support Program	1,608,250	-	964,500	-	643,750
343	Cppt. Five	Other Member Government Projects					
347	15-44-300	William Penn -- Planning, Design & Construction of Priority Trails Re-Grant Program**	2,000,000	-	-	-	2,000,000
349	18-53-300	PA/NJ Regional GIS Implementation Coordination	300,000	-	-	-	300,000
351	18-62-000	New Jersey Local Concept Development	430,000	-	-	-	430,000
353	18-64-000	New Jersey Regional Signal Retiming Initiative Project	350,000	-	-	-	350,000
		SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES	\$ 5,984,500	\$ 785,000	\$ 964,500	\$ -	\$ 4,235,000
		GRAND TOTAL	\$ 25,369,780	\$ 7,992,480	\$ 3,305,179	\$ 532,575	\$ 13,539,546

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FISCAL YEAR 2018 PLANNING WORK
PROGRAM

CHAPTER TWO - A

DVRPC PROGRAM AREA
DESCRIPTIONS



Delaware Valley Regional Planning Commission

PROJECT: 18-23-010 Regional Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Renee Wise

Project Manager: Barry Seymour

Goals:

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

Description:

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

Tasks:

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

Products:

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

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$240,000	\$193,608	\$46,392		
2018	\$240,000	\$182,328	\$57,672		
2019	\$240,000				
2020	\$240,000				

PROJECT: 18-23-020 Work Program Administration

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Griffies

Project Manager: John Ward

Goals:

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

Description:

Prepare the FY 2019 Planning Work Program, negotiate project funding, monitor the FY 2018 program progress, and prepare and submit required applications and contract documents. Provide input to the Regional Forum and receive output from all projects. Prepare, administer, and provide technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

Tasks:

1. Prepare the FY 2019 Planning Work Program and project budgets based on guidance provided by the Board's Work Program Committee.
2. Assist agencies in work program and budget development.
3. Review documents and provide technical assistance.
4. Coordinate prioritization of the TSP and SRHPP projects for inclusion into the Work Program and prepare agreements with member governments.
5. Prepare applications and contracts, and negotiate with federal, state and local governments to secure funding to carry out the planning programs.
6. Prepare monthly and quarterly progress reports, and conduct program review meetings. Monitor on a daily basis the implementation of the planning programs.
7. Guide third-party consultant selection and assist in the preparation of documents required for consultant selection.
8. Establish accounting procedures and develop methods of progress and expenditure reporting.
9. Review audits of member governments prepared under OMB's Circular A-133: Audits of States, Local Governments, and Nonprofit Organizations.
10. Prepare closing report(s).

Products:

1. FY 2019 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 *
2017	\$260,000	\$209,742	\$50,258		
2018	\$260,000	\$197,522	\$62,478		
2019	\$260,000				
2020	\$260,000				

PROJECT: 18-23-030 Public Participation, Information and Visualization Techniques

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Alison Hastings

Project Manager: Elise Turner

Goals:

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

Description:

DVRPC's Office of Communications and Engagement will maintain and deepen its communications program, emphasizing DVRPC's mission to audiences both familiar and unfamiliar with the planning process; promote the Commission's Long-Range Plan and the implementation of the Plan through public involvement; and foster outreach and collaboration between DVRPC and the region's policymakers, municipal officials, organizations, and citizens. The DVRPC website and social media platforms are used to enhance public participation and information availability. An information and engagement program will continue through contact with the public as a means of highlighting the Commission and its work. This office also ensures that Environmental Justice (EJ) mandates in public participation are met by conducting outreach to traditionally underserved populations in the region, and by enhancing Limited English Proficiency (LEP) options. The Office will continue to explore new ideas with meeting facilitation, community engagement and stakeholder outreach. This program also enables DVRPC to continue to remain in the forefront of public participation by expanding its use of visualization techniques to portray and present alternative views of data, plans and programs. This office also handles requests for information, and coordinates these responses with the Executive Office and DVRPC's legal counsel.

Tasks:

1. Prepare media releases and promote feature articles and op-ed pieces in traditional (i.e., newspapers) and non-traditional (i.e., blogs) media.
2. Use social media platforms (Facebook, Twitter, LinkedIn, etc.) to promote DVRPC news, engage partner organizations, and increase awareness of the Commission to the general public.
3. Prepare Annual Report.

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$320,000	\$258,144	\$61,856		
2018	\$320,000	\$243,104	\$76,896		
2019	\$320,000				
2020	\$320,000				

PROJECT: 18-23-040 Title VI and Environmental Justice

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Alison Hastings

Goals:

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

Description:

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

Tasks:

1. Update and maintain the DVRPC Public Participation Plan (particularly in reference to updating LEP language), Title VI Compliance Plan, the Planner's Methodology, and other publications/reports as needed, to continue the ongoing assessment of the benefits and burdens of transportation system improvements and to continue efforts to apply public involvement techniques that maximize meaningful participation for all segments of the region's population. Explore potential for other EJ publications and brochures for various audiences.
2. Interact with DVRPC staff to monitor progress toward Title VI, EJ, and public participation goals.
3. Internally maintain "Environmental Justice at DVRPC" annual report, which highlights DVRPC plans and programs.
4. Participate in any reviews conducted by state transportation agencies or other planning partners.
5. Assess the region's transportation investments relative to the needs of disadvantaged populations, including, but not limited to, low-income and minority populations. Investigate the state of accessibility and mobility for disadvantaged

- populations, with a focus on safety, transit, and alternative transportation modes.
6. Refine plan and implementation strategies to provide improved public input opportunities to the environmental and transportation planning processes.
 7. Refine mechanisms for the ongoing review of the TIP and long-range plan.
 8. Incorporate EJ analysis into individual studies, programs, and plans contained in the DVRPC Work Program, such as corridor studies, to help streamline the transportation project delivery process. Integrate EJ with National Environmental Policy Act (NEPA) planning, particularly with regard to human and environmental impacts, as well as plan recommendations on investments that promote quality of life and mitigate adverse impacts for residents in Greater Philadelphia.
 9. Continue to train staff in EJ/Title VI strategies. Complete responsibilities of the Title VI Compliance Manager, including working with the Accounting Division to review DBE goals.
 10. Explore opportunities for EJ events for DVRPC stakeholders and the general public.
 11. Participate in equal opportunity, nondiscrimination, and DBE training and committees offered by PennDOT, NJDOT, FHWA, FTA, or other planning partners.
 12. Refine or update the Indicators of Potential Disadvantage (IPD). Explore IPD and other mapping/technology strategies to enhance EJ data gathering and analysis.
 13. In collaboration with the Office of Smart Growth and the Office of Transit, Bicycle and Pedestrian Planning, continue work related to the FY2016/2017 Equity Through Access (ETA) update to DVRPC's Coordinated Human Services Transportation Plan (CHSTP). Work tasks may include continuation/completion of plan development, program outreach, or coordination of equity-related work activities with other DVRPC efforts.
 14. Act as a resource for planning partners, counties, subrecipients, etc. in meeting Title VI, EJ, and public participation mandates.

Products:

1. Updated database of community organizations and contacts for public involvement and outreach activities.
2. Refine mechanism for the ongoing review of the TIP, the long-range plan, and other programs and plans, as needed.
3. Refine and update the Indicators of Potential Disadvantage (IPD) methodology, maps, and online application.
4. Issue Title VI/Environmental Justice Annual Report to planning partners.
5. Maintain and update a web-based directory of EJ/Title VI resources, as well as expanded EJ/Title VI publications in the DVRPC Resource Center.
6. Work with agency planners and planning partners to enhance their awareness of and implementation of EJ and Title VI.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$210,000	\$169,407	\$40,593		
2018	\$210,000	\$159,537	\$50,463		
2019	\$210,000				
2020	\$210,000				

PROJECT: 18-31-010 Geographic Information Systems

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: William Stevens

Project Manager: Christopher Pollard, Kimberly Korejko, Mark Gatti

Goals:

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

Description:

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

This ongoing program enables DVRPC to provide GIS services and technical assistance to its planning staff, our member agencies, and other outside parties. It also includes expanding and improving the geospatial database by creating features and attributes from compiled source documents and obtaining data from member governments and operating agencies and publicly available sources (US Census, NJDEP, PASDA, etc.). Enhancements to existing geospatial data will include the expansion and refinements of attributes and the improvement of the positional accuracy of features. Technical advances and methodologies to provide geospatial information in an efficient manner, including web mapping applications and distribution, for use in various technical projects by DVRPC, its member agencies, and others will continuously be reviewed.

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

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

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

Tasks:

1. Create new geospatial data from source documents.
2. Compile and evaluate existing geospatial data from all available sources.

3. Geo-reference existing features to current aerial imagery.
4. Develop and maintain metadata that meets current industry standards for all geospatial datasets.
5. Continuously update geospatial data from DVRPC programs and from external sources, including, but not limited to, the state DOT transportation management systems, U.S. Census, state agencies, operating agencies, and member governments.
6. Ensure compatibility of geospatial data with related databases.
7. Continue migration of geospatial data into DVRPC's enterprise Oracle database.
8. Provide data files and technical support to planning efforts of DVRPC, state agencies, county planning organizations, operators, and the private sector, as requested.
9. Coordinate data development with other DVRPC programs and federal, state, and local efforts, whenever possible.
10. Attend training, seminars, and conferences to keep current on latest industry trends.
11. Expand geospatial data sharing and distribution using current web technologies.
12. Develop and maintain web mapping applications in support of DVRPCs outreach goals.
13. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (over 8-foot spans), including georeferencing data.
14. Perform activities associated with the local transportation asset inventory.

Products:

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

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$380,000	\$306,546	\$73,454		
2018	\$380,000	\$288,686	\$91,314		
2019	\$380,000				
2020	\$380,000				

PROJECT: 18-32-020 RideECO Marketing

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Stacy Bartels

Project Manager: Erin Burke

Goals:

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

Description:

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

This commuter benefit program has been administered by DVRPC since its inception in 1991, with the name RideECO commencing in 2013. RideECO provides area employers with an easy option to provide employees with a transit benefit per federal IRS tax code. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and companies. All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators. Note that this program also reaches to southcentral Pennsylvania and northern Delaware. (See 18-22-010 for more program background.)

Tasks:

1. Work with contracted vendor to develop relevant advertising messages and materials for both key target audiences (below, #3).
2. Work with contracted vendor to find and place advertising in relevant and unique media and publications.
3. Promote the program to both main audiences: local employers with worksites accessible by transit, and transit-riding commuters.
4. Extend the educational effort, to a degree, to commuters not currently using transit or vanpools.
5. Initiate and analyze results of periodic research to ascertain any effects on commute mode changes and elicit suggestions to enhance the program for users.

Products:

1. Marketing and advertising material design and production.
2. Media schedule and placements.
3. Ensure website information is accurate and current; update as necessary.
4. Social media activity to reach a variety of audiences and to keep clients and users

informed of program and legislative changes, and transit news in general.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$312,500				\$312,500
2018	\$312,500				\$312,500
2019	\$312,500				\$312,500
2020	\$312,500				\$312,500

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

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

PROJECT: 18-33-010 Smart Growth

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karin Morris

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

Goals:

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

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

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

Description:

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

communities, and zoning reform (both smart growth and sustainable zoning).

DVRPC will continue its Municipal Outreach program, which includes: offering training/webinars to municipalities and counties; producing Municipal Implementation Tool (MIT) brochures that implement the LRP through encouraging specific municipal actions; tracking and mapping the municipal adoption of smart growth tools in the region; and promoting products to local, regional, and national audiences.

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

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

Staff will continue to coordinate the Regional Streetlight Procurement Program (RSLPP), begun in FY16, which is an effort to work with 37 municipalities to replace their current streetlights with energy-efficient LED lighting. This involves ensuring the selected ESCO work effectively with municipalities, coordinating with multiple partners including the Pennsylvania Sustainable Energy Finance (PennSEF) Program and Keystone Lighting Solutions, and assuring that all phases of the project are completed. In FY18, staff will evaluate the first round of the program and assess the feasibility of offering a second round to new municipalities, along with an evaluation of different fee-for-service models. Staff will also assess the replicability of this program for other municipally-owned assets. The RSLPP improves the economic vitality of local municipalities, through reducing their overall electricity bills, reducing maintenance costs due to the longer lifespan of LED fixtures, while also achieving economies of scale for the bulk purchase of streetlights; improving safety through improved quality of lighting provided by LEDs on streets and sidewalks; improving security as a result of improved lighting quality and fewer streetlight outages as a result of the longer lifespan of LED fixtures; and promoting environmental and energy sustainability through reducing energy usage.

Staff may also provide technical assistance to municipalities on the development of renewable energy ordinances and permitting practices, as well as Solarize campaigns, that address the siting and access of renewable energy systems and energy-efficient development, as needed. This work would build off of Solar Ready II in FY16 and SolSmart in FY17, if there is demand and budget.

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

This project also provides financial and staff support to the following other cross-listed projects:

Enhancing Travel and Tourism Infrastructure: Effort that will convene private and public sectors, including travel and tourism stakeholders, to discuss transportation issues impacting travel and tourism within the Greater Philadelphia region. This advisory group will then determine what information sharing, data gathering, and/or planning efforts to pursue to improve accessibility to travel and tourism destinations.

Community Impact of Higher Density Development: Research effort to increase our understanding of the potential impacts (travel, economic, environmental, and community) of denser development by compiling and analyzing data around recently completed development projects throughout the region.

Transit Oriented Development Policy and Regulatory Environment: White paper that will identify aspects of the regulatory and policy environment, at the state and local level, that inhibit the implementation of Transit-Oriented Development (TOD) around rail stations in our region.

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

Tasks:

1. Lead the Municipal Outreach program, which includes webinars and MITs.
2. Update the Smart Growth Project Database twice/year and promote through DVRPC News and social media.
3. Assist with the equity-related work that comes out of the Equity Through Access Study.
4. Coordinate the Regional Streetlight Procurement Program, assess the feasibility of a round two, as well as its replicability for other municipal-owned assets.
5. Provide technical assistance to municipalities on renewable energy ordinances, permitting, and Solarize campaigns, as needed and as budget allows.
6. Provide technical assistance to numerous partners on livable community efforts.
7. Present and promote DVRPC's smart growth studies and products to local, regional, and national audiences, through workshops, seminars, conferences, etc.
8. Tasks associated with cross-listed Enhancing Travel and Tourism Infrastructure project.
9. Tasks associated with cross-listed Community Impact of Higher Density Development project.
10. Tasks associated with cross-listed Transit Oriented Development Policy and Regulatory Environment project.

Products:

- 1 Municipal outreach webinars, MIT brochures, trainings.
2. Updated Smart Growth Project Database and related promotion.
3. Updates to ETA website that may include new case studies, best practices, and/or funding opportunities.
4. Meeting highlights, powerpoints, evaluation, or other technical assistance from RSLPP.
5. Technical assistance on solar ordinances, permitting, buying campaigns, as needed.
6. Smart growth presentations at local, regional, and/or national conferences and workshops.
8. Enhancing Travel and Tourism Infrastructure meeting materials and final report.
9. Community Impact of Higher Density Development meeting materials and final report.
10. Transit Oriented Development Policy and Regulatory Environment white paper.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$400,000	\$282,345	\$67,655		\$50,000
2018	\$590,000	\$419,354	\$132,646	\$38,000	
2019	\$400,000				
2020	\$400,000				

PROJECT: 18-33-020 Strategies for Older Communities

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karen Cilurso

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

Goals:

To support the major land use and transportation policies of Connections 2045 Plan for Greater Philadelphia by encouraging reinvestment in the region's mature suburbs and core cities through redevelopment and intergovernmental cooperation.

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

This project supports NJDOT's support of the NJ State Strategic Plan, whose vision is for sustainable, physical, and economic development. Additionally, the Strategies for Older Suburbs (SOS) program area supports NJDOT's MPO Transportation Priorities, including promoting partnerships and maximizing opportunities for Complete Streets implementation. The work through the SOS program areas also supports NJDOT's MPO Priorities by continuing to engage with the public to strengthen public confidence and participation in the planning process through the use of web/technology, social media, outreach, education, and public forum meetings. This project supports FHWA-NJ Division's Planning Emphasis Areas of expanded use of management systems and data-driven tools to inform investment decisions, particularly for programs such as the Transportation and Community Development Initiative (TCDI). This project supports the New Jersey Statewide Long Range Transportation Plan.

Description:

Many of the region's mature communities face social, economic, transportation (motorized and nonmotorized), and infrastructure challenges uncharacteristic of more affluent exurban communities and lack the resources available to the region's core cities. Staff will identify techniques, programs, and strategies that have been

successfully utilized in this region as well as elsewhere to facilitate community revitalization and create mechanisms through which developed communities can network with other municipalities facing common challenges. The goal of the SOS program is to help make our older communities more livable.

Through the SOS program, staff will provide outreach and education directed at municipal officials and residents with the Roundtable Series. The Roundtable Series is a “conversation” for our planning partners to discuss issues and exchange ideas that affect their communities and develop solutions. Topics may include infrastructure, bicycle and pedestrian enhancements, economic development, conservation, public relations, and grant development. Approximately 3 Roundtable discussions may be held.

Staff will continue work on the Classic Towns of Greater Philadelphia program. Through the Classic Towns program, marketing and advertising are used to promote communities as great places to live, work, and play. The program currently has 21 participating communities representing different planning areas in the region. The Classic Towns program strives to improve the quality of life in older communities of the region, thus utilizing existing infrastructure. A consultant will be used to provide assistance with these tasks and staff will work directly with all communities on various events, promotional pieces, and other tasks, as requested. This program utilizes funds directly from the 21 participating communities.

The Transportation and Community Development Initiative (TCDI) grant program will continue in FY 2018. Staff will advertise and promote a new round of funding for FY 19/20. This will involve developing the program guidance, reviewing all project applications, working with the designated review committees to prioritize projects, and ultimately, moving all awarded projects to contract with the individual municipalities. The TCDI project also includes maintaining the Smart Growth Grant database to oversee communication with previous grantees and providing updated information for the DVRPC website for all projects completed. TCDI updates and success stories will also be featured in the DVRPC online newsletter.

Outreach and education will continue and be directed at municipal officials, community groups (BIDs, CDCs), and residents of older suburbs. Staff projects will encourage redevelopment and growth around transit-accessible and livable communities. Staff will work with local governments to identify revitalization projects and promote the amenities of the older suburbs and core cities of the region through TCDI-funded projects and the Classic Towns Program. Outreach and education will also be offered through the Breaking Ground Implementation Conference. The Breaking Ground conference is an opportunity for DVRPC to highlight our planning work as well as partners from throughout the region. This conference focuses on project implementation. Themes will be chosen during the fiscal year. Completion of this program/project may require the purchase of

equipment or services.

Tasks:

1. Maintain and interact with the roundtable invitees made up of state, county, and local governments, nonprofits, main street communities, and economic development partners on issues facing older suburbs and downtowns. Up to four roundtables may be held.
2. Identify and engage local stakeholders and community leaders, as well as provide local technical assistance to older communities on revitalization efforts and tools that meet the specific needs of their community.
3. Continue to work with outside agencies and participants on the promotion of older communities and neighborhoods through the Classic Towns Program.
4. Continue to gain 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 marketing campaign and efforts, including hosting two events/workshops for Classic Town members and recruiting new communities to participate in the program.
6. Contract with qualified consultants on Classic Towns for advertising and website administration.
7. Administer the TCDI program.
8. Facilitate new round of TCDI funding.
9. Promote the successes of TCDI completed projects through the DVRPC news.
10. Maintain the Smart Growth Grants database.
11. Present findings to municipal and county officials, as necessary.

Products:

1. SOS Roundtable materials.
2. Updated Smart Growth grants database.
3. Updates to the Classic Towns website and other marketing materials, as necessary.
4. Hold events and contests for the Classic Towns member communities, as requested.
5. Workshops throughout the fiscal year for member Classic Towns.
6. Additional webpages on website for new towns in the Classic Towns program.
7. Deliverable products as required by each TCDI contract.
8. TCDI success stories for the DVRPC newsletter.
9. Documentation showing collaboration with state and regional partners on revitalization strategies and techniques for older suburbs and neighborhoods.
10. Breaking Ground Conference with panel discussions and keynote.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$490,000	\$169,407	\$40,593	\$40,000	\$240,000
2018	\$450,000	\$159,537	\$50,463	\$40,000	\$200,000
2019	\$450,000				
2020	\$450,000				

*1.PA-TIP/STU-TCDI Administration- DOT # 97311-\$120,000

2. NJ-TIP-STP-STU-TCDI Administration- DOT#D0204-\$80,000

PROJECT: 18-33-030 Energy and Climate Change Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Robert Graff

Project Manager: Shawn Megill Legendre

Goals:

- Provide leadership to the region on increasing the resilience of the region to the impacts extreme weather, which is predicted to increase due to climate change as well as on reducing energy use, increasing the use of low-carbon energy, and reducing greenhouse gas (GHG) emissions. A key focus of this work will be on energy use, greenhouse gas emissions, and increased resilience as they relate to vehicles, transportation infrastructure, and the built environment.
- Focus the resources and attention of municipal, county, regional and state officials on developing policies and practices to increase the resilience of the region to the impacts extreme weather associated with climate change and to reduce energy use and GHG emissions.
- Develop and disseminate information on the expected impacts of climate change within the region, as well as how to prepare for those impacts. This information will be provided at the local and sectoral level where feasible.
- Develop and disseminate information on regional energy use, energy costs, and GHG emissions. This information will be provided at the local and sectoral level where feasible.
- Require and facilitate regional coordination—both drawing on and strengthening relationships among state, regional, county, and municipal officials throughout the region, as well as relationships with other key stakeholders, including utilities, businesses, institutions, and non-profit organizations. This work will leverage economies of scale, and identify and disseminate best practices from around the region and across the nation. It will also foster continued cooperation and coordination across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to addressing these issues.

Description:

This program area leads planning efforts to prepare the region for a future in which regions that have proactively planned for the anticipated impacts of climate change on the built and natural environment as well as those with greater energy efficiency, cleaner energy, and lower greenhouse gas emissions are expected to be at a

competitive advantage. This program area supports the goals of the State of New Jersey's Global Warming Response Act (2007) of reducing GHG emissions by 80 percent of 2006 levels by 2050. It also supports the provisions of the Pennsylvania Climate Change Act (Act 70 of 2008), as well energy use, GHG emissions, and regional resilience goals of DVRPC's Long Range Plan.

Climate change influences the design, construction, safety, operations, and maintenance of transportation infrastructure and systems. Recently, extreme weather events such as Hurricane Irene and Superstorm Sandy have illustrated how vulnerable the region's transportation infrastructure is to violent storms. As global temperatures increase, sea levels rise, and weather patterns change, the risk to the region's transportation system will only increase. The stewards of the region's infrastructure will be challenged to consider how these changes may affect the region's roads, airports, rail, transit systems, and ports, as they endeavor to assure the transportation system's resilient connectivity to essential services. In addition, the changing climate has broader implications for the region's stormwater systems, land use decisions, and the natural environment. These impacts affect a wide range of county and municipal functions, including public health and stewardship of trees and forests.

Energy use and greenhouse gas emissions are closely related issues: DVRPC's report on regional greenhouse gas emissions in 2010 shows that about 90 percent of the region's GHG emissions are attributable to burning fossil fuels for energy. Energy use by the transportation sector (motor vehicles, trains, planes, ships, and other mobile applications) accounted for more than 27 percent of the region's energy use, and over 31 percent of its GHG emissions. Essentially all of the energy used for transportation is petroleum imported into the region.

The energy system in the region and the country as a whole is undergoing a profound transformation, with increased private and public investment in energy efficiency and conservation as well as in renewable and lower-carbon energy sources for both the transportation sector (e.g., electric vehicles, natural gas vehicles, public transit investments) and for stationary energy use (e.g., buildings, industry). The use of natural gas to generate electricity is displacing coal at a very rapid pace. In addition, concern regarding the long-term availability and cost of fossil fuels, as well as the implications of natural gas production in Pennsylvania, shapes the activities of this program area.

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

Tasks:

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

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

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

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

Technical Assistance: Climate Change Adaptation Planning—DVRPC will continue to assist local government stakeholders in understanding and preparing for the expected impacts of climate change on the region, including providing information on carrying out risk and vulnerability assessments of the region's transportation infrastructure and communities, and developing strategies to increase resilience. DVRPC will continue to participate in ongoing climate change adaptation activity at the national, state, regional, and local level to ensure the concerns of the region are represented. This work will be carried out in coordination with DVRPC's Office of Environmental Planning.

Technical Assistance: Impact Analysis—DVRPC will continue to assist its member

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

Scenarios and Modeling—DVRPC will, in coordination with DVRPC’s Office of Long Range Planning, model future regional energy use and GHG emissions scenarios and develop tools for use by individuals, organizations and regional partners to help decision makers envision the relative GHG emission and energy use impacts of various planning and policy actions.

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

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

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

Technical Assistance: Ordinance Assistance and Coordination – In addition to the ordinance assistance and coordination tasks noted above, DVRPC is prepared to continue developing and disseminating quantitative tools to evaluate the links between development patterns, energy use, and greenhouse gas emissions and assist municipalities to incorporate best practices into land use regulations and building codes.

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

Completion of these tasks may require the support of consultants.

Products:

1. 2015 Regional Energy Use and GHG Emissions Inventory.
2. Climate Change Adaptation Community of Practice workshop series. This is an on-going series of DVRPC-hosted, half-day workshops bringing together regional professionals currently engaged in preparing for climate change. DVRPC intends to host a minimum of three such workshops in FY 2018.
3. Continued development of support tools (e.g., MITs, webinars, workshops) for municipalities on preparing for climate change adaptation.
4. Continued support, upon request, for PennDOT's Extreme Weather Vulnerability work.
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 build resilience in preparation for climate change. These will include written comments on documents, active participation in meetings, and recommendations for actions.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$240,000	\$164,027	\$39,304	\$36,669	
2018	\$240,000	\$154,471	\$48,860	\$36,669	
2019	\$240,000				
2020	\$240,000				

PROJECT: 18-33-040 Environmental Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Linn

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

Goals:

This program area will:

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

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

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

Description:

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

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

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

The project includes the following components:

- **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 support land conservation and green infrastructure implementation. Work to promote open space protection, greenway development and green stormwater infrastructure in projects and plans. Incorporate this work into the LRTP, CMP, corridor studies, land use/transportation studies, and PennDOT’s Program Development and Project Delivery Process. Data gathered and tools developed will be used to strengthen the linkages between environmental stewardship and transportation investments, and streamline the environmental review process.
- **Municipal Environmental Planning**—Continue Environmental Resource Planning Services for New Jersey Municipalities, which provides environmental resource inventories, open space plans, municipal public access plans, master plan conservation elements, etc. The regional vision for green infrastructure and open space can more likely be achieved by empowering municipalities to conduct better and targeted land preservation and stewardship work at the local level. The program is fee-based, but DVRPC provides a subsidy to communities in Mercer, Burlington, Camden and Gloucester counties to encourage more municipalities to undertake the work. In this fiscal year, staff will continue to advertise the program to local governments, as well as respond to direct requests from municipalities.

- **Climate Change Resiliency Planning**—Work with member governments, federal and state agencies, non-profit partners and academic institutions to understand and prepare for the expected impacts of climate change. While communities are aware of the threats posed by extreme heat, severe storms, flooding and sea level rise, the historical patterns upon which they base their planning are expected to change. This program will help local governments understand how these climate stressors are predicted to change, assess community vulnerability, and identify strategies to increase resilience. Strategies that support existing planning goals will be prioritized. DVRPC will continue to participate in ongoing climate change adaptation efforts at the national, state, and local level to assure the concerns of the region are represented. DVRPC will co-chair the Sustainable Jersey Climate Adaptation Task Force and continue to engage with NJ resiliency planning partners.

- **Municipal Actions to Protect Water Quality**—Starting in June 2015, DVRPC undertook a project to investigate what municipalities can do to improve and protect water quality (e.g., establish a stormwater authority, partner with neighboring communities on MS4 pollution reduction plans, etc.) , and the ways in which “technical assistance providers” can assist or incentivize municipalities to undertake these actions. The project will conclude in June 2017 and will result in a set of detailed recommendations vetted by the project steering committee. In FY18, DVRPC will explore opportunities to work with water quality planning partners to implement select recommendations generated by this project. Recommendations that are synergistic with on-going environmental planning projects and goals will be prioritized.

- **Trail and Greenway Planning**— Support the Circuit Coalition’s efforts to implement The Circuit by providing technical assistance on funding, trail planning, evaluation metrics, and trail construction. DVRPC will focus on disseminating the results trail-user counting program started in FY15 and look to install addition counters as opportunities arise. This project also provides continued technical assistance for completed greenway plans and municipal environmental planning projects. Together, these activities will protect and link greenspace corridors and provide increased opportunities for non-motorized access to jobs, housing, recreational activities and cultural services.

- **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 shape a vision for the region’s future and evaluate transportation investments.

- **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 and federal

level. DVRPC will partner with local governments, neighboring MPOs, state and federal agencies, and non-profit organizations. DVRPC may bring planners and practitioners together to explore and discuss preparing for the impacts of climate change and/or bring the open space planning community together to focus on land conservation, watershed protection and similar issues. DVRPC will also continue to coordinate and facilitate meetings of the PA East Coast Greenway Committee.

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

Tasks:

1. Update data on protected lands and share with counties and other agencies.
2. Gather post-election data on localities initiating or changing their open space funding programs through voter referendums.
3. Update and post open space data and tables to the web.
4. Conduct research and data collection to support municipal green infrastructure implementation.
5. Develop and improve the trail-user counting program's web interface.
6. Conduct municipal-based environmental planning work to assist local governments.
7. Provide data, research and analysis to the SJ CATF.
8. Work with partners to advance recommendations generated by the William Penn-funded "Municipal Actions to Protect Water Quality" project.
9. Continue technical assistance to municipalities, counties, state agencies, and non-profits for greenway, open space and environmental planning.
10. Engage with the Circuit Coalition to provide technical assistance on funding, marketing, trail planning, evaluation metrics and project management.
11. Cultivate projects and initiatives that promote active transportation and provide technical assistance as needed to local governments and non-profit partners.
12. Co-convene the Climate Change Resiliency Community of Practice workshops and Open Space Coordinating Committee meetings as needed with guest speakers on topical issues and ample time for coordination and collaboration.
13. Organize and host quarterly meetings of the PA East Coast Greenway Committee.

Products:

1. Updated DVRPC website pages containing current maps, tables, and narrative about protected open space lands and funding programs.
2. Publication of Environmental Resource Inventories, Open Space Plans, Municipal Public Access Inventories, Conservation Elements, etc. for local governments with which DVRPC has project agreements.
3. Maps, data, and presentations to municipalities and counties with which DVRPC has worked on greenway plans or municipal projects, as needed.

4. Updated Circuit map and data tables. Publish the map via the web and link it to the Connectthecircuit.org website.
5. Updated permanent trail counting program web interface.
6. Meetings, data, maps and graphics to support development of the Circuit and active transportation projects.
7. Meeting materials, summaries and analyses in support of the Sustainable Jersey Climate Change Adaptation Task Force.
8. Meeting materials of the Climate Change Community of Practice and the Regional Open Space Coordinating Committees as needed.
9. Meeting materials of the PA East Coast Greenway Committee.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$304,000	\$204,000		\$100,000	
2018	\$304,000	\$204,000		\$100,000	
2019	\$304,000				
2020	\$304,000				

PROJECT: 18-34-010 Long-Range Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Project Manager: Brett Fusco

Goals:

Develop and implement a long-range vision and plan for a sustainable future by providing guidance for future growth and development and ensuring that transportation investments are linked to long-term land use, economic development, environmental, transportation, and equity goals.

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. The Plan incorporates performance measures for selecting transportation projects and gauging progress toward Long-Range Plan goals. Additionally, the Plan addresses the planning factors required under current federal planning regulations, as well as the national goal areas identified in the most recent federal transportation authorization, the FAST Act.

Staff worked with regional stakeholders and the public to develop Connections 2045, the update to the Long-Range Plan. The update was presented to the Board for adoption in summer 2017. Early work focused on identifying future drivers of change. This culminated in the Future Forces report. Staff revised the transportation system needs assessment analysis of what is required to rebuild and improve our transportation system and the challenges that the region is facing in achieving the goal of preserving and maintaining transportation infrastructure. The Plan includes a thorough summation of alternatives to meet these challenges. The Plan was developed through outreach to member governments, stakeholders, and the public.

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

Tasks:

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

11. Update the Choices & Voices online platform to show how implementing the strategies and recommendations of the Connections 2045 Plan can help the region account for future forces, such as Enduring Urbanism or the Free Agent Economy.

12. Update the online Municipal Implementation Toolbox, to help the region's municipalities implement the recommendations of the Connections 2045 Plan and to showcase regional best practices, model ordinances, and successful case studies.

13. As a continuation of its Future Forces work, DVRPC's long-range planning staff will look at how autonomous and connected vehicle technology will impact the transportation system in the future and how the region can prepare for both autonomous and connected vehicles.

14. Provide assistance with the Transit Vision project, including analysis and public outreach.

Products:

1. A Connections 2045 Plan document, including a financial plan technical addendum. A shorter summary piece will also be produced.

2. An updated web presence for the Connections 2045 Plan.

3. An evaluation and prioritization process for major regional transportation investments.

4. An updated online Municipal Implementation Toolbox database.

5. A relaunched Choices & Voices web application that incorporates the recommendations of the Connections 2045 Plan and their relation to the five identified Future Forces.

6. A report on autonomous and connected vehicles action plan.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$510,000	\$411,417	\$98,583		
2018	\$560,000	\$417,835	\$132,165	\$10,000	
2019	\$510,000				
2020	\$510,000				

PROJECT: 18-34-020 Delaware Valley Freight Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Theodore Dahlburg

Project Manager: Michael Ruane

Goals:

Maximize the Delaware Valley's position in the global economy by promoting freight as a good neighbor strategies among local stakeholders and implementing a regional goods movement strategy.

Description:

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

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

A major goal of the freight program is to seek to maximize each of the major freight modes and to improve their interconnectivity. This approach is being advanced by highlighting freight activity and infrastructure needs on major facilities, on the region's National Highway System connectors, and within and around the designated freight centers.

In FY18, the Freight Planning Office will undertake targeted research efforts in addition to its ongoing core activities. These efforts reflect the growing interest of the DVRPC member governments in freight transportation and include the following topics:

1. 286,000 lb. freight rail network (region-wide)
2. Marcus Hook highway-railroad grade crossings
3. Trenton delivery zones
4. Philadelphia parking and loading issues

Finally, a major objective of the freight program is to initiate and sustain meaningful outreach to the local freight community and to build awareness and expertise among planners and the general public. A freight advisory committee is the focal point of this effort. Educational pieces on freight operations and issues are prepared each year, and many useful resources are made available on the freight page of the DVRPC website (e.g., the PhillyFreightFinder web mapping application). Completion of this project may require the purchase of equipment or services.

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

Tasks:

1. Provide staffing for the Delaware Valley Goods Movement Task Force, its three subcommittees, the Task Force's Executive Committee, and membership development efforts.
2. Facilitate Task Force and freight community input on the DVRPC Transportation Improvement Programs (TIPs), Long-Range Plan, Work Program, and other DVRPC policies, programs, and technical studies.
3. Respond to inquiries, surveys, and requests regarding the region's freight transportation network and freight planning process.
4. Participate in local associations, special events, and conferences that promote expertise and awareness regarding freight (e.g., counties, cities, TMAs, and the Traffic Club of Philadelphia).
5. Maintain and update a user-friendly freight page on the DVRPC website with accurate and current information.
6. Maintain an ongoing freight data and mapping program highlighting facility capacity and activity measures through the PhillyFreightFinder tool, leading to assessments of deficiencies and improvement opportunities.
7. Support freight initiatives, funding programs, and staffs from neighboring MPOs, the New Jersey, Pennsylvania, and Delaware DOTs, and FHWA.
8. Promote "freight as a good neighbor" strategies that balance freight facilities and operations with community goals.
9. Monitor pertinent federal legislation and support national and multijurisdictional efforts beyond the boundaries of the traditional DVRPC region (e.g., the I-95 Corridor Coalition).
10. Support the Transportation Research Board's Urban Freight Transportation

Committee and foster MPO efforts in the field of freight planning.

11. Prepare meaningful and timely technical products for area decision-makers and planners, DVRPC committees, and informational pieces for the general public.

- a. 286,000 lb. freight rail network (region-wide)
 - i. Coordination with Class I railroads, short lines, commuter rail lines, and state DOTs
 - ii. Collection of data on the regional "286K" network
 - iii. Identification of missing links and needs in the network
- b. Marcus Hook highway-railroad grade crossings
 - i. Formulation of steering committee
 - ii. Documentation of existing conditions at grade crossings
 - iii. Identification of potential safety improvements
 - iv. Elaboration of Phase II tasks examining emergency vehicle needs
- c. Trenton loading zones
 - i. Documentation of existing loading zones and truck routes
 - ii. Analysis of parking violation data
 - iii. Identification of commercial and residential delivery trends
 - iv. Elaboration of Phase II tasks identifying delivery strategies and infrastructure improvements
- d. Philadelphia parking and loading issues
 - i. Identification of major factors and trends affecting demand for overnight truck parking
 - ii. Assessment of existing, informal overnight parking practices
 - iii. Identification of potential sites for overnight truck parking facilities
 - iv. Continued promotion of downtown delivery strategies

Products:

1. Quarterly meetings of the Delaware Valley Goods Movement Task Force, meeting highlights, facilitated communication among the Task Force Executive Committee, contact information for committee members and friends, and quarterly progress reports.
2. Task Force action items, recommendations, and input on the TIPs, Long-Range Plan, and Work Program, and input on related DVRPC technical studies and policy issues. An updated list of freight center highway, rail, and port access needs.
3. Presentations and completed surveys and technical responses as requested.
4. Updated freight page on the DVRPC website.
5. Updated PhillyFreightFinder web mapping application and data platform.
6. Support of state DOT staffs, annual rail freight funding programs, and activities

required by the FAST Act, such as state freight advisory committees, freight plans, and performance measures.

7. Coordination with multijurisdictional corridor initiatives, support of grant applications (e.g., FASTLANE), and tracking of national initiatives and federal legislation.

8. Targeted research:

- a. 286,000 lb. freight rail network (region-wide)
 - i. Enhanced PhillyFreightFinder information on the regional “286K” network
- b. Marcus Hook highway-railroad grade crossings
 - i. Phase I report
- c. Trenton loading zones
 - i. Database for incorporation into the City’s Infrastructure Database
- d. Philadelphia parking and loading issues
 - i. Final report

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 *
2017	\$350,000	\$282,345	\$67,655		
2018	\$450,000	\$326,671	\$103,329	\$20,000	
2019	\$350,000				
2020	\$350,000				

PROJECT: 18-34-030 Transportation Safety and Security

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Zoe Neaderland

Project Manager: Kevin Murphy

Goals:

Improve the safety and security of the region's transportation system. This program helps implement the Long-Range Plan and supports advancement of project-level safety countermeasures. It is a collaborative effort with a wide, multimodal range of partners covering many elements, from crash database management and problem analysis to assistance with funding to implement projects.

Description:

1. Regional Safety Task Force (RSTF)

The RSTF is a multimodal partnership of agencies and organizations that work together to improve transportation safety. It is increasingly action-oriented and tracks performance toward its objectives. It will guide completion of the Transportation Safety Action Plan update in FY '18. Staff will evaluate progress toward goals and objectives and continue to serve as facilitator to the task force.

2. Crash Data Management System

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

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

This task provides valuable help to county and state partners in developing and advancing safety projects to implementation with HSIP and other safety funds, and in tracking progress toward safety objectives. This work advances the goals of the Transportation Safety Action Plan, DVRPC's Long-Range Plan, and each DOT's Strategic Highway Safety Plans. This work is done in collaboration with DVRPC's Office of Capital Programming and Office of Project Implementation.

4. Intersection Safety Project, Gloucester Township, Phase II

Camden County has requested deeper analysis of locations identified in the 2016 Intersection Safety Project, Gloucester Township. This project is a collaboration of DVRPC's Office of Operations Planning and the Transportation Safety program. This new effort will provide technical analysis needed to advance this location toward implementation, and the product will be a technical memorandum.

5. Trenton City Complete Streets Implementation Plan

The City of Trenton has requested a framework to assist in prioritizing improvements to build out Trenton's Complete Streets network. This task will be led by the Bicycle and Pedestrian Planning program in collaboration with the Transportation Safety program. Safety staff will assist with crash data analysis, review of HSIP-eligible local road locations, evaluation of corridors with high crash levels and high pedestrian and bicycle activity, as well as other planning tasks to be determined. Complete Streets priority locations will inform the City's Infrastructure Maintenance and Prioritization Program.

6. Crash Safety and Environmental Justice, Phase II

This project will continue the high-level analysis begun during the 2017 fiscal year. The consideration of health data in transportation planning is a growing area of study that has yet to be explored in detail in the DVRPC region. Coordinated with DVRPC's Office of Communications and Engagement and the Healthy Communities Task Force, this work will research the Environmental Justice implications of crash injuries and fatalities in the region and identify priority locations to support projects that will improve safety for affected populations.

7. Special Studies & Coordination Efforts

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

8. Transportation Security Planning

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

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

Tasks:

1. Regional Safety Task Force (RSTF)

- a. Prepare for and hold quarterly meetings.
- b. In coordination with the RSTF, finish updating the Regional Transportation Safety Action Plan and conduct efforts to have effect with it, such as in planning RSTF meetings.
- c. Use adopted measures to track progress toward objectives and take action to improve performance.
- d. Stay engaged with small tasks that have evolved from volunteer action items.

2. Crash Data Management System

- a. Coordinate the refinement and maintenance of the crash databases, stay

- engaged with state partner crash data systems, and consider opportunities for efficient coordination.
- b. Update existing safety analysis on DVRPC's data navigator and advance innovative ways to communicate safety analysis not otherwise readily available to our partners and the public.
 - c. Respond to data requests from inside and outside of DVRPC with consideration of staff time available as well as providing the high-quality service for partners and other agencies that has come to be expected of this task

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

- a. Distribute network screenings and assist partners with identifying data-driven safety projects. Provide needed support such as specific crash analysis, countermeasure development assistance, HSM analysis, or sketch planning.
- b. Coordinate DVRPC's program to help county partners fund safety projects, called the New Jersey HSIP Local Safety Program. This is a cooperative effort with the DVRPC Offices of Project Implementation and also Capital Programs.
- c. Continued support for PennDOT-District 6 safety data mapping as needed, and HSIP project tracking, coordination and planning for future rounds of statewide HSIP funds.

4. Intersection Safety Project, Gloucester Township, Phase II

- a. Coordinate with Camden County, municipal staff, and staff from the Office of Transportation Operations Management to finalize a useful and manageable scope and schedule.
- b. Prepare agreed-upon crash analyses including collision diagrams and related vehicular movements combined with additional analysis needed to qualify for safety funding.
- b. Coordinate work by Operations staff on Level of service analysis, and possibly a microsimulation, of the three adjacent intersections.

5. Trenton Complete Streets Implementation and Pedestrian Safety Plan

- a. Participate in the Bicycle and Pedestrian Program's further scoping, scheduling, and planning of this project
- b. Prepare analysis and participate in setting priorities for implementation that focus on areas of high crash levels and high pedestrian and bicycle activity, along with other considerations

6. Crash Safety and Environmental Justice, Phase II

- a. Map and analyze the spatial and demographic relationship between EJ populations and crash injuries and fatalities in consultation with others regarding what is most useful and fits within staff resources.
- b. Research best practices and emerging trends in this area of study and coordinate effort with DVRPC's Office of Communications and Engagement within time

available.

c. Briefly summarize work in white paper focused on how work will be used to improve safety.

c. Identify priority locations for safety investment in keeping with DVRPC's commitment to improving equity; this may need to become a FY '19 task.

7. Special Studies & Coordination Efforts

a. Provide analysis support for the roundabout project being conducted in DVRPC's Office of Transportation Operations.

b. Participate in other studies and efforts as requested and as time permits

8. Transportation Security Planning

a. Participate in external meetings or webinars on the order of four times per year so that DVRPC remains known as a partner and to remain informed of trends and opportunities.

b. If requested, lead actions developed with partners such as running a meeting or providing analysis.

Products:

- RSTF meeting materials and summaries, results of volunteer actions, 2017 Transportation Safety Action Plan.
- Crash databases and other electronic products.
- Potential HSIP projects carried to the application stage, coordination of all applications, and delivery of accepted applications to FHWA for funding, summaries of meetings with PennDOT officials.
- White paper on the relationship between crash deaths and Environmental Justice and how to apply this enhanced knowledge to improve safety.
- Various meeting materials, handouts, or web tools.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$470,000	\$338,814	\$81,186		\$50,000
2018	\$420,000	\$319,074	\$100,926		
2019	\$420,000				
2020	\$420,000				

PROJECT: 18-34-040 Regional Congestion Management Process

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Zoe Neaderland

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 is medium-term planning that advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the TIP.

Description:

The CMP uses measures to analyze the regional multimodal transportation system, defines congested corridors, and develops a set of strategies for each congested subcorridor. It also includes strategies appropriate almost everywhere in the region. The CMP assists with considering alternatives to additional road capacity, with developing the required supplemental projects where additional road capacity is necessary; and with completing these projects.

The CMP is an objectives-driven, performance-based approach that addresses all elements of federal CMP regulations. It includes work with the new federal Transportation Performance Measures (TPMs). The CMP incorporates operations, TDM, coordination between transportation and land use planning, goods movement, Complete Streets, safety, transportation resiliency planning, and use of archived operations data for planning. The CMP continues to evolve. Following are the focus areas for FY '18.

Engage with New Transportation Performance Measures (TPMs) – The way that transportation planning is conducted and evaluated is changing. As a medium-term regional planning effort, the CMP evaluates repercussions, coordinates comments, interacts with related evolving areas such as transportation asset management planning, and uses the new measures with our DOT partners.

Refresh the CMP - Work with the broad CMP Advisory Committee to incorporate improved data sources, TPMs, updates in CMP regulations, and evolving understanding of strategies. This is a needed refresh of the CMP since most of the last analysis was done in 2013 or 2014.

Use the CMP to Improve Transportation on the Ground - The CMP takes Long-Range Plan goals and helps turn them into projects. It does this through work on problem statements, participating in multimodal alternatives analysis, facilitating

development of supplemental projects that will help get the most long-term value out of new road capacity investments, and supporting completion of these commitments. These are all federally required CMP tasks.

Stay Current with the Practice of CMP - DVRPC's CMP is known nationally as a leading practice, and has been cited in both of FHWA's CMP guidebooks. We endeavor to stay in the lead of the state of the practice in order to do effective work in the region, and to excel when resources allow. The FAST Act reinforced the existing CMP and it also adds additional potential work on improving access to jobs. Use of archived operations data for planning has been essential to the CMP and preparing for TPMs. In addition to participation in I-95 Corridor Coalition technical work, this involves megaregional leadership of the Partners Using Archived Operations Data, an informal group of MPOs and DOTs from Florida to Vermont.

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

Tasks:

Engage with New TPMs

1. Review draft regulations and guidance with other DVRPC staff and with partners within and outside the region, such as other MPOs. Stay informed of related regulations.
2. Conduct necessary technical efforts to shape and use new performance measures
3. Participate with DOTs and others on setting targets and other implementation of new regulations. Coordinate better with asset management, such as in the development of state Transportation Asset Management Plans (TAMPs).

Refresh the CMP

4. Update criteria guided by new data sources, coordination with TPMs, updated Long-Range Plan goals, etc., in consultation with the CMP Advisory Committee
5. Conduct analysis of the performance of the regional transportation system
6. Use analysis and additional resources to review and, where needed, update congested corridors, subcorridors, and emerging/regionally significant corridors with the Advisory Committee
7. Use analysis, existing studies, and discussion to refine strategies for each subcorridor with the Advisory Committee. This may need to be completed in FY '19.
8. Hold meetings with individual partners and the Committee, brief the RTC and others as needed or requested. Prepare and use communication pieces as resources allow. The updated CMP Overview and other contents will be published in FY '19.

Use the CMP to Improve Transportation on the Ground

9. Help develop and advance problem statements consistent with the CMP
 - a. Participate in internal DVRPC process to implement high priority

recommendations from reports in New Jersey

b. Participate in NJDOT Complete Team, Congested Places, and CMS-21. As part of Congested Places, conduct field work or prepare draft problem statements for submission by NJDOT staff as requested and track results.

c. Participate in PennDOT problem statement development processes

10. Review TIP projects with respect to consistency with the CMP. Coordinate with TIP and Long-Range Plan processes, for example of prioritizing projects.

11. Participate in required CMP activity to evaluate whether congestion problems can be substantially minimized through strategies other than adding road capacity. Participate in alternatives analysis as already invited by NJDOT.

12. Facilitate development of required tables of supplemental strategies for projects that will add road capacity to get the most long-term value from the investment and present to RTC for acceptance.

13. Support progress on tables of supplemental projects through small amounts of coordinating multimodal partners and tracking that progress is being made in keeping with regulations. Continue to refine new online database that provides access to status of work in a way that replaces the Status of Supplemental Strategies report.

Stay Current with the Practice of CMP

14. Stay engaged with the fast-evolving use of archived operations data for planning. Two important areas are correct use of arterial road data and shaping how estimated traffic counts will be derived. This is done through engagement with the Vehicle Probe Project of the I-95 Corridor Coalition and with DOT partners.

15. FAST Act CMP regulations are likely to be issued in 2017. Review and discuss them with the Committee, including whether to engage in the new option of a Congestion Management Plan (different from the existing Process).

16. As time allows, continue to improve understanding of the effectiveness of individual strategies and groups of multimodal strategies through sketch-level models and before-and-after analysis.

17. Participate in related useful efforts by regional and national partners based on invitations and time available.

Products:

- Comment letters on draft regulations; coordinated work with DOTs on targets appropriate for presentation to the RTC and DVRPC Board
- Meeting materials and summaries, necessary communication pieces
- Updated CMP analysis and revised corridors and subcorridors in online interactive mapping
- Draft CMP-related problem statements and tracking of their status

- CMP status for projects included in TIP database
- Tables of accepted supplemental projects
- Refined online resource for understanding status of supplemental projects

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$230,000	\$230,000			
2018	\$230,000	\$230,000			
2019	\$230,000				
2020	\$230,000				

PROJECT: 18-34-050 Air Quality Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sean Greene

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 (Plan) and the Transportation Improvement Program (TIP) with air quality goals. The Plan and TIP need to be amended from time to time with projects which may require a demonstration of conformity. This work will be consistent with the guidance released by the US EPA and US DOT. Acceptance of the conformity findings is necessary for transportation projects to be funded.

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

DVRPC also serves as a regional coordinator and participant in various air quality forums. The focus is on discussion, coordination and progress on air quality issues with regional and federal air quality stakeholders. Policies selected to guide the region on transportation-related air quality measures will also be discussed. DVRPC

will also work to achieve interstate coordination within the ozone and fine particulate matter (PM 2.5) nonattainment areas. This project permits proactive participation in the air quality planning activities of the departments of transportation and environmental protection in Pennsylvania and New Jersey, as well as the US EPA and US DOT. Contacts will be maintained with Delaware and Maryland agencies as well. Communication and educational activities will be maintained with the region's leadership to broaden the understanding of issues and policies. Staff will also participate in additional air quality related activities that promote the reduction of emissions in the nonattainment area.

DVRPC will be available to provide technical support for the City of Chester to assist with a wayfinding project for the central business district (CBD) and freight centers in the city. A wayfinding plan will reduce heavy-duty diesel vehicles' (HDV) use of routes through residential districts in the city as they travel between I-95 and the waterfront and /or CBD, and it will direct people to City of Chester attractions such as the stadium. Improved wayfinding will improve vehicular circulation in and through the city, and reduce residents exposure to HDV diesel emissions.

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

Tasks:

Transportation Conformity

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

Air Quality Action

Convene regular meetings of the Air Quality Partnership Board and any committees it may create. Include representation throughout the nonattainment area.

- Refine the program's specific procedures for informing the public, in cooperation with the Partnership Board, in order to maximize its effectiveness. The procedures will include informing the public, individual employers, the media, and other select groups.

- Develop and produce various products required to promote the program and strategies for air pollution avoidance and emission reduction.
- Work with other agencies to improve forecasting capabilities and means of delivering forecasts for ozone and fine particulate matter exceedances to the appropriate agencies.
- Refine and implement an ongoing evaluation of the program's effectiveness.
- Distribute forecasts of ozone and fine particulate matter concentrations.

Air Quality Planning Coordination

- Provide staff support for the Regional Technical Committee, including the maintenance of records, agendas, meeting summaries, and staff presentations. Participate in meetings and workshops, at the request of US EPA, the state environmental departments, and others, on air quality planning. This will include quarterly meetings of the PA Air Quality Working Group and periodic meetings of the NJ Air Quality Working Group.
- Provide literature or presentations to groups requesting information on transportation and air quality programs.
- Publish 10 issues of the ALERT newsletter on air quality activities.
- Review conformity demonstrations with transportation and air quality committees and present the results of meetings on the Plan and/or TIP.
- Conduct a program of interagency consultation on any conformity demonstration.
- Demonstrate the air quality benefits of CMAQ-funded projects through air quality analysis using the Air Quality Off-Network Estimator for state DOTs.
- Provide data and information to planning partners and health professionals regarding regional air quality statistics and analysis.
- Serve on state ICG for project-level conformity hot-spot analysis.
- Assist the City of Chester Planning Department to develop a wayfinding sign inventory to reduce local exposure to diesel emissions and direct traffic to tourist and other major sites. This work will be coordinated with the Office of Corridor Planning

Products:

Transportation Conformity

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

Air Quality Action

1. A report on the year's activity.
2. Resources for news and editorial outlets for stories on air quality.
3. Paid advertisements and promotional literature.
4. Public outreach at community and environmental events.

Air Quality Planning Coordination

1. Action items for the RTC and other committees.
2. Papers and presentations on transportation and air quality planning.
3. 10 issues of Alert newsletter on transportation and air quality items of interest.
4. A wayfinding and parking management inventory to help identify preferred routes for HDVs in order to improve traffic circulation and remove HDVs from residential streets. Wayfinding signage to tourist and other major sites will also be addressed.

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 *
2017	\$280,000	\$225,876	\$54,124		
2018	\$280,000	\$212,716	\$67,284		
2019	\$280,000				
2020	\$280,000				

PROJECT: 18-34-060 Data Exchange and Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Mary Bell

Project Manager: Christopher Pollard, Elizabeth He, James Strangfeld, Kimberly Korejko

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 the efficient and consistent analysis and dissemination of data related to regional planning.

Description:

This program facilitates the acquisition, organization, analysis, automation, development, coordination, and dissemination of available datasets to support all regional land use and transportation planning activities. This data includes (but is not limited to) Census data products (including the ACS and the CTPP), NETS employment data, IRS migration data, CoStar commercial real estate data, and residential building permit data, as well as data for which DVRPC is a primary source, including the TIP, traffic counts, land use, and aerial photography.

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

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

The Data Exchange Program will include internal data coordination activities at DVRPC. These activities will coordinate efforts and improve communication, aims to identify and support staff stewards of planning data to improve data development, maintenance, and sharing activities, and will create a shared platform to develop and nurture new ideas, and pursue new efforts in a more strategic way.

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

Tasks:

External:

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 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.
7. Continue to implement DVRPC's Strategic IT Plan, and update it as necessary.
8. Continue to coordinate with the Census Bureau and FHWA regarding the Census Transportation Planning Products (CTPP).

Internal:

1. Develop and oversee agency-wide data coordination activities, and adherence towards a formal data management framework and data life cycle practices
2. Create and enforce metadata standards that support the data management framework
3. Identify data gaps and needs and research potential new data sources on an ongoing basis
4. Identify opportunities to improve data quality and standardize how data quality is measured
5. Coordinate special data improvement, data sharing, or data tool development efforts that require interdepartmental collaboration

6. Coordinate or lead internal Data Info Sessions for users
7. Create a plan to drive documentation of available data and publication of DVRPC data sets
8. Develop, improve, and update datasets that support planning efforts at DVRPC
9. Develop strategy for and manage Data Advisory Committee and Data Innovation Teams

Data Analysis Tasks:

1. Acquire and analyze available data files prepared by the United States Census Bureau; organize the Census files and other data sources for comparative purposes; and tabulate selected data for publication and dissemination via the DVRPC website.
2. Continue to coordinate with the Census Bureau and FHWA to review all available data products (such as the American Community Survey, Census Transportation Planning Products (CTPP), and the Economic Census), including data on population, households, workers, employment, and vehicle availability.
3. Organize and analyze additional demographic, economic, land use, and transportation data as appropriate, including residential building permit data, municipal population estimates, current population and housing surveys, and other information provided by online network participants.
4. Prepare regional data bulletins, analytical data reports, data snapshots, and other materials on the region's demography, and disseminate the information via both print media and the DVRPC website.
5. Continue to refine and enhance DVRPC's online data products, including the Municipal Data Navigator and County and Regional Profiles.
6. Respond to specific data requests from member governments and representatives of both the public and private sectors.
7. Prepare special data summaries as requested by member governments and agencies.
8. Support DVRPC staff by conducting background data analysis (including GIS analysis) related to ongoing land use and transportation studies.
9. Coordinate and respond to individual data issues and opportunities and provide technical assistance as requested by member governments and other agencies.
10. Participate in Census seminars, training sessions, and State Data Center functions.
11. Participate in ongoing discussions regarding the United States Census program (including Census 2020 preparations) and upcoming Census product releases.
12. Perform Walkshed Analysis for Mercer County Open Space and Recreational Facilities that will estimate the number of residents within walking distance to parks and open space in the county as well as identify underserved areas of the county.

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.
4. Meeting materials and records for the Advisory Committee and Innovation Teams.
5. Internal data search tool
6. Documents related to inventory and lifecycle of datasets for internal use

Data Analysis Products:

1. Demographic database enhancements for Internet dissemination, including enhancements to DVRPC's internet-based County Profiles and Municipal Data Navigator.
2. Regional data bulletins, analytical data reports, data snapshots, and other summaries and analyses of available information.
3. Maps and data summaries produced as supportive background materials for ongoing DVRPC land use and transportation studies.
4. GIS datasets of watershed polygons, Census blocks with 2010 population for Mercer County with distances to parkland, and a supporting technical memo documenting the analysis for the Watershed Analysis for Mercer County Open Space and Recreational Facilities task.
5. Additional materials as appropriate.

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$260,000	\$209,742	\$50,258		
2018	\$313,750	\$230,189	\$72,811	\$10,750	
2019	\$260,000				
2020	\$260,000				

PROJECT: 18-34-070 Economic Analysis and Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Project Manager: Mary Bell

Goals:

Ensure a diverse and competitive regional economy by coordinating regional transportation, land use, and economic development planning.

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

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

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

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

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

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

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

Description:

This project will foster a regional economy attractive to both businesses and residents by supporting economic development strategies aligned with the goals of DVRPC's Long-Range Plan and the regional Comprehensive Economic Development Strategy (CEDS). These include smart growth; transit-oriented development; the repair and preservation of existing transportation and other infrastructure; agricultural preservation; and the conservation of natural resources and environmental amenities. A key aspect of this project is continued coordination among established and emerging players in the region's economic development and transportation planning landscape.

In addition, DVRPC will strive to deliver value to the region's economic development community by collecting and assessing economic data; identifying its importance and relevance; and disseminating the results of that research through economic impact studies, data bulletins, policy reports, and forums. This research will be based on data available through federal sources (including the U.S. Census Bureau, the Bureau of Labor Statistics, and the Bureau of Economic Analysis) and on regional employment data acquired by DVRPC from the National Establishments Time Series (NETS) database, the CoStar Commercial Real Estate database, and other available economic data sources. This research is intended to highlight (both quantitatively and qualitatively) the economic value of implementing DVRPC recommendations regarding transit-oriented development, reinvestment in older communities, and agricultural and natural resource protection. The project will also support DVRPC staff to help them assess the economic impact of their projects, where feasible.

Working with others, DVRPC will continue to manage and maintain "Investing in People and Places" as the region's Comprehensive Economic Development Strategy, as required by the U.S. Economic Development Administration (EDA). EDA requires that a regional CEDS be updated annually and rewritten every fifth year. During FY 2018, staff will work with the CEDS Regional Review Committee to complete and prepare the 2017 annual CEDS review and update (due to the U.S. EDA by September 30, 2018) and begin preparation of the 2018 annual review (due by September 30, 2018).

During FY 2018, DVRPC staff will continue to work with partner organizations to identify how to best advance the CEDS goal of investing in people. Workforce development and job training is directed by a vast network of public, private, and non-profit organizations. Staff will continue work to better understand how workforce development and job training is provided in the region, whether the existing system meets evolving workforce development requirements, and whether current workforce development programs are meeting the needs of the region's current and future employers.

The project includes the following main components:

(1) Continue the economic development coordinating role initiated in FY 2007 with DVRPC's Integrating Land Use, Transportation, and Economic Development Planning project and continued in subsequent years through meetings of the Regional Community and Economic Development Forum (RCEDF). By continuing this coordinating role, the RCEDF facilitates networking and coordination between the region's transportation, economic development, and land use planning professionals on issues of regional importance; fosters greater cooperation between agencies; and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community. This activity strengthens DVRPC's relationships for achieving the goals of the Commission's Long-Range Plan and CEDS.

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

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

(4) Manage and maintain the Greater Philadelphia region's CEDS, as required by the EDA, including completing the 2017 CEDS review and update; amending the list of vital projects as appropriate; beginning the preparation of the 2018 annual CEDS update; and working with regional partners to identify how to best advance the CEDS goal of investing in people.

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

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

Tasks:

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

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

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

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

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

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

(b) Working with members of the CEDS Review Committee, complete the preparation of the 2017 annual review and update. This report, due to EDA by September 30, 2017, will include a review of the region's economic circumstances; an updated list of strategic projects (including a set of priority transportation investments), programs, and activities intended to implement the CEDS goals and objectives; and an evaluation of performance measures that track progress toward achieving the CEDS goals and objectives.

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

(d) Work with the CEDS Review Committee to begin the preparation of the 2018 annual CEDS update.

4. Continue working with partner organizations to better understand how workforce development and job training is provided in the region and whether current workforce development programs are meeting the needs of the region's current and future employers, to support and advance the CEDS goal of investing in people.

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

6. Provide data and support for the use of an economic impact model that measures economic impacts from certain transportation projects and land use patterns.

7. Undertake background data collection and research on the hospitality and tourism industry in Greater Philadelphia. Using the most recent National Establishment Time Series (NETS) data, the locations of employers in hospitality-related sectors, including arts, entertainment, recreation, accommodations, food services, and related support services, will be mapped, and the magnitude and relative impact of the sector on the region's overall economy will be assessed.

Products:

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

2. Results of analytical work, including periodic white papers, analytical reports, data bulletins, and data snapshots, as well as input to other planning and transportation documents.

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

4. The 2017 CEDS annual review and update, due to the EDA by September 30, 2017.

5. Background reports and summaries of research efforts undertaken to support the completion of the 2018 annual CEDS update, due to the EDA by September 30, 2018.

6. An economic snapshot on the hospitality and tourism sector.

7. Data supporting an economic impact model, as needed.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$200,000	\$129,072	\$30,928	\$40,000	
2018	\$300,000	\$121,552	\$38,448	\$60,000	\$80,000
2019	\$200,000				
2020	\$200,000				

PA FTA - \$80,000

PROJECT: 18-41-010 Technical Assistance to Member Governments

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Ward

Project Manager: Renee Wise

Goals:

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

Description:

Ensure intergovernmental coordination, technical evaluation, and regional policy formulation on transportation issues, aviation issues, projects, and plans through monthly meetings of the Regional Technical Committee and quarterly meetings of the Regional Aviation Committee (including meeting minutes and pertinent presentations, research, and technical assistance activities). In addition, flexible, short-term responses to the day-to-day needs of DVRPC's member governments and operating agencies will be prepared. DVRPC will also respond to specific requests from PennDOT to assist with special traffic studies. Assessment and analysis of highway financing options may also be undertaken. Responses to legal inquiries and estimates of the air quality, land use, and transportation effects of proposed transportation improvements may also be prepared. Coordination with PennDOT's Linking Planning and NEPA initiative activities, meetings, and program tasks will also occur, including application of the new approaches to pertinent projects.

PennDOT guidance requires DVRPC to contribute to a statewide effort to develop an inventory of locally owned transportation assets, such as roads and bridges, as part of the expanded Linking Planning and NEPA initiative. DVRPC will commit its resources to the collection and validation of data related to the designated local assets. This project contains funds to assist in the development of the local transportation asset inventory.

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

Tasks:

1. Staff the Regional Technical Committee and Regional Aviation Committee meetings, including agendas, minutes, and similar materials related to the long-range plan, Transportation Improvement Program, the Annual Planning Work Program and other transportation and land use issues or projects.
2. Perform short-term, high-priority studies; provide technical services and data; investigate specific issues; and participate on transportation committees at the regional, state, or national levels.
3. At least semiannually, consult with city/county planning directors regarding ongoing projects and short-term needs.
4. Participate on regional or statewide committees and task forces, as appropriate, to represent DVRPC's interests.
5. Conduct short-term research or prepare policy papers and memoranda in response to member government requests or as a follow-up to on-going or proposed DVRPC initiatives.
6. Design and conduct special traffic studies in response to PennDOT requests in coordination with member governments, including estimates of the impact of proposed transportation improvements on vehicular emissions and public transit services, as well as the potential impact on land use patterns.
7. If required, respond to legal inquiries on previously completed PennDOT studies.
8. Continue to undertake activities that respond to the ongoing PennDOT Linking Planning and NEPA process and implementation activities, such as the Screening Form, Environmental Screening Tool, and centralized asset management. The goal is to automate as many aspects of these tasks as possible. Other activities will include participation in pertinent coordination meetings and communication of the outcome to city and county planners.
9. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.
10. Coordinate with the Federal Transit Administration with regard to New Start and Small Start applications proposed by member governments and transit operators.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$398,947	\$281,922	\$67,171		\$49,854
2018	\$349,578	\$265,565	\$84,013		
2019	\$349,578				
2020	\$349,578				

PROJECT: 18-41-020 Transportation Improvement Program (TIP)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Elizabeth Schoonmaker

Project Manager: Kwan Hui, Richard Murphy

Goals:

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

Description:

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

The TIP selection process is ultimately based on consensus, but performance-based measures have been incorporated into benefit criteria which will proactively position the region to address requirements of federal transportation authorizations and further link to goals of the long-range-plan. Universal project benefit criteria are used to evaluate new project proposals of various modes and project types (roadway, transit, bike, pedestrian, freight), and are used in Pennsylvania and New Jersey counties in the DVRPC region. The following factors are considered in determining benefits of project proposals: Facility/Asset Condition, Safety, Reducing Congestion, Investing in Centers, Facility/Asset Use, Economic Competitiveness, Multimodal Bike/Pedestrian considerations, Environmental Justice, and Air Quality/Green Design. Program development occurs through a TIP subcommittee comprised of regional stakeholders who consider schedules and costs of existing projects as well as potential for new projects, all constrained by the level of funding available. All project costs and schedules are updated by DOT project managers or project sponsors as appropriate. A series of subcommittee meetings is held where costs and schedules are further reviewed and concerns vetted and negotiated. A constrained draft program is released for a 30-day public comment period prior to presenting to the DVRPC Board.

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

Tasks:

1. Participate in development of statewide financial guidance with NJDOT, PennDOT, and the federal agencies (FTA and FHWA), as appropriate.
2. Conduct negotiations with the state DOTs and transit operators on behalf of the region to arrange for funding of the projects in the TIP.
3. During the TIP update cycle, revise costs, schedules, and descriptions of carryover projects from the previous TIP; coordinate program development and project development and delivery activities, including PennDOT Linking Planning and NEPA and NJ Local Concept Development project development processes; evaluate new project proposals using the TIP Benefit Criteria and assist the RTC in prioritizing projects.
4. Participate with PennDOT to pilot any identified Linking Planning and NEPA/new project development process activities.
5. Undertake an extensive public participation program to solicit comments and input from the general public on the TIP and to provide public education opportunities in various forums. The public participation component will respond to the requirements of MAP-21 and environmental justice concerns.
6. Provide opportunities for public comment on the capital program and prepare a summary of public comments and agency responses for Board consideration prior to adoption of the TIP.
7. According to constraints of financial guidance and in consultation with the counties/cities, DOTs, transit operators, and the RTC, develop a draft TIP (in printed and electronic form), prepare an administrative version of the TIP (following Board adoption) with supporting documentation for submission to state DOTs to be included in the STIP for transmittal to the federal agencies, and prepare a final document for general use (in printed and electronic form).
8. Prepare financial summaries for each TIP (Pennsylvania and New Jersey); monitor actual funding of these programs; maintain project data; monitor projects; and provide periodic reports and summaries to DVRPC committees and Board.
9. Assist states, counties, and transit operators with funding changes for TIP actions to maintain fiscal constraint. Review, evaluate, and process requests for TIP amendments and modifications according to procedures in the Memorandum Of Understanding for Pennsylvania and New Jersey. Periodically review and revise the MOU in conjunction with the state DOT's and FHWA/FTA.

10. Update and maintain the TIP database and post information on the website.
11. Coordinate with DOT's in development and integration of transportation performance measures.
12. Develop financial estimates for the transportation element of the long-range plan, when appropriate.
13. Participate in special project solicitations (e.g., CMAQ, HSIP, Local Bridges).
14. Investigate and explain to the Board, its committees and the public, the laws and regulations related to federal funding programs and planning requirements, as well as state funding programs.
15. Research innovative funding techniques and assess for local applicability.
16. Make presentations to committees and public groups and respond to public questions.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$560,000	\$451,752	\$108,248		
2018	\$640,000	\$486,208	\$153,792		
2019	\$640,000				
2020	\$640,000				

PROJECT: 18-41-030 Transportation Operations

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Laurie Matkowski

Project Manager: Christopher King, Paul Carafides

Goals:

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

Description:

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

This year's work program is divided into four major components: incident management task forces, traffic signals, TSMO outreach, and technical assistance. As transportation operations activities tend to be short-term oriented, tasks listed under technical assistance are likely to change as new needs arise.

Managing Incident Management Task Forces (IMTFs) is a major component of transportation operations and is a collaborative effort with the Pennsylvania and New Jersey Departments of Transportation, and Pennsylvania and New Jersey State Police Departments. Currently, DVRPC administers and manages eight IMTFs, supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs address regional safety issues, improve incident management responses, and foster interagency coordination. In Pennsylvania, DVRPC is working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC continues to manage the I-476/I-76 Crossroads Area (with special outreach as needed for the I-76 Integrated Corridor Management Project), Chester County, and Bucks County IMTFs. In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New

Jersey efforts, and IMTFs initiated by other agencies. DVRPC will hold a Regional IMTF Conference in FY 2018 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

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

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

DVRPC will continue to provide planning and technical assistance for transportation operations. In FY 2018, DVRPC will continue to produce periodic bulletins to highlight incident management and transportation operations data as available. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

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

Tasks:

Incident Management Task Forces Tasks

1. Continue managing the Philadelphia Incident Management Task Force, composed of PennDOT, FHWA, Philadelphia Streets Department, Philadelphia Police Department, Philadelphia Fire Department, Philadelphia Office of Emergency Management, Pennsylvania State Police, Delaware River Port Authority, and other applicable agencies.
2. Assist the Philadelphia Incident Management Task Force to address operational and traffic management issues, including ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, upgrading of traffic signals, construction coordination, and work zone traffic management.
3. Continue managing the Delaware County Incident Management Task Force. The task force is composed of PennDOT, FHWA, Delaware County Emergency Management Agency, local police and fire departments, and other applicable agencies.
4. Assist the Delaware County Incident Management Task Force to address operational and traffic management issues, including ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, upgrading of traffic signals,

construction coordination, and work zone traffic management

5. Continue to manage the Chester County Incident Management Task Force. The task force is composed of PennDOT, Chester County Department of Emergency Services, Chester County Planning Commission, Pennsylvania State Police, local police and fire departments, and other applicable agencies.
6. Assist the Chester County Incident Management Task Force in conducting incident reviews, developing procedures to implement PennDOT detour routes, and updating the policy and procedures manual as necessary.
7. Continue managing the Burlington County Incident Management Task Force in cooperation with NJDOT, New Jersey State Police, the New Jersey Turnpike Authority, Burlington County, local police and fire departments, and other applicable agencies.
8. Assist the Burlington County IMTF in providing training, construction coordination, and response area coordination.
9. Continue to manage the Bucks County IMTF, in cooperation with PennDOT, Pennsylvania State Police, Bucks County, local police and fire departments, and other applicable agencies.
10. Assist the Bucks County IMTF in providing training, construction coordination, and response area coordination.
11. Continue to manage the existing Incident Management Task Force established in the I-476/I-76 Crossroads Area, in coordination with PennDOT, Pennsylvania State Police, Montgomery County, local police and fire departments, and other applicable agencies.
12. Assist the I-476 Crossroads Area IMTF in providing training, updating operating guidelines, and construction coordination. Subcommittee meetings may be necessary for coordination with the I-76 Integrated Corridor Management Project.
13. Continue to manage the existing NJ SAFR Incident Management Task Force established in the NJ 42/NJ 55/I-76/I-676/I-295 Corridor in coordination with NJDOT, New Jersey State Police, Camden and Gloucester Counties, local police and fire departments, and other applicable agencies. Outreach to agencies further south of the corridor in Gloucester County as needed.
14. Assist the NJ SAFR IMTF in providing training, construction coordination, and response area coordination. Continue to support expansion of the task force farther south onto NJ 55 and I-295.
15. Manage the existing Mercer County Incident Management Task Force as established in coordination with NJDOT, New Jersey State Police, Mercer County, local police and fire departments, and other applicable agencies.
16. Assist the Mercer County IMTF in providing training, construction coordination, and response area coordination.
17. Participate in incident management programs initiated by state agencies and other agencies. Provide technical support, including mapping services, GIS, and other assistance as requested.
18. Hold a Regional TIM Conference.
19. Provide topical specialized training session(s) to be determined.

Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

Transportation Operations Outreach to Municipalities Outside of IMTF Corridors Tasks

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

Technical Assistance Tasks

1. Perform other activities as requested by NJDOT, PennDOT, operating agencies, or counties.

Products:

Incident Management Task Force Products

1. Incident management task force meeting agendas, summaries, and meeting materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.

Traffic Signal Optimization Products

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

Transportation Operations Outreach to Municipalities Outside of IMTF Corridors Products

1. Outreach meeting agendas and highlights.

Technical Assistance Products

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$710,000	\$532,422	\$127,578		\$50,000
2018	\$300,000	\$227,910	\$72,090		
2019	\$300,000				
2020	\$300,000				

PROJECT: 18-41-040 Performance Based Planning and Asset Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Project Manager: Brett Fusco

Goals:

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

Description:

Greater and greater demands are straining our transportation system: increased congestion, more truck travel, growing population, aging infrastructure, higher customer expectations, and escalating construction and operating costs. These factors threaten the viability of our transportation system unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade our existing assets.

Asset management plans should be used to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost as well as track progress of selected projects toward meeting performance goals. A more strategic and systematic process of operating, maintaining, upgrading, and expanding our physical assets is needed. By effectively refocusing business and engineering practices on life cycle costs and benefits, better decision-making on resource allocation and utilization will result. Such an approach requires quality information and well-defined objectives.

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

DVRPC has been working closely with NJDOT and PennDOT to establish strategic objectives for managing and improving their assets and identifying specific performance measures needed to meet those objectives. DVRPC has also addressed project prioritization in its LRP development and in its Congestion

Management Process (CMP), and has updated project evaluation criteria for the TIP. DVRPC will continue to provide input and guidance to our partners as they develop and expand these transportation asset management processes and utilize them to identify cost-effective improvements to maintain and enhance the region's transportation network. Our partners hope to extend these systems to cover all owners and operators in the region, including turnpikes and authorities and the counties and municipalities. It is essential that the asset owners and operators establish an internal asset management agenda and a willingness to share with DVRPC their data on asset age, design, condition, and improvement costs by treatment type. The parties recognized that data does not currently exist for all asset categories or that it may exist in formats that are not readily useable by an asset management system. For TAM to be used as a decision-support tool, it is critical to know what assets are in place, their current condition, their expected performance over time, and how the data can be linked to engineering and economic performance measures.

A key reason to develop a TAM is to better inform the capital programming process, whether short-term (TIP) or long-term (LRP). Both DOTs have established mechanisms to advance this linkage. In New Jersey, the Capital Investment Strategy is the mechanism that NJDOT uses to link asset management to the capital programming process. DVRPC is fully engaged in this process. In Pennsylvania, the evolving Linking Planning and NEPA process is a key mechanism that links asset management to the capital programming process. Related to both Pennsylvania initiatives is the Pennsylvania Local Asset Data Collection effort, whereby MPOs will assist PennDOT in establishing an inventory of locally-owned (initially bridges and roadways) assets. This project contains funds to assist in the development of this local transportation asset inventory.

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

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

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

processes.

Tasks:

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

1. Meet with appropriate stakeholders to identify asset categories, strategic objectives, and measurable performance and/or service levels to meet those objectives.
2. Participate in the development and use of the various partner asset management systems to track information on asset inventory, condition, needs, and performance for various asset categories as required to comply with the Performance Based Planning initiatives identified in MAP-21 and reinforced in the FAST Act .
3. Participate in NJDOT Problem Intake Process meetings and tasks.
4. DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (8- to 20-foot spans), including georeferencing data.
5. Assist asset owners to utilize their asset management systems to:
 - a. Identify typical costs for maintaining and preserving existing assets;
 - b. Identify stakeholder and public expectations and desires;
 - c. Define those asset condition values that would trigger when to make a particular investment (such as preservation, rehabilitation, reconstruction, replacement, or capacity enhancement);
 - d. Analyze asset data to determine when to implement the most cost-effective action for a specific asset;
 - e. Coordinate with the CMP, including sharing data and methods; and
 - f. Utilize the asset system processes and data to develop draft TIP and Plan updates.
6. Assist TAM owners in the development and production of system performance reports.
7. Track how technology and process innovations are changing the nature of asset management and transportation infrastructure design, project delivery, lifespans, and maintenance needs.

Products:

1. Periodic System Performance Reports.

Beneficiaries:

Member counties, state DOTs, and transit operators.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$220,000	\$177,474	\$42,526		
2018	\$220,000	\$167,134	\$52,866		
2019	\$220,000				
2020	\$220,000				

PROJECT: 18-41-050 Competitive Program and Project Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Project Manager: Joseph Banks, Katrina Lawrence, Meredith Lis, Ryan Gallagher

Goals:

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

Description:

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

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

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

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

Tasks:

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$910,000	\$50,000			\$860,000
2018	\$950,000	\$50,000			\$900,000
2019	\$950,000				
2020	\$950,000				

*1.PA-TIP,\$552,000- DOT #66460,State Appropriation A-581Funds Match-\$138,000, CMAQ-\$88,000- DOT #66461- State Appropriation A-581Funds Match-\$22,000

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

PROJECT: 18-51-010 Travel and Land Use Modeling

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Matthew Gates

Project Manager: Fang Yuan

Goals:

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

Description:

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

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

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

movements, changes in transit service patterns and schedules and changes to highway facilities or operations due to construction or reconstruction. New modeling procedures and methods due to changes in the state-of-the practice, software updates, or new guidance from FHWA, FTA, EPA, or others are evaluated and implemented.

During FY2018, DVRPC will continue to use its 4-step (TIM2) travel demand model for ongoing studies while simultaneously preparing its next-generation Activity-Based (TIM3) travel model for future planning activities. This will require that the TIM3 model be validated against a 2015 base year and also successfully complete a series of back-casting exercises and sensitivity tests. A new TIM3/MOVES2014b Postprocessor for Air Quality will also need to be created in order to perform Conformity Demonstrations of DVRPC's TIPs and Long Range Plan.

As part of the Travel and Land Use Models program area, traffic forecasts will be prepared along the US 130 corridor in Mercer County. These forecasts will complement forecasts that were previously prepared along this corridor in Camden and Burlington counties as part of their highway master plans.

Some of these activities may require DVRPC to purchase equipment or services, including software maintenance for PTV, DaySim, and TREDIS software and NETS employment and CoStar real estate databases.

Tasks:

1. Collect data on traffic volumes including autos, trucks, bikes, pedestrians, and transit riders by direction and time of day.
2. Collect, tabulate, and analyze travel time data for selected corridors from Traffic.com, INRIX, HERE, and other sources.
3. Collect other transportation data, including vehicle-miles of travel, journey-to-work, parking shed, external travel, tolls and fares, and trip length frequency.
4. Update highway and transit networks for base and future years, to reflect federal functional class changes, and TIP and Plan project changes; updated tolls, fares, and parking charges.
5. Collect data on employment and land use changes.
6. Revise zonal demographic and employment data and forecasts, including extended model area, as needed.
7. Update vehicle registration, age distributions, fuel, I/M programs, and other inputs for air quality post-processor and MOVES model, as needed.
8. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES2014b air quality model.
9. Analyze bike, pedestrian, transit, and highway projects, as required.
10. Prepare estimates of truck and bus travel, as needed.
11. Prepare growth factors as required to support regional planning and engineering efforts.

12. Prepare trip tables, select-link analysis, and other travel model tabulations, as required.
13. Respond to other member governments and planning partners requests for socio-economic, travel, and transportation system data and statistics.
14. Update transportation-related economic impact data and parameters for TREDIS and other economic impact tools, as needed.
15. Migrate TIM3 base year from 2010 to 2015, revise population synthesizer, microzone and zonal data, and transportation networks.
16. Update TIM3 airport, sports complex, and freight models.
17. Prepare TIM3 validation for 2015 base year.
18. Update TIM3 model documentation.
19. Prepare traffic forecasts along US 130 corridor in Mercer County.

Products:

1. Summaries of screenline traffic volumes, VMT, and transit ridership.
2. Summaries of corridor travel times.
3. Base and future-year highway and transit networks.
4. Summaries of the results of air quality conformity demonstrations.
5. Travel patterns, volumes, statistics, etc. for data request and to support member governments and other DVRPC planning efforts.
6. Average annual growth factors by County and Functional class.
7. Growth rates and other model data to support planning efforts as required.
8. Up-to-data travel model documentation.
9. US 130 corridor traffic forecast memo.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$440,000	\$354,948	\$85,052		
2018	\$490,000	\$364,656	\$115,344	\$10,000	
2019	\$490,000				
2020	\$490,000				

PROJECT: 18-52-010 Regional Transit Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Amy Bernknopf, Betsy Mastaglio, Cassidy Boulan

Goals:

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

Description:

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

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

This program also supports data collection, processing, and sharing activities wherever possible: passenger intercept, parking shed, and station-area observations are essential for the analysis of transit in the region. This data collection and analysis may include transit stations and their surrounding land use, ridership, parking, and related data. Surveys conducted in coordination with DVRPC's Office of Travel Monitoring, Office of Modeling and Analysis, and our planning partners may support specific planning studies as well as transportation

modeling efforts and the evaluation of transit alternatives in the region.

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

Tasks:

1. Provide ongoing planning staff and funding support for the Exton Train Station – Concept Planning for Phases 2 & 3 project, including second phase work to finalize preferred alternatives and prepare a final report.
2. Provide ongoing planning staff and funding support for the Eastwick Intermodal Center project, including second phase work to finalize preferred alternatives and prepare a final report.
3. Provide ongoing planning staff and funding support for the South Philadelphia Transportation Center project, including second phase work to finalize preferred alternatives and prepare a final report.
4. Provide planning staff and funding support as necessary to conduct tasks related to the Update to SEPTA Bus Stop Design Guidelines project.
5. Provide planning staff and funding support as necessary to conduct tasks related to the Route 15 Trolley Modernization project.
6. Provide continuing support to SEPTA and other local partners on issues related to SEPTA's trolley modernization program for the City of Philadelphia and Delaware County, including coordination assistance related to other DVRPC work efforts.
7. In collaboration with the Office of Smart Growth and DVRPC's Environmental Justice Program, continue work related to the FY2016 Equity Through Access (ETA) update to DVRPC's Coordinated Human Services Transportation Plan (CHSTP). Work tasks may include content updates for the ETA web page and communication or coordination support for related funding programs.
8. Provide ongoing DVRPC participation in and project support for City of

Philadelphia-SEPTA Transit First efforts, including the Transit First Technical Committee, Transit First Project Implementation Committee, and Transit First Connect Committee.

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

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

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$576,250		\$401,250		\$175,000
2018	\$301,250		\$301,250		
2019	\$301,250				
2020	\$301,250				

PROJECT: 18-52-020 Bicycle and Pedestrian Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Betsy Mastaglio

Project Manager: Amy Bernknopf, Cassidy Boulan, Gregory Krykewycz

Goals:

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

Description:

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

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

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

Tasks:

1. Provide ongoing coordination support for the Bicycle Stress Mapping Project for PA Suburban Counties, including dissemination of data, interface with related projects and programs and ongoing technical work as necessary.
2. In coordination with the Transportation Safety and Security Program, develop a framework, and prioritize improvements, to build out Trenton's complete streets

network through a plan or process that can be used to inform the Capital Improvement Plan. The goal is to develop roadway typologies/classifications that identify all appropriate mode improvements, with particular focus on pedestrian and bicycle safety improvements. Considerations for determining priorities for implementation may include DVRPC's HSIP-Eligible Local Road Locations, corridors with high crash levels and high pedestrian and bicycle activity, overlay recommendations from other plans, and current road and sidewalk condition. The prioritization will be reflected in the City's Infrastructure Maintenance and Prioritization Program and the typologies and their treatments will direct other future design and funding actions.

3. Provide staff and funding support for the Walkshed Analysis for Mercer County Open Space and Recreational Facilities in coordination with the Data Exchange and Analysis program (18-44-080). This analysis will estimate the number of residents within walking distance to open space and recreational facilities in the county as well as identify underserved areas of the county.
4. Participate in state pedestrian and bicycle advisory boards: the NJ Bicycle and Pedestrian Advisory Council (NJ BPAC) in New Jersey and Pennsylvania Pedalcycle and Pedestrian Advisory Committee (PPAC) in Pennsylvania; continue to chair and coordinate NJ BPAC Design/Infrastructure Subcommittee.
5. Coordinate with the Regional Transit Advisory Committee (RTAC), a subcommittee of the Regional Technical Committee (RTC), to develop, prioritize, and conduct work focused on improved access between public transit and the region's network of bicycle and pedestrian facilities, including analysis of new on- or off-road pedestrian and bicycle access to transit stations, bicycle parking facilities at transit stations, wayfinding signage and promoting connections between stations, employment, and commercial centers and trails, and marketing off-peak and weekend transit service to recreational destinations.
6. Support, through outreach and project recommendations, implementation of various "best practice" efforts that benefit, and benefit from, the inclusion of bicyclists and pedestrians, including Complete Streets, green stormwater infrastructure, and placemaking efforts.
7. Work with the Office of Travel Monitoring to continue to gather region-wide bicycle and pedestrian counts.
8. Provide technical assistance to and coordination among member governments and broader regional and state committees. This includes participation in state, regional, and local task forces and relevant project technical advisory committees.
9. Review bicycle and pedestrian project funding applications as appropriate for programs such as TAP, SRTS, and Pennsylvania's Multimodal Fund.
10. Projects may be jointly funded, and conducted collaboratively, with the Regional Transit Planning Program.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$330,000	\$266,211	\$63,789		
2018	\$330,000	\$250,701	\$79,299		
2019	\$330,000				
2020	\$330,000				

PROJECT: 18-52-030 Corridor Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: David Anderson

Project Manager: Jerry Coyne, Keith Hartington

Goals:

The purpose of this Program is to support DVRPC's long-range plan, Connections 2040, the DOTs' land use and transportation linkage initiatives and member government planning and implementation activities, explore innovative approaches to help implement the long-range land use and transportation plan, and help communities plan for a sustainable future. This program seeks to alleviate congestion and improve the efficiency and safety of the existing transportation network, inform local governments, affected stakeholders, and the public about current best practices to achieve effective corridor plans that link land use and transportation goals and policies.

Description:

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

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

In FY 2018, research and analysis on best management practices linking transportation and land use (including access management and other topics, as appropriate) will continue, along with additional implementation plans or case studies, as directed by the pertinent study steering committee. Continue to collaborate with NJDOT and PennDOT in applying FAST Act planning factors to

form the basis of the planning process and product. In keeping with PennDOT guidelines, this effort will identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities, such as access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation. DVRPC will continue to work with PennDOT and local governments to implement access control measures as an alternative to capacity improvements. Additionally, the DVRPC website will continue to develop and expand to share corridor planning information and the tenets and requirements of the FAST Act with the public. It will also provide a link to the state departments of transportation websites to share statewide documents. Findings from the research will be incorporated into the corridor planning work and other DVRPC plans and projects.

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

In Pennsylvania, corridor studies will document operational and management strategies to improve the performance of existing transportation facilities through reducing congestion and improving mobility and safety. In collaboration with the Air Quality Planning program, DVRPC will assist with a wayfinding project for the central business district (CBD) and freight centers in the city. A wayfinding plan will reduce heavy-duty diesel vehicles' (HDV) use of routes through residential districts in the city as they travel between I-95 and the waterfront and /or CBD, and it will direct people to City of Chester attractions such as the stadium. Improved wayfinding will improve vehicular circulation in and through the city, and reduce residents exposure to HDV diesel emissions. In addition, there will be an assessment of parking management and Wayfinding signage in the CBD. The results of this study are expected to assist new investors and visitors to the city and in help stimulate economic revitalization.

This program area will also provide funding for the Lane Reconfiguration of Vine Street (Local) study in Philadelphia PA. This effort will evaluate calming Vine Street's local roads by specifically examining reconfiguration of Vine Street local from 5th Street to Broad Street on the north side of the I-676 Expressway cut. The effectiveness of appropriate traffic calming measures for the area will be explored and their applicability for each sub-area documented. Funding for this activity will be supplemented through project #17-52-100.

In New Jersey, there will be ongoing planning staff and funding support for the continuation of the Burlington County Highway Plan. Phase 3 of this project will entail preparing and supplying deliverables: GIS database, a web based map viewer

and a summary report.

Tasks:

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

Additionally, in furtherance of Linking Planning and NEPA, DVRPC will utilize PennDOT Project Development Screening Forms to initiate all new projects being considered for the LRTP updates and inclusion in the 2018 TIP. DVRPC will also use recommendations, and development of case studies or implementation plans, to prepare and/or participate in project needs studies for transportation problems, at selected locations. DVRPC will also coordinate with PennDOT and the environmental resource agencies to gain acceptance for the completion of needs studies as part of the planning process. This effort may require the purchase of hardware, software, equipment, and/or services.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$300,000	\$242,010	\$57,990		
2018	\$760,000	\$562,178	\$177,822	\$20,000	
2019	\$760,000				
2020	\$760,000				

PROJECT: 18-53-010 Travel Monitoring

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry

Goals:

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

Description:

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48-hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis, traffic monitoring, and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system (see 18-43-020-025). Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>.

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

Tasks:

1. Coordinate with PennDOT and member governments to review traffic count locations.
2. Establish weekly schedules, staff assignments, and control procedures.
3. Collect traffic data at approximately 3,000 selected locations.
4. Upload data into the DVRPC Traffic Count system, process counts, edit for quality control, and develop annual average daily traffic volumes.
5. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
6. Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
7. Input traffic count data files into the comprehensive regional GIS-T database for sharing over the Internet.
8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.

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

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$765,000	\$645,000			\$120,000
2018	\$765,000	\$645,000			\$120,000
2019	\$765,000				
2020	\$765,000				

*PA TIP - Project ID 104639- \$120,000

*FISCAL YEAR 2018 PLANNING WORK
PROGRAM*

CHAPTER TWO - B

*DVRPC PROJECT
DESCRIPTIONS*



Delaware Valley Regional Planning Commission

PROJECT: 17-33-110 Enhancing Travel and Tourism Infrastructure

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karen Cilurso, Karin Morris

Goals:

To support the major land use and transportation policies of Connections 2045: Plan for Greater Philadelphia by ensuring equitable and efficient multimodal transportation options with respect to travel and tourism activities.

The Enhancing Travel and Tourism Infrastructure project supports PennDOT's Planning Priority (I) Land Use/Transportation Linkages/Economic Development/Modernization and specifically (E) identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities, such as access to tourist destinations, employment, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.

This project supports NJDOT's support of the NJ State Strategic Plan, whose vision is for sustainable, physical, and economic development. Additionally the Travel and Tourism Infrastructure project supports NJDOT's MPO Transportation Priorities including 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, particularly for increasing multimodal opportunities to tourism destinations.

Description:

The Fixing America's Surface Transportation Act (FAST Act) of 2015 includes a new planning factor (450.306(b) (9&10)) for metropolitan planning organizations to "enhance travel and tourism." A component of the FAST Act is the creation of the National Advisory Committee ("the Committee") on Travel and Tourism Infrastructure that will provide information, advice, and recommendations to the Secretary of Transportation on matters relating to the role of intermodal transportation in facilitating mobility with respect to travel and tourism activities. The FAST Act requires the Secretary of Transportation, in consultation with the Committee, State departments of transportation, and other appropriate public and private transportation stakeholders, to develop a national travel and tourism infrastructure strategic plan that will: assess the condition and performance of our national transportation network with respect to travel and tourism; identify issues that create congestion and barriers to travel and tourism; forecast travel and tourism volume for the following 20 years; assess our statutes, regulations, technologies, and other barriers to improved long-haul travel performance for travelers and tourists; identify best practices for improving transportation

performance for travelers and tourists; and identify strategies to improve multimodal connectivity for travelers and tourists.

With guidance from the National Advisory Committee, DVRPC will promote information sharing between the private and public sectors on transportation issues impacting travel and tourism within the Greater Philadelphia region through various efforts. Staff will convene travel and tourism identified stakeholders in the region to determine their needs in regard to transportation, accessibility, and necessary land use changes. This group will serve as an advisory committee to DVRPC staff regarding travel and tourism transportation-related enhancements. Possible tasks include: update of the 1997 DVRPC study, How Do We Get There-Improving Mobility for Tourists and Visitors, with updated data, new tourist destinations, and an increased emphasis on multimodal access. The analysis could also include a review of the current state TIPS and Long Range Plan to identify accessibility to currently funded projects. Other activities that may be included as part of the study or as separate efforts include developing a tourism GIS database; offering technical assistance (potentially for a fee) to tourist sites such as license plate surveys, crash analyses, shared parking or wayfinding recommendations; analyzing access to emerging tourist destinations such as wineries, distilleries, and other agritourism points of interest; analyzing PHLASH service and possible route extensions into neighborhood commercial districts; analyzing intercity bus travel; or factoring access to tourist destinations into the screening of TIP projects, among other ideas.

Tasks:

1. Identify and convene pertinent state, county, and local governments, nonprofits, and travel and tourism partners on multimodal transportation and related land use issues.
2. Identify tasks and deliverables that would be most helpful to improving tourism and travel infrastructure, as determined by the reconnaissance in task #1.
3. Possibly review current NJ and PA TIP and Long Range Plan's projects to analyze potential access issues to tourist destinations.
4. Possibly create a GIS database of tourist destinations.
5. Possibly update the 1997 DVRPC study How Do We Get There? Improving Mobility for Tourists and Visitors.
6. Other tasks as determined.

Products:

1. Materials developed for and from stakeholder meetings on regional needs.
2. Possible: updated DVRPC study How Do We Get There? Improving Mobility for Tourists and Visitors.
3. Possible: GIS tourism database.
4. Additional technical assistance as determined by stakeholders/partners.

Beneficiaries:

DVRPC Nine-County region; tourism and marketing professionals, transportation agencies, and municipalities

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$125,000				\$125,000
2018	\$100,000				\$100,000
2019					
2020					

*PA FHWA

PROJECT: 17-33-130 Cobbs Creek Parkway Corridor Study (67th to 70th)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karin Morris

Project Manager: Emily Costello, Kevin Murphy, Laurie Matkowski

Goals:

To 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.

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

Description:

During the Lower Southwest District Plan process, the Cobbs Creek Parkway was identified as problematic due to its speeding traffic, complex intersections, high rates of pedestrian and vehicular crashes, and high rates of pedestrian activity by nearby vulnerable populations. As a state highway, traffic calming along Cobbs Creek Parkway is also a challenge.

A study would provide an opportunity to examine intersections that link the Parkway with Lower Southwest neighborhoods, particularly with traffic calming and pedestrian safety measures, transit connections, and stormwater management potential. A preliminary review of the area identified the greatest opportunities and needs to be in the vicinity of 67th Street/Chester Avenue-Cobbs Creek Parkway, and 70th Street/Larry Street-Cobbs Creek Parkway. The Philadelphia Water Department has identified these intersections as areas of opportunity for stormwater infrastructure upgrades. A more coordinated street configuration and transit improvements could greatly reduce conflicts. Opportunities for coordination also exist at the intersection of Woodland Avenue and Cobbs Creek Parkway through Route 11 trolley modernization.

Tasks:

1. Assemble internal team and external committee to guide the work, including Streets, OTIS, Water Department, and PennDOT, among others.
2. Perform field work to assess current conditions for cars, bicyclists, transit, freight and pedestrian movements.
3. Gather speed, crash, and transit data as needed. Map crashes and analyze trends. Determine if any of the locations along the corridor are on the state's HSIP lists for high crash areas.
4. Determine appropriate level of public participation.
5. The Office of Smart Growth will analyze transit connections on the corridor and make recommendations as needed.
6. Working with the Philadelphia Water Department, the Office of Smart Growth will analyze the opportunities for green stormwater infrastructure along the corridor.
7. The Office of Safety and Congestion Management will examine pedestrian safety specifically.
8. Internal team would identify possible traffic calming measures, which the City of Philadelphia will select for further testing.
9. The Office of Transportation Operations Management will do Synchro analysis (or other technical tools) to assess specific traffic calming measures.
10. Present findings to stakeholders, and assemble findings and recommendations in a report.

Products:

1. Field work findings and data analysis; recommendations for transit, stormwater, traffic calming; technical analysis of specific traffic calming measures.
2. Meeting materials.
3. Final report summarizing recommendations.

Beneficiaries:

City of Philadelphia, Lower Southwest Philadelphia neighborhoods, SEPTA, PennDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$125,000				\$125,000
2018	\$100,000				\$100,000
2019					
2020					

*PA FHWA

PROJECT: 17-52-070 Regional Vision for Transit — PA Phase I

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Alison Hastings, Brett Fusco, Christopher Puchalsky, Karin Morris, Matthew Gates

Goals:

DVRPC last published a Long-Range Vision for Transit in 2008. This document (publication 08068) drew on transit project priorities in the then-current Long-Range Plan--as well as the results of the Dots & Dashes public outreach and education exercise--to tell the story of how the public transit improvements we envisioned would come together to improve development, access, and mobility in the DVRPC region. This multi-year project will build on that approach to develop a comprehensive strategy for regional public transit improvements of many types, and the impact they would combine to have in our region.

Pennsylvania Phase I will support Task 1 below.

Description:

The objectives of this project are to:

- Reevaluate candidate transit projects within the region in advance of 2050 long range plan cycle--are the right projects on the regional agenda?
- Think about transit system improvement, operations, expansion, access, and TOD priorities in a more coordinated way.
- Bridge the gaps between:
 - Short (10yr), medium (20yr), and long (30yr)-term investments to better coordinate plans and projects over time.
 - Capital project priorities and the ability to operate them at frequencies and service spans that make them worthwhile, both for existing transit service and for expansion priorities.
- Develop a set of priorities for various categories of investment (e.g., expansion, core capacity, operating) that can inform the conversation on local funding options.
- Engage the region (stakeholders and public) both in person and online.
- Raise awareness among the general public on the need for and potential benefits of transformational transit improvements.
- Develop a project and program slate that could feed into any future discussions on regional funding sources.

Tasks:

Task 1. Agenda setting, scoping, and concept development (FY2017):

This multi-year project will require participation from DVRPC staff across many departments. Initial work in FY2017 will include exploratory project development by the Office of Modeling & Analysis to consider and storyboard new transit forecasting tools that would be used to support subsequent phases; additional work to develop and set the stage for later project outreach and engagement; and participation by DVRPC staff in conversations relating to regional funding strategy, with an initial focus on southeastern Pennsylvania.

Task 2. Service gap analysis (FY2018):

Conduct an evaluation of our region's current bus and rail transit service in the context of current and forecast (2045) regional development and travel patterns, using tools like Transit Score, the Equity Through Access (ETA) priority screening map, Indicators of Potential Disadvantage (IPD), comprehensive traffic datasets such as those offered by the I-95 Vehicle Probe Project, and the regional travel demand model.

a) Evaluate service availability, frequency, travel time, and capacity in order to identify locations that are relatively underserved by transit when compared to other locations with similar characteristics.

b) Screen the gaps that are identified in 1(a) based on their impact on equity (ETA/IPD), TOD Potential ("building on our strengths"), multimodal access potential (RideScore), and other metrics as appropriate, and use these measures to prioritize gaps based on their ability to address multiple objectives.

c) Evaluate technical analysis needs and make required enhancements in transit demand modeling tools.

Task 3. Idea gathering (anticipated FY2018 and 2019):

a) Conduct exploratory stakeholder outreach (such as interviews) with identified stakeholders, such as business groups, transit advocates, transit agencies, and TMAs). The results of these interviews/exercises would inform the in-person exercises/workshops and online platform that follow.

b) Building on the 2007 Dots & Dashes exercise and more recent Choices & Voices platform, develop an in-person workshop exercise that shares the findings of the service gap analysis, inspires regional residents and stakeholders, and collects new ideas for improvements. Participants will be shown information on existing transit conditions and service gaps, which they can build on by sharing their ideas for transit system improvements and expansions.

i) Conduct a special public kickoff event for this exercise in a large venue with significant promotion/visibility, similar to the 2007 Dots & Dashes kickoff event at the Loews Hotel.

ii) Conduct 1-3 smaller-scale events/workshops around the region, including for the DVRPC Public Participation Task Force.

- c) Create a parallel online platform that translates the interactive exercise explained above to a broad online audience. Goals of the online platform will be to raise awareness around service gaps and funding and generate new, visionary ideas for future transit projects and/or services. Participants will be asked to react to ideas submitted by others.
- d) Create an outreach plan that promotes the public events, workshops and online platform. The outreach plan would also include a “report-back” to regional stakeholder groups, workshop participants, and online participants on results of idea gathering stage/phase and next steps.

Task 4. Feasibility screening (anticipated FY2019):

Conduct a fatal-flaw level feasibility assessment of the improvement priorities that emerge as top priorities from the stakeholder and public outreach or underexplored gaps from task 1(a) that are deemed regionally critical. This will include:

- a) Review by a core stakeholder group (including transit agencies) of ideas that had some consensus around them to evaluate for general appropriateness and allocate staff time to be spent on subsequent efforts.
- b) A high-level review of related proposals, constructibility, complexity and likely capital/operating cost, relationship to the rest of the multimodal system including redundancy, consideration of DVRPC Future Forces, and interface with other priorities.
- c) Concept-level ridership forecasts prepared using the enhanced transit travel demand model to assess likely ridership response in a preliminary way, both for individual projects and for investment scenarios (packages of projects) as a whole.

Task 5. Assemble Regional Transit Vision report (anticipated FY2019):

Drawing on the findings of tasks 3(a) and 3(b), as well as ongoing collaborations with transit agencies and other regional partners, assemble the new Regional Transit Vision document, which will include:

- a) An identification of priority projects and programmatic recommendations (e.g., surface “transit first”-style treatments) that are achievable over the short (10-year), medium (20-year), and long (30-year)-term.
- b) Assembly of priority improvements and appropriate phasing under various funding scenarios.
- c) Identification of logical next steps (planning, programming, forecasting, etc) as appropriate for individual projects and investment scenarios.
- d) Report back to regional stakeholder groups, workshop participants, and online participants on Regional Transit Vision.

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

Products:

A new regional transit vision document, presented as a print report, online presentation, and through other products as appropriate.

Beneficiaries:

SEPTA, New Jersey Transit, DRPA/PATCO, member counties and municipalities, and the transit riding public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$125,000				\$125,000
2018	\$75,000				\$75,000
2019					
2020					

*PA FTA

PROJECT: 17-52-100 Lane Reconfiguration Feasibility Study for Vine Street (Local)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: David Anderson, Meijun Liu

Goals:

To develop safety and traffic calming alternatives to the Vine Street local right-of-way, to mitigate speeding and community fragmentation. Concept plans will be evaluated and developed that explore the feasibility of lane reconfiguration. The intent is to facilitate the safe movement of pedestrians, bicyclists, and vehicles along and across the thoroughfare.

Description:

This project will study the Lane Reconfiguration of Vine Street (Local). The Vine Street Expressway, or I-676, is a 6-lane sunken federal interstate highway flanked by service roads and abutting properties and is located in Center City, Philadelphia County, Pennsylvania. In total, the Vine Street Expressway and its service roads encompass 13 lanes of fast moving traffic, which afflict and bifurcate many communities along its entire length. This division has created years of challenges, including the separation of institutions from residents, chronic vacancy and blighted surface lots fronting the Vine Street local lanes, difficult pedestrian crossings, and a growing concern of local air pollution in residential and business communities near this transportation facility. In July 2016, the City of Philadelphia participated in the USDOT Every Place Counts Design Challenge, where community members, city, state, and federal agencies, local organizations, and design experts discussed opportunities for improving conditions along and around I-676. This effort will look at calming Vine Street's local roads by specifically examining reconfiguration of Vine Street local from 5th Street to Broad Street on the north side of the I-676 Expressway cut.

This project is being undertaken as a two year effort. Year one (FY'17) will be devoted to data collection along the corridor. Specifically, traffic counts (average daily traffic counts, turning movement counts, and pedestrian counts) will be taken at all intersections along the corridor as inputs to a traffic simulation model. Year two (FY'18) will include detailed field observations, including a pedestrian safety audit if necessary, concept development for lane reconfiguration scenarios, and traffic operational modeling of each identified scenario in the AM and PM peak, to assess peak hour traffic conditions and needs both in an existing condition as well as a lane reconfiguration scenario. In addition to a road diet, an assessment will be made of other appropriate traffic calming measures for the area based on recent crash statistics, pedestrian and bicycle counts, adjacent land use, and

recommendations from prior studies, including the Every Place Counts design challenge. Measures to be explored may include curb extensions, bicycle facilities, streetscape improvements, signal timing and phasing changes, and on-street parking. The effectiveness of these measures will be explored, and their applicability for each sub-area (block or blocks) documented. Additionally, measures to improve pedestrian safety will be analyzed by identifying improvements to facilities such as crosswalks, sidewalks, and lighting.

Funding for this project will be supplemented through the Corridor Planning program area (18-52-030).

Tasks:

Year 1 (FY2017)

- a. Assemble an advisory committee which includes the City of Philadelphia Streets Department, Philadelphia City Planning Commission, Office of Transportation and Infrastructure Systems (OTIS), PennDOT, relevant community groups, and the DVRPC.
- b. Collect traffic and safety data and perform field views of street conditions and the immediate development context.

Year 2 (FY2018)

- c. Prepare a calibrated current year model including roadway and intersection geometry, traffic control and signal timing plans in the study-area network.
- d. Conduct a workshop meeting to solicit advisory committee and stakeholder feedback on improvement alternatives, including strategies identified in prior studies.
- e. Conduct a multimodal evaluation of various improvement alternatives.
- f. Model conceptual improvement scenarios.
- g. Develop a proposed implementation strategy informed by advisory committee input.
- h. Prepare a reporting document that summarizes the undertakings and findings of the study.

Products:

- 1. Traffic analysis including summary of predicted traffic impacts of proposed recommendations.
- 2. Areawide concept design to improve safety and accessibility.
- 3. Memorandum, report, or other deliverable(s) as appropriate documenting overall study findings and recommendations.

Beneficiaries:

City of Philadelphia, PennDOT, SEPTA, NJ TRANSIT, local communities, residents, businesses, and the traveling public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$150,000				\$150,000
2018	\$125,000				\$125,000
2019					
2020					

PA FHWA

PROJECT: 18-10-020 Private Sector Data Requests

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Glenn McNichol, Kenneth Thompson, William Stevens

Goals:

Respond to data requests from member governments, operating agencies, public and private organizations, businesses, and individuals.

Description:

Provide data, maps, aerial imagery prints, and publications to government agencies, organizations, private sector businesses, and individuals. Orders are placed with the Resource Center for paper or digital copies, or other staff for particular data requests, in person, by phone, and through the DVRPC website.

Tasks:

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

Products:

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

Beneficiaries:

All client groups.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$10,000				\$10,000
2018	\$10,000				\$10,000
2019	\$10,000				\$10,000
2020	\$10,000				\$10,000

*Private Sector

PROJECT: 18-31-020 Regional Transportation GIS Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: William Stevens

Project Manager: Christopher Pollard, Sean Lawrence

Goals:

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

Description:

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

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

Tasks:

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$400,000				\$400,000
2018	\$400,000				\$400,000
2019	\$400,000				\$400,000
2020	\$400,000				\$400,000

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

PROJECT: 18-31-030 Local Asset Data Collection - Southeastern Pennsylvania

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: William Stevens

Goals:

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

Description:

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

PennDOT currently does not have complete data on "non-liquid fuel" local roadways and bridges. Non-Liquid Fuel local roads are owned and maintained by municipalities and are not funded by the liquid fuels tax. In past years, data has been collected for Chester and Delaware counties, and portions of Bucks and Montgomery counties. This year, staff will continue the data collection in Bucks and Montgomery, and may begin collecting data in the City of Philadelphia. Using existing data from PennDOT and the counties/City, DVRPC will need to field verify locations of potential public local roads and bridges. The project does not include private roads, or bridges on private roads, such as cemetery drives, private driveways, or roads used on private property such as mobile home, apartment or commercial complexes.

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

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

Tasks:

1. Prepare field maps that indicate the locations of potential features to be collected, along with all other necessary documentation.
2. Using a two person team, identify and compile field data for locally-owned roads and bridges according to procedures defined in the Local Roads and Bridges Data Collection Reference Manual prepared by PennDOT.
3. Upload collected data to PennDOT's database weekly, at a minimum.
4. Perform checks on data collected to ensure accuracy and completeness.

Products:

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

Beneficiaries:

PennDOT, counties in southeastern PA, DVRPC.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$100,000				\$100,000
2018	\$100,000				\$100,000
2019					
2020					

*PA TIP - # - TBD

PROJECT: 18-32-010 Commuter Benefit Program: RideECO

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Erin Burke, Stacy Bartels

Goals:

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

Description:

RideECO is a commuter benefit program that enables employers to offer employees a cost-effective way to pay for transit expenses, either as a pre-tax payroll deduction (reducing employer and employee taxes), as a benefit (tax free to employees and tax deductible to employers), or as a combination of both.

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

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

Tasks:

Operations:

1. Contract with vendor to produce vouchers and stored value cards and to provide fulfillment services and sales data. Work with this contractor on RideECO Select distribution services.
2. Supervise and manage required vendor services, per contract.

Administration:

3. Coordinate with participating transit operators and internal and external support services and organizations.
4. Hold periodic Marketing Task Force meetings with participating transit, state, and related agencies.
5. Compile quarterly sales and membership progress reports and fulfillment summaries.
6. Develop and manage annual project budgets.
7. Maintain a comprehensive database to track inquiries, program participants, sales, and other activities (measure and monitor progress).
8. Evaluate sales and corporate member data figures vs. projections at the end of the fiscal year.

Marketing:

9. Prepare annual marketing plan and budget. Evaluate progress and adjust if necessary mid-year.
10. Communicate with target audiences to educate and persuade employers to provide this commuter benefit to their employees (over competition). Keep program name visible to maintain brand recognition.
11. Develop and use the most efficient materials and media outlets (noted in annual plan); also see project 17-22-020. Oversee work of design and media vendors.

Public Relations:

12. Work with DVRPC Office of Communication and Engagement staff to develop press releases and seek news coverage as relevant, especially when dealing with new legislation.
13. Maintain and increase presence in social media outlets; use as a way to disseminate program information as well as general transit news, and to track interest and action.

Sales:

14. Provide materials to employees and employers who call the RideECO information line or request information online. Send emails and DM flyers to appropriate target lists. Follow up with those who have received information to ascertain interest and/or problems (phone and/or personal meetings).
15. P/t Employer Sales Specialist will 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.). Personal follow up on some efforts is needed. Set up meetings as requested or proposed.
16. Explore and implement relevant, additional ways to reach employers at their offices (opt-in email blasts, e-newsletter articles, editorial on association websites, etc.)
17. Track effectiveness of various sales and marketing tactics per new companies

and/or participants added at current clients.
18. Maintenance of sales at current level.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$650,000				\$650,000
2018	\$500,000				\$500,000
2019	\$500,000				\$500,000
2020	\$500,000				\$500,000

*\$484,000 RideECO Generated Funds, \$16,000 Pa Public Transit Assistance Funds

PROJECT: 18-32-030 Commuter Services/Mobility Alternatives Program (Share-a-Ride)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Erin Burke, Stacy Bartels

Goals:

To increase awareness of and encourage participation in the Mobility Alternatives Program (MAP) and the Share-A-Ride (SAR) commute match service, in order to help reduce traffic congestion and improve air quality in the region (specifically SE PA), mainly during the heaviest commute times.

Description:

The Mobility Alternatives Program (MAP) is an education effort directed to employers located in southeastern Pennsylvania. Partnering with local TMAs and other organizations as contractors who do outreach to businesses, employers are informed of the benefits to their employees and to the company of encouraging various alternate commutes; employers are given a menu of options to consider and/or implement. Services are free to employers within the 5-county SE PA region. This program was initiated to fill the gap when the federal Employer Trip Reduction Program was rescinded in 1995; as it is largely educational-focused, behavior change and participation levels are challenging to report. Contractors are urged to report effort while maintaining data on mode changes.

Two main components of MAP are also available directly to commuters working in this region: Share-A-Ride (SAR) is part of MAP employer services, but individual commuters who work in southeastern Pennsylvania can also access this internet-based service directly. There is no fee for using SAR. The Emergency Ride Home (ERH) program serves as a "safety net" for those commuters working in southeastern Pennsylvania who commit to an alternate commute at least three days a week; ERH can help eliminate one of the main concerns of those commuters who currently do not use transit or pooling as a way to work by offering a ride in case of a personal emergency. (Details for all programs related to MAP are on the DVRPC website.)

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

DVRPC works with the TMAs, PennDOT and the PA TMA Policy Committee in the development of specific MAP-related and TMA Assistance grant work programs each fiscal year, along with reviewing progress reports and reporting measurements.

Tasks:

1. Work with PennDOT in reviewing and approving TMA work programs and efforts; review monthly contractor progress reports. (PennDOT Central Office receives, reviews and approves monthly invoices.)
2. Involve county planning partners in MAP work program development and in setting measurable goals through the PA TMA Policy Committee.
3. Meet quarterly with contractors and compile bi-annual reports on progress, per their submissions.
4. Develop a marketing strategy brief and annual budget.
5. Develop media strategies and schedule, as appropriate and as budget allows.
6. Produce outreach and marketing materials for all contractors to use, as necessary.
7. Maintain websites and databases for use by TMAs and the public.
8. Maintain contract and licenses with software company for SAR; provide training for contractors.
9. Participate in any national or statewide TDM efforts, as allowable, and hold a place on the PPTA Rideshare Committee.
10. Assist with air quality efforts as requested.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$251,000				\$251,000
2018	\$251,000				\$251,000
2019	\$251,000				\$251,000
2020	\$251,000				\$251,000

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

PROJECT: 18-33-050 Local Technical Assistance Program (LTAP)

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Melissa Andrews, Patricia Elkis

Goals:

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

Description:

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

- **Training:** LTAP offers 31 courses about roadway maintenance and safety. For a complete list of classes, visit <https://www.dot7.state.pa.us/LTAP/> and click "Course Info" under "LTAP Tools."
- **Road Scholar Program:** If municipal employees take 10 classes within 3 years, they receive "Road Scholar" certification—a valuable professional development credential.
- **Technical Assistance:** LTAP technical experts are available by phone, email, or in-person to help municipalities troubleshoot specific roadway maintenance and safety problems.
- **Newsletters, Technical Sheets, and Resource Library:** Visit <https://www.dot7.state.pa.us/LTAP/> and click "Public Resources and Documents" under "LTAP Tools."
- **Coordination with PennDOT;** attend annual LTAP conference.

Each year, nearly 6,000 municipal employees take advantage of LTAP training and assistance in PA. In FY 2016, 447 students were trained in southeastern Pennsylvania, an increase of 16 students, or about 4 percent, over FY 2015.

Tasks:

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

other educational programs.

3. Work with municipal representatives and PennDOT personnel to identify training needs and opportunities, encourage participation among municipalities that have not participated in the past, and maximize class attendance.

4. Submit quarterly and annual reports to PennDOT.

5. Attend annual LTAP conference.

Products:

1. Coordination of 10-15 LTAP classes in southeast Pennsylvania per year.

2. Quarterly and annual reports to PennDOT.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$30,000				\$30,000
2018	\$30,000				\$30,000
2019	\$30,000				\$30,000
2020	\$30,000				\$30,000

*PA FHWA - PL/SPR/Toll Matched

PROJECT: 18-33-060 Tri-County Transportation Plan Implementation

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn, Melissa Andrews

Goals:

Assist municipal officials in developing and implementing transportation and/or land use policies and plans that enhance the region and link transportation facilities by supporting the timely implementation of the Tri-County Transportation Study recommendations and integrating the study with other local planning efforts.

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). Each year a study or project is selected for DVRPC to undertake. Previous efforts have included the Swamp Pike corridor, the PA 724 corridor, the development of a information resource guide, and the PA 100 corridor, transportation infrastructure asset management tools and plans, and multi-use trail system development. This year's focus will be to work with the members of the Tri-County Transportation Committee to identify and begin work on a project focusing on a present issue within the Tri-County region.

The FY2018 project may further work performed in Fiscal Years 2015 and 2016 to cooperatively support the Pottstown Metropolitan Regional Planning Committee's (PMRPC's) efforts to identify, prioritize and develop a system of multi-use trails, on-road bicycle facilities, and pedestrian circulation elements in and around the Borough of Pottstown, or examine other issues at the nexus of transportation and land use.

Tasks:

- 1.Participate in periodic Tri-County Transportation Committee meetings to coordinate local planning efforts and further educate local representatives on implementation strategies.
- 2.Work with the Committee to identify a problem location(s) for detailed study or a priority planning project.
- 3.Work to collect pertinent data in support of the identified project.
- 4.Perform technical analysis on identified problems.

5. Develop recommendations pertaining to transportation and land use issues.
6. Present preliminary findings and recommendations to Committee.
7. In cooperation with the Committee, develop an action plan for the identified project

Products:

1. Meetings with the Tri-County Transportation Committee meeting.
2. A technical memo documenting the identified project.
3. Summary report.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$60,000	\$48,402	\$11,598		
2018	\$60,000	\$45,582	\$14,418		
2019	\$60,000				
2020	\$60,000				

PROJECT: 18-33-070 Pennsylvania Coastal Zone Management Implementation Program

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Amy Verbofsky, 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, ensure intergovernmental consistency with regard to regulatory issues in the Delaware Estuary Coastal Zone (DECZ), and preserve coastal lands through the use of Coastal and Estuarine Land Conservation Program funds. Assist the Pennsylvania Department of Environmental Protection (PADEP) in its efforts to achieve the above goals through legislative authority, environmental monitoring, and technical and financial assistance.

Description:

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

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

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

under a separate grant.

Tasks:

1. Coordinate the activities of the DECZ Advisory Committee and provide technical and administrative services.
2. Organize up to two DECZ Advisory Committee meetings during the course of the year. One of these meetings will be held to review and rank the CZM grant applications for the Delaware Estuary region.
3. Provide a mechanism for public involvement and education in the CZM Program.
4. Assist PADEP in working with eligible municipalities, agencies, and non-profit organizations to prepare and submit project applications for federal grants.
5. Attend Coastal Zone Advisory Committee (CZAC) meetings and water/environment-related meetings, committees and special events in the Delaware Valley.
6. Organize and host up to six meetings of the Urban Waterfront Action Group (UWAG).
7. Provide technical and administrative services on permitting to the Urban Waterfront Action Group (UWAG).
8. Assist the CZM Program with tasks related to Section 6217 (Coastal Nonpoint Pollution Program).
9. Coordinate with PADEP on coastal climate change resiliency planning.
10. Undertake other activities as required.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$50,000				\$50,000
2018	\$40,000				\$40,000
2019	\$40,000				\$40,000
2020	\$40,000				\$40,000

*PA DEP-CZM

PROJECT: 18-33-080 Healthy Communities Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Amy Verbofsky, Christina Arlt, Karin Morris, Patricia Elkis, Sean Greene, Shawn Megill Legendre, Shoshana Akins

Goals:

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

This project specifically supports PennDOT's Planning Priority of (I) Land Use/Transportation Linkages/Economic Development/Modernization, specifically (B) to provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; (D) support the improvement of intermodal freight connections; and identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.

The project also supports NJDOT MPO Transportation Priorities of improving freight mobility, leveraging additional funding sources, and promoting partnerships. Although NJDOT's Planning Priority within the State Plan's Strategic Goals have not yet been adopted, the project supports targeted economic growth; effective planning for vibrant regions; preservation and enhancement of critical state resources, and tactical alignment of government; and transportation choice and efficient mobility of goods.

This project also supports FHWA's Ladder of Opportunity emphasis area.

Description:

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

communities planning strives to integrate healthy community strategies to improve public health outcomes and increase livability within our region. In addition, there is an important environmental justice/ladders of opportunity angle to healthy community planning. Both planning and health professionals have come to understand that a person's address plays an important role in how long they live and how they function. The way we design and build our communities – including factors like walkability, food access, and air quality – can have a significant impact on an individual's well-being and the broader public's health. With an eye towards better understanding these connections, DVRPC has undertaken healthy community planning to improve the public health outcomes and increase livability within our region, and this year will begin a specific Healthy Community Element to the Master Plan in the City of Camden.

DVRPC will a) convene Healthy Communities Task Force meetings; b) provide coordination and technical assistance to stakeholders and municipal/county constituents; c) Begin development of a Healthy Community Element of the Master Plan for the City of Camden.

Background on City of Camden effort: within the past five years, Camden City has seen a renewed focus on improving the health of Camden's residents. In 2011, Campbell Soup Company launched the Campbell Healthy Communities Initiative with the mission of measurably improving the health of young people in their hometown community by reducing childhood obesity and hunger by 50 percent. As a part of this program, they funded The Food Trust to expand their Healthy Corner Store Initiative to Camden. Today there are over 40 stores enrolled in the Healthy Corner Store Network. More recently, the Camden Collaborative Initiative, which is housed at Cooper's Ferry Partnership, added a new subcommittee on health, called Get Healthy Camden. This subcommittee will convene local organizations committed to improving the health of Camden residents.

Given these recent efforts, existing momentum around healthy communities, and DVRPC's July 2016 workshop on "integrating health into comprehensive plans", now is a great time to undertake a more comprehensive planning effort that addresses topics such as health conditions, equity and access, social and emotional wellness, healthy eating, physical activity and recreation, air quality, and safety.

As an Element of the City's Master Plan, this project will provide a high-level vision, along with measurable objectives and recommendations, to promote health as a priority for Camden's future growth and development. This project will convene stakeholders and/or public workshop(s) to collaboratively develop a vision for a healthy Camden, identify areas of concern, and generate strategies for improving public health through built environment improvements. This project will expand two fiscal years, with initial stakeholder outreach and

existing conditions documentation beginning in FY18, and plan writing and presentation to governing bodies taking place in FY19.

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

Tasks:

1. Provide technical assistance to member governments and stakeholders on an ongoing basis.
2. Continue to convene the Healthy Communities Task Force on a regular basis.
3. Represent DVRPC and provide support and content to other projects, such as the Campbell Healthy Communities Program, the Trenton Healthy Communities Initiative, and the Food Fit Philly Coalition.
4. Update DVRPC's healthy communities and food system planning webpages with new content on a regular basis.
5. Participate in and coordinate with government agencies, institutions, foundations, and non-profit organizations to study healthy communities, including national, regional, and local partners focusing on active transportation, air quality, safety, complete streets, and access to healthy food.

For the City of Camden Healthy Community Element:

1. Form a study advisory committee to guide the work, made up of representatives from Camden City, Camden County, Get Healthy Camden, PATCO, NJ Transit, NJ Department of Health, Rutgers University, community organizations, health care providers, social service providers, and others as identified. Committee will meet 3-4 times over the course of the project.
2. Host at least two stakeholder/public workshops to discuss existing findings, solicit ideas, and finalize recommendations. over the course of the project.
3. Gather and analyze existing conditions data of Camden City, possibly including demographic and social characteristics, economic conditions, education, health conditions, land use and employment, transportation, food systems, safety, housing, and environmental health.
4. Using the results of the stakeholder engagement and existing conditions analysis, develop vision, goals, policies, and actions for a healthier Camden. This will likely blend into the next fiscal year's work

Products:

1. Supporting materials related to technical assistance, as appropriate.
2. Two to four Task Force meetings, including supporting materials.
3. Meetings with constituents.
4. Healthy communities and food system planning webpages.
5. Camden City Health Element - stakeholder outreach and existing conditions materials

Beneficiaries:

State DOTs, FHWA, member governments and citizens, health care and public health community, Camden City, Camden County, local residents and businesses

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$100,000	\$80,670	\$19,330		
2018	\$100,000	\$75,970	\$24,030		
2019	\$100,000				
2020	\$100,000				

PROJECT: 18-33-090 PA/NJ Local Planning Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher Linn, Patricia Elkis

Goals:

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

Description:

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

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

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

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

Tasks:

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$200,000			\$52,198	\$147,802
2018	\$200,000			\$39,656	\$160,344
2019	\$200,000				
2020	\$200,000				

*PA/NJ Local Governments

PROJECT: 18-33-100 Community Impact of Higher Density Development

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karin Morris

Project Manager: Andrew Svekla, Christina Arlt, Emily Costello

Goals:

Improve our understanding of the local community impacts and benefits of higher density development.

Identify planning and design strategies that can help achieve community and regional land use and development goals while minimizing negative externalities.

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

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

Description:

The Connections 2040 Plan for Greater Philadelphia presents a long-range vision for the future growth and development of the DVRPC Region. One of the central themes of the plan is to accommodate future residential and employment growth in livable, pedestrian-friendly communities where people can live, work, and play. The Plan for Greater Philadelphia concentrates growth within and around more than 100 Centers, locations offering a unique sense of place, existing infrastructure, and opportunities for development, revitalization, and community connectivity in a variety of settings.

This centers-based, Smart Growth strategy has been adopted due to the benefits it

can bring to the region. These regional benefits were ascertained through the use of scenario planning tools that compare alternative development patterns that are documented in DVRPC's *Implementing Connections: The Benefits for Greater Philadelphia*. For example, by focusing on infill and dense, mixed-use development, DVRPC suggests that we can meet the region's future residential and commercial needs while also protecting open space, revitalizing older communities, and reducing the need to construct costly drinking water, wastewater, schools, and transportation infrastructure.

Although these benefits are well established at the regional level, the potential local community impacts of higher density development are frequently not well defined or understood. Accordingly, higher density development often faces community resistance based on concerns related to traffic generation, visual impact, or a variety of other considerations.

This research effort will attempt to increase our understanding of the potential impacts of denser development by studying demographic data and recently completed development projects throughout the region. Potential areas of focus may include:

- Travel impacts: Congestion, Traffic safety, and Multimodal access
- Economic impacts: Public infrastructure costs, Locally-provided service costs, Property values, Tax revenues, Housing affordability, Jobs created
- Environmental impacts: Open space preservation, Water quality, Energy consumption
- Community impacts: Parking, Community character/visual impact, and crime

Tasks:

- 1.) Review regional and national literature related to the community impacts of higher density development.
- 2.) Identify representative examples of recently constructed higher density development from throughout the DVRPC region.
- 3.) Identify factors to be evaluated and develop methodology designed to measure various impacts of these representative projects.
- 4.) Identify best practices related to land use planning and site and building design that can help mitigate negative impacts of higher density development

Products:

Report and presentation summarizing existing and new research on the community impacts of higher density development.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$0				
2018	\$100,000		\$80,000	\$20,000	
2019					
2020					

PROJECT: 18-33-120 Campbells Soup - Camden City Food Economy

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Amy Verbofsky

Goals:

To continue to work with partners to implement Cultivating Camden: The City's Food Economy Strategy by facilitating capacity building, and identifying new funding opportunities and opportunities for collaboration.

Description:

In 2012, DVRPC began working with the Campbell Soup Company's corporate social responsibility department to assess Camden City's food security and food-based economic opportunities. DVRPC led a stakeholder-driven planning process that resulted in the Cultivating Camden report and a new implementation fund at a community foundation.

This project will focus on implementing Cultivating Camden by engaging key stakeholders and transportation partners to identify unmet mobility needs and service gaps in Camden City, specifically around access to healthcare, food, and other health-related amenities, and recommend new or different kinds of transportation access solutions. This multi-year project will result in a "Transportation Gaps" study.

Tasks:

1. Gather data by reviewing other related studies and projects and meeting with selected stakeholders.
2. Convene a Work Group that includes faith-based organizations, transit agencies, and health organizations.
3. Identify challenges and opportunities related to travel between health-related destinations in and around Camden City.
4. Draft a "Transportation Gaps" study.
5. Support current grantees of the Camden Food Innovation Fund, a collaborative grantmaking fund housed at the Community Foundation of South Jersey.
6. Support the advancement of 1-4 recommendations from the Cultivating Camden report.

Products:

1. Qualitative data related to stakeholder outreach.
2. Quantitative data related to amenities and transportation gaps.
3. Work group agendas, materials, and meeting minutes.
4. Presentations.
5. Transportation Gaps study.

Beneficiaries:

Camden City and Camden County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$40,000				\$40,000
2018	\$40,000				\$40,000
2019					
2020					

Campbells Soup Company

PROJECT: 18-34-080 Regional Aviation System Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Theodore Dahlburg

Project Manager: David Metzler

Goals:

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

Description:

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

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

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

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

A regional helicopter study will also be performed. The purpose of the inventory will be to document helicopter operations, amenities, and services at airports and heliports in the DVRPC 4-state aviation planning area. Helicopters now represent one of the most dynamic features of aviation activity, and helicopter services may generate revenue streams, attract businesses to the area, and impact capital

improvement priorities.

Tasks:

1. Promote the implementation of the 2040 RASP and support systems planning as a result of changing airport needs, funding availability, and safety and security concerns in cooperation with PennDOT, NJDOT, DelDOT, MDOT, FAA, airport operators, and others.

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

3. Provide assistance to states, local governments, operators and consultants in preparing feasibility, master plan studies and state system plans, and other planning documents and policies.

4. Develop proposals for new aviation special studies.

Products:

1. Updates to 2040 RASP contents and continued systems planning.

2. Airport operations counting report for selected airports.

3. Policy input to PennDOT/NJDOT and member governments regarding airport development, plans and studies, and regulation and licensing.

4. Concepts for airport special studies.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$100,000				\$100,000
2018	\$100,000				\$100,000
2019	\$100,000				\$100,000
2020	\$100,000				\$100,000

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

PROJECT: 18-34-090 Central Jersey Transportation Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Zoe Neaderland

Goals:

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

Description:

The Central Jersey Transportation Forum serves a role unique in the state in bringing together a wide range of public, non-profit, and private organizations to facilitate a regional, cooperative approach to solving transportation problems. It elects its own chair from among its municipal and county voting members and is guided by a steering committee consisting of county and municipal representatives along with staff from a few other regional entities. DVRPC provides staff support in consultation with North Jersey Transportation Planning Authority (NJTPA) staff. The geography covers Trenton to New Brunswick, broadly focused on the Route 1 corridor, though extending along US 206 and US 130. It includes approximately 24 municipalities in three counties. The Forum has held steadily well-attended meetings for over 15 years.

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

The Forum meets three times per year. Before a meeting, the Steering Committee develops the agenda and usually there is a joint meeting of the two action teams. The Rt. 1 Regional Growth Strategy Action Team helps NJDOT implement the study of that name, and developed a Smart Growth Road Show which was presented to elected officials by a municipal peer in eight municipalities and one county. Each went on to adopt a resolution supporting Smart Growth planning coordinated with other Central Jersey municipalities. The Transit Action Team and whole Forum have been long-term supporters of NJ Transit's Route 1 Bus Rapid Transit (BRT) project. The action teams and full Forum completed a brochure on best practices in implementing transportation smart growth in Central Jersey last fiscal year.

Tasks:

- 1. Support the Forum, steering committee, and action teams – Arrange meetings, prepare materials, track progress on the action plan, and maintain web pages.
- 2. Coordinate strategic planning to continue to improve effectiveness – Facilitate development of next survey of participants, potentially update action plan, use the best practices brochure as a launching pad to share good work with a broader audience within available staff support resources, and continue to build municipal and county ownership of the Forum.
- 3. Continue to provide meaningful technical contents that help the Forum advance toward its goal. This has in the past been done through the Planned Projects Status Report covering the status of transportation projects, the amount of land development underway, and how these relate to the Forum’s goal. In FY ’17 the contents of the report was converted on an online interactive map. This technical support component will continue to be refined within staff resources.
- 4. Coordinate with other projects – Communicate with Forum participants and serve as liaison to related projects as requested and as time allows.

Products:

Meeting materials, online contents, survey results, and refined strategic planning summary.

Beneficiaries:

NJDOT, New Jersey Transit, New Jersey Office for Planning Advocacy, Transportation Management Associations (primarily Keep Middlesex Moving and Greater Mercer TMA), counties (Mercer, Middlesex, and Somerset) and municipalities (15 voting plus 9 participating), plus the range of residents and employees in Central Jersey.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$150,000				\$150,000
2018	\$150,000				\$150,000
2019	\$150,000				\$150,000
2020	\$150,000				\$150,000

*NJ STP/STU/TIP # X30A

PROJECT: 18-34-100 PA Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sean Greene

Goals:

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

Description:

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

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

Tasks:

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

Products:

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

Beneficiaries:

Member governments and residents of region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$125,000				\$125,000
2018	\$125,000				\$125,000
2019	\$125,000				\$125,000
2020	\$125,000				\$125,000

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

PROJECT: 18-34-110 NJ Ozone Action Supplemental Services

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sean Greene

Goals:

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

Description:

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

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

Tasks:

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

Products:

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

Beneficiaries:

Member governments and residents of the region.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$50,000				\$50,000
2018	\$50,000				\$50,000
2019	\$50,000				\$50,000
2020	\$50,000				\$50,000

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

**PROJECT: 18-41-060 Transportation Systems Management and Operations
(TSMO)**

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Christopher King, Laurie Matkowski, Paul Carafides

Goals:

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

Description:

DVRPC's TSMO program encompasses a wide range of activities including management and administration of the Transportation Operations Task Force (TOTF), coordination of multi-agency regional initiatives, maintenance of the Regional ITS Architecture, coordination of training programs for ITS operators and emergency response personnel, establishment of performance measures, and providing technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an information exchange network functioning as the communications backbone among transportation operation centers throughout the region. A virtual video wall component allows operations center and field personnel to view traffic video feeds in the region.

RIMIS became operational in 2010 and since it is managed by the same developer as the NJDOT system, it automatically receives incident and operational information from NJDOT's database. To receive PennDOT incident information, a data interface to PennDOT's Road Conditions Reporting System (RCRS) was constructed in FY 2011. A data interface to the City of Philadelphia Streets Department's Road Permit system provides street closure information related to events such as utility work, block parties, special events, and construction. This not only greatly increased the amount of useable data for RIMIS users, but was a critical project for the Philadelphia Traffic Management Center. 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 requested. Assistance in using RIMIS in local municipalities for Integrated Corridor Management purposes is offered, especially with respect to the I-76 ICM Project in Pennsylvania.

In FY 2018, the primary emphasis will be operating and maintaining RIMIS software,

continuing to expand the number of agencies participating in RIMIS, continued exploration of the RIMIS SPATAL tool, and working with the agencies to ensure quality control of RIMIS data. As the number of RIMIS users has grown, it is becoming more essential to coordinate with our RIMIS users, monitor usage, and rapidly address any issues that they may be encountering.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. As an ongoing effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, Regional ITS Infrastructure Inventory, and DVRPC's Interactive Detour Route Mapping (IDRuM) application.

There continues to be emphasis placed on integrating the use of performance measures into strategic and operations planning. One of the primary outcomes that operations programs strive for is reduced congestion, and typical performance measures include travel times and travel time reliability, which tells us that conditions are better or worse than in the past. However, there are many other operational performance measures that need to be developed to measure our region's success for improving these travel times. These measures may include: Incidents – How long does it take to detect, respond to, and clear incidents?; Work Zones – How long do work zones exist and how many traffic lanes are lost during them?; Weather – How long did it take to clear snow- or ice-covered roadways after the precipitation event?; and Arterial Control – How many signals were retimed? Although federal guidance continues to be defined, in FY 2018, DVRPC will continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our region's performance measures.

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

Tasks:

I. RIMIS Tasks

A. RIMIS Software Vendor Tasks

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

B. DVRPC Tasks:

1. Coordinate software vendor's activities with the RIMIS users and the Transportation Operations Task Force.
2. Supervise the RIMIS software vendor's adherence to its contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
6. Perform system administration functions, such as modifying agency and user accounts, installing RIMIS software for users, developing video walls for users, and assisting the RIMIS software vendor in performing some of the other minor administration functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure that information entered into RIMIS is accurate and timely, and that agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arises.

II. Other TSMO Tasks

1. Continue to provide staff support to the Transportation Operations Task Force including developing agendas, arranging presentations, and developing handout materials.
2. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies. As opportunities for interagency cooperation become available, provide technical support or purchase equipment or services.
3. Continue to organize tri-state regional meetings with DelDOT, NJDOT, PennDOT and other regional agencies to improve ITS and TSMO across state lines.
4. Work with agencies to develop Traffic Management Plans (TMP's). Continue the regional construction coordination program to minimize traffic impacts of overlapping construction projects.

5. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
6. Continue to maintain the region's ITS Infrastructure Inventory.
7. Continue to incorporate TSMO, including ITS investments, into the transportation planning process. Identify all TIP projects involving ITS and evaluate their consistency with the Transportation Systems Management and Operations Master Plan. Assist agencies to advance projects identified in the Plan, PennDOT's Regional Operations Plan, or in the Regional ITS Architecture.
8. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Periodic updates may be needed to reflect changes to detour routes and construction activity.
9. Identify corridors to integrate Pennsylvania color-coded detour signs into the IDRuM application.
10. Continue to provide training programs for ITS technical staff. These activities may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region.
11. Continue coordination with I-95 Corridor Coalition programs. These activities may include sharing information about and partnering on ITS-related projects.
12. Monitor federal guidance on performance measures and begin to develop a consistent approach to define operational performance measures with our regional operations stakeholders. Continue to determine a method for collecting, managing, analyzing, reporting, and disseminating data to support the performance measures.
13. Continue participation in the Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee. These activities include providing staff support to the Public Works, Engineering, and Transportation Committee.
14. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

Products:

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

Beneficiaries:

ITS operators, emergency responders, motorists, and transit users. Member

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$933,500				\$933,500
2018	\$933,500				\$933,500
2019	\$933,500				\$933,500
2020	\$933,500				\$933,500

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

PROJECT: 18-41-070 I-95 Planning Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Elizabeth Schoonmaker, Jesse Buerk

Goals:

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

Description:

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

Tasks:

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

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$155,000				\$155,000
2018	\$155,000				\$155,000
2019					
2020					

*PA TIP - # - TBD

PROJECT: 18-41-080 US 202 Section 200 Operations Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Laurie Matkowski

Project Manager: David Anderson

Goals:

Optimize the efficiency of US 202, Section 200 in Central Chester County through transportation operations analyses.

Description:

The efficient operation of US 202, US 30, PA 100, and Pennsylvania Turnpike corridors is fundamental to the vitality of Central Chester County. Due to limited capital funding for capacity improvements, alternative strategies to maximize the current and future operating performance of these roadways continues to be identified. Reflecting increased federal emphasis on utilizing Transportation Systems Management and Operations (TSMO) strategies, the study will produce an update to the 2011 Transportation Operations Audit for US 202, Section 200 (Publication 10041) in the first phase, and further analysis of select intersections in the second phase. FY 18 tasks focus on Phase 1 of the US 202, Section 200 Operational Analysis.

Updating the previous transportation audit with current information including crash statistics and now available travel time data, the primary focus for Phase 1 will be identifying low-cost/high operational benefit improvements for PennDOT, municipalities, emergency responders, and other corridor stakeholders.

The primary focus for Phase 2 will be to use microsimulation tools to analyze medium term and long term recommendations from Phase 1.

Tasks:

Phase 1:

1. Organize a steering committee composed of municipal officials, local police and fire departments, Chester County Planning Commission, Chester County Department of Emergency Services, Pennsylvania State Police, PennDOT District 6-0, and others to be identified as necessary.
2. Document existing and future traffic conditions. Utilizing a combination of traffic forecasts from past traffic studies and other available data, document current and projected AADT traffic volumes on key highways in the corridor. DVRPC's current model will account for programmed improvements in Central Chester County and its immediate vicinity. No detailed focused traffic simulation will be conducted. No new

traffic counts will be collected.

3. Evaluate existing traffic operations on the US 202, Section 200 corridor using travel time and incident information gathered via RIMIS and the VPP Suite. Travel time and speed information will be used to verify or pinpoint new areas of congestion not identified in the previous study. Crash statistics will verify or identify new road segments most susceptible to non-reoccurring delays.
4. In cooperation with the steering committee, conduct a screening of a wide range of TSMO strategies to determine which may be appropriate.
5. Conduct an Operations Audit (i.e., a multi-disciplinary field view) of the corridor, with relevant steering committee members, to develop specific improvements. The Operations Audit's primary objective is to translate general strategies into specific projects or programs. The field review will also identify very specific, localized improvements (like changes in signing), that fell through the larger screening process, or were not identified in the previous study.
6. Develop an update to the action plan that includes area-wide and corridor specific strategies. Recommendations will focus on low-cost easy to implement improvements. More costly medium term improvements may also be identified. Obtain County, PennDOT and technical committee concurrence of the recommendations.

Phase 2:

1. Perform traffic operational modelling (VISSIM) for the AM and PM peak traffic hours for current conditions.
2. Further examine the deficiencies identified in Phase 1. and model transportation solutions to ameliorate conditions or accommodate the vehicular demands.
3. Prepare a reporting document that summarizes the undertakings and findings of the study area's investigation.

Products:

Phase 1:

1. Steering committee meeting agendas, handouts, meeting minutes
2. A technical report with an updated operations action plan which documents the technical analysis and recommendations.

Phase 2:

1. A technical report with results, findings and recommendations

Beneficiaries:

Chester County Planning Commission, PennDOT, Chester County motorists and residents

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$100,000				\$100,000
2019					
2020					

PA TIP# TBD

PROJECT: 18-51-020 Enhance and Maintain Travel Forecasting Tools

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Matthew Gates

Project Manager: Fang Yuan

Goals:

Support the economic vitality of the region, 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 updating DVRPC's travel simulation models to state-of-the-art standards and updating the data 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 and NEPA requirements, and EPA clean air amendments and other environmental regulations.

An FHWA peer review recommended two major improvements to DVRPC's Travel Simulation Models. 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. Data collection for this survey was completed in FY2014, and processing and analysis was done in FY2015.

The other major element 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 2017, DVRPC completed the estimation and calibration of its AB model, TIM3.0, using data from the new household survey. Also, in FY2017, the TIM3.0 model was validated for a 2010 base year.

In FY2018, several additional steps will be undertaken to allow DVRPC to migrate from its legacy TIM2.3 model to an ABM for all future traffic studies and planning activities. A series of sensitivity tests will be performed to ensure that the model responds in an intuitive and proportional way to changes in socio-economics, transportation system operations, and policies. Also, two back-casting exercises will be conducted to test the model's ability to replicate observed changes that resulted from recent major highway and transit projects. These projects will be the opening of NJ Transit's RIVERLine and the US 202 section 700 Parkway in Montgomery and Bucks counties. Additionally, ties will be made between the ABM and other software tools and processes used by DVRPC, including EPA's MOVES air quality model, FTA's user benefits model (STOPS), VISSIM microsimulation, and others as required.

Before the activity-based model can be used for planning studies, the necessary inputs for 2020, 2025, 2030, 2035, 2040, and 2045 will need to be developed. Some of these will be available from the legacy TIM2.3 4-step model, but others will be unique to the activity-based model. These include developing synthetic populations, employment projections, and other data at the microzone level; performing 24 hourly stop-to-stop skims of the transit network for each future year; and developing daily "activity patterns" for each synthetic household for each future year.

Another task that will be undertaken by this project will be the development of a new long-term model improvement plan. A steering committee will be assembled and presented with a list of potential enhancements to DVRPC's travel forecasting models. Each item will have a corresponding cost estimate and schedule associated with it. The Steering Committee will rank and prioritize each of the candidate enhancements into a plan for the next several years. Some potential enhancements include a tool to assess the health impacts of transportation projects, a special generator model of the south Philadelphia Sports Complex, ride sharing and autonomous vehicle models, multi-class and dynamic traffic assignment models, new freight and/or truck models, and a new Land Use model.

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

Tasks:

1. Conduct sensitivity tests on TIM3.0 travel demand model.
2. Perform back-casting exercise on NJ Transit's RIVERLine.
3. Perform back-casting exercise on US 202 section 700 Parkway.
4. Validate TIM3 activity-based travel demand model for 2015 base year.
5. Develop tie-in between TIM3 and MOVES2014 or successor model.
6. Develop tie-in between TIM3 and FTA's User Benefits calculator.
7. Develop tie-in between TIM3 and VISSIM 9 or successor model.
8. Develop tie-in between TIM3 and TREDIS/DREAM economic impact model.
9. Develop synthetic population at microzone level for 2020, 2025, 2030, 2035, 2040 and 2045.
10. Develop employment forecasts at microzone level for 2020, 2025, 2030, 2035, 2040 and 2045.
11. Code all TIP and Long Range Plan projects into TIM3 Scenario Manager.
12. Prepare 24 hourly transit stop-to-stop network skims for 2020, 2025, 2030, 2035, 2040 and 2045.
13. Prepare daily activity patterns for each synthetic household for 2020, 2025, 2030, 2035, 2040 and 2045.
14. Write updated TIM3 model documentation and 2015 Validation report.
15. Assemble steering committee.
16. Develop long-term travel model improvement plan.

Products:

1. TIM3 model documentation (including sensitivity testing and back-casting results) and validation report.
2. Tie-ins with MOVES, User Benefits, VISSIM, and TREDIS/DREAM.
3. Microzone level population and employment forecasts.
4. Scenario Manger for 2045 Long Range Plan.
5. Long-term travel model improvement plan.

Beneficiaries:

State DOTs, transit operators, member governments.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$640,000				\$640,000
2019	\$640,000				\$640,000
2020	\$640,000				\$640,000

*PA TIP #TBD \$454,400, A 581
 NJ TIP/STP-STU #TBD, \$185600

PROJECT: 18-51-030 Fast Turnaround Traffic Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Puchalsky

Project Manager: David Anderson, Matthew Gates

Goals:

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

Description:

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

Examples of projects might include:

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

Tasks:

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$50,000				\$50,000
2018	\$50,000				\$50,000
2019	\$50,000				\$50,000
2020	\$50,000				\$50,000

*Funding from the City of Philadelphia

PROJECT: 18-52-040 Local Modeling of Proposed New PA Turnpike Interchanges (Phased)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: David Anderson

Project Manager: Jerry Coyne, Matthew Gates

Goals:

Manage growth. Establish a modern transportation system. Advance transportation improvement projects contained in the Long-Range Plan toward implementation.

Description:

Montgomery County is seeking to promote reinvigorated business centers along the Pennsylvania Turnpike corridor via expanded access to the highway. In 2015, Montgomery County Planning Commission staff completed its Turnpike Corridor Reinvestment Project. The study's vision included providing seven new or modernized interchanges. All are identified in the current DVRPC Long-Range Plan for the Year 2040. New interchanges—proposed at Henderson Road, in Upper Merion Township, and at Welsh Road (PA 63), in Upper Dublin and Upper Moreland Townships—are not funded in the current Plan.

New activity in the business parks is likely to generate additional traffic volumes. New traffic on the Turnpike will add revenue. Expanded accessibility to the regional highway will reduce traffic at existing toll plazas, but introduce it on busy arterials where new toll plazas are proposed.

DVRPC supported the Reinvestment Project by producing Year 2040 daily travel demand forecasts for its conceptual engineering / interchange design content. The proposed project will evaluate peak hour traffic conditions in the vicinity of the new interchanges to: inform the public and municipal decision makers of the likely impacts, identify localized transportation improvements to ameliorate identified problems, and build support with the funding agencies.

The project is being undertaken as a two year effort. Year one (FY'18) will be devoted to data collection and regional travel demand forecast modeling (VISUM) surrounding both interchanges. Current, 2045 No-Build, and 2045 Build conditions will be modeled. Year two (FY'19) will include traffic operational modeling (VISSIM) of each scenario to assess peak hour traffic conditions and needs. Public workshops or open houses will be held in each phase for each interchange study area.

Tasks:

1. Year One (FY'18):

- a. Form a project steering committee for each interchange study area comprised of municipal representatives, and staff from the Montgomery County Planning Commission, SEPTA, PennDOT, and the Pennsylvania Turnpike Commission. Take directions at two meetings in each study area.
- b. Conduct ATR and peak period Turning Movement Traffic Counts as follows:
- c. Obtain traffic signal permit drawings from PennDOT, and perform field work.
- d. Prepare a calibrated current year regional model and regional-model subcut for each interchange study area. Include roadway and intersection geometry, traffic control and signal timing plans in the detailed study-area networks for integrated connection to VISSIM models.
- e. Perform regional modeling (VISUM) for each study area to supply Daily, AM Peak Period and PM Peak Period traffic forecasts, and inputs to VISSIM for the Year 2045 No-Build and Build scenarios. (Note: Regional modeling will be conducted for each interchange addition in isolation—to portray worst case conditions on the study area roadway network.)
- f. Conduct a public open house meeting in each study area to introduce the project and get input.

2. Year Two (FY'19):

- a. Perform traffic operational modeling (VISSIM) for the AM and PM peak traffic hours for current, Year 2045 No-Build, and Year 2045 Build conditions.
- b. Identify traffic deficiencies, and model transportation solutions to ameliorate conditions or accommodate the vehicular demands in each scenario.
- c. Meet with each study area steering committee at the conclusion of the No-Build and Build scenarios.
- d. Conduct a public open house meeting in each study area to gauge reaction to the final transportation plans and proposals.
- e. Prepare a reporting document that summarizes the undertakings and findings of the study interchange investigations.

Products:

Meeting materials, final report, and transportation operational models.

Beneficiaries:

Traveling Public, Upper Merion Township, Upper Dublin Township, Upper Moreland Township, Montgomery County, PennDOT, Pennsylvania Turnpike Commission, and SEPTA.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$240,000				\$240,000
2019	\$250,000				\$250,000
2020					

* \$240,000, PA TIP # TBD

PROJECT: 18-52-050 Update to SEPTA Bus Stop Design Guidelines

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Betsy Mastaglio

Goals:

Update the 2012 SEPTA Bus Stop Design Guidelines document to reflect feedback from users since its original distribution, updates to the current state of the practice, and amended visuals to support a variety of use cases.

Description:

DVRPC originally developed bus stop design guidelines for use by SEPTA and other local partners as a part of the FY2012 Work Program. This document has served as a “User’s Manual” with illustrated design guidelines that various organizations, municipalities, agencies, and developers in the SEPTA bus service area have used to provide appropriate and safe access for customers, and adding ADA accessible bus stops. The set of guidelines has proven to be useful as development and re-development continues to occur throughout the five county SEPTA service area. After four years of practice in using the guidelines, and in response to user feedback and changing conditions, the guidelines require some updating and clarification for ease of use and wider application and adoption.

Tasks:

1. Establish a steering committee comprised of SEPTA staff from relevant departments, city and suburban county transportation planning staff, PennDOT District 6-0 staff, and other representatives suggested by SEPTA.
2. Conduct a review of the 2012 document's usefulness and use cases to date, drawing primarily on conversations SEPTA staff have had with municipalities and developers on topics addressed in the guidelines since their publication in 2012.
3. Conduct a follow up web survey to that completed by municipalities in the SEPTA service area in 2011, to identify aspects of the guidelines that have been useful, and elements that should be updated.
4. In consultation with the advisory committee and drawing on input from Tasks 2 and 3, prepare revised draft and final design guidelines publications.

Note: This project will receive funding and staff support from the Regional Transit Planning Program (18-52-010) as necessary to support its successful completion.

Products:

Revised SEPTA Bus Stop Design Guidelines publication.

Beneficiaries:

SEPTA, Bucks County, Chester County, Delaware County, Montgomery County, municipalities and private developers in the SEPTA service area, Transportation Management Associations (TMAs), and the riding public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$150,000			\$30,000	\$120,000
2019					
2020					

*PA Supplemental FTA

PROJECT: 18-52-060 Route 15 Trolley Modernization

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Betsy Mastaglio

Goals:

Develop 2-3 conceptual alternatives for the Route 15 trolley and operations that respond to the unique right-of-way configurations that set the Route 15 apart from the five other City trolley routes that SEPTA operates. Alternatives will consider impactful roadway reconfigurations and operations alternatives including a dedicated trolley right-of-way and changes to track geometry in order to improve the trolley's safety, reliability, and travel times. A traffic exercise will model and compare base year traffic flows with a build scenario in which the current shared trolley/vehicle lanes are converted to trolley only for a representative one-mile stretch of the route.

Description:

SEPTA's Route 15 trolley corridor is unique from much of SEPTA's trolley service—it operates with restored PCC cars, in a center lane configuration, for an unusually long 4-mile stretch along one corridor (plus more with service past the Frankford loop to Richmond Street), and is presently the only route to offer accessibility through an operator-activated mechanical lift. Most trolley corridors within SEPTA's system operate in mixed traffic lanes with only one lane in each direction, limiting their ability to improve reliability and travel times to strategies that work in mixed traffic. The Route 15 operating context includes multiple lanes in each direction, island platforms, and a variety of right-of-way and land use contexts in which to imagine all kinds of operational improvements, including a designated trolley right-of-way. As the ROW is reimagined, opportunities to improve safety and multimodal facilities abound.

This study will build on DVRPC's Modern Trolley Station Design Guidelines which outline the conceptual options for modern trolley platforms. This study will go beyond the possible island-boarding platform configurations that would represent 'replacement in kind' to explore opportunities presented by this unique corridor with recommendations for stations and typical cross section improvements. Important areas for this analysis include: input on the goals and opportunities along the corridor, existing conditions analysis, conceptual alternatives for the right of way that improve the competitiveness of using the trolley, and other modes, along the corridor, and the potential impacts to vehicular traffic if a lane of traffic is repurposed for transit use.

A high level traffic analysis will examine vehicular and transit operations on Girard Avenue for a peak hour condition. A VISSIM model will be built for a segment of approximately 1 mile between Front Street and 8th Street. This portion of the route has the widest right of way in which to test the dedicated transitway model. Accordingly, if a dedicated transit way can work in this segment, it may be worth exploring in the other right of way configurations along Girard Avenue. On the other hand, if traffic impacts are deemed too detrimental here then it is unlikely to work elsewhere along the corridor. This base year scenario would mimic current traffic flow throughout the corridor and a build scenario will test the vehicular impacts if the existing shared trolley/vehicle lane were shifted to an exclusively trolley lane in this stretch. Transit operations will be modeled based on estimated ridership (established using elasticities from TCRP Report 95) and dwell time values (established using estimated ridership and time savings). The goal is to perform a high-level comparison of the tradeoffs for vehicle and transit operations.

The study will deliver a short list of 2 to 3 alternative approaches for a modernized Route 15. Alternatives will take into account the operational and physical restrictions along the route, input from stakeholders, conceptual traffic analysis for a portion of the corridor, and best practices for complete street design. The alternatives can then be used by the City of Philadelphia, PennDOT and SEPTA to solicit more in depth feedback on the alternatives, and move forward with preliminary design for the preferred alternative.

Tasks:

1. Form a project steering committee comprised of DVRPC, Philadelphia (City Planning Commission, OTIS, Streets Department, Water Department), SEPTA, and other stakeholders as appropriate.
2. Gather and inventory data on baseline conditions in the corridor, including: bicycle/ pedestrian volumes, intersection turning movements, spot counts at major driveways, field observation for traffic signal timings and intersection operations, stop level ridership, crash data, auto/trolley travel times, planning time index, and right-of-way configurations. Prepare an existing conditions summary for the Route 15, including a preliminary assessment of needs and opportunities.
3. Build a base year network in VISSIM for a segment of approximately 1 mile between Front Street and 8th Street. Transit operations, in terms of scheduling and dwell time (boardings and alightings) will be estimated.
4. Collect feedback on the needs and opportunities along the corridor through means such as: discussions with trolley operators or supervisors as appropriate or passenger intercept surveys at up to 4 locations.
5. Model in VISSIM an initial build scenario 1 in which the Route 15 trolley operates in its own right-of-way and shifts vehicular traffic out of the shared trolley/vehicle lanes between Front Street and 8th Street. Turning vehicles would be integrated into the existing through lanes. Traffic and transit performance measures would be compared to the Base Year scenario for evaluation.

- 6. Develop 2-3 conceptual design alternatives for the length of the corridor that consider each of the corridor cross sections and ADA accessible stations for Girard Avenue from 63rd to the Frankford Loop and for Richmond Street from Girard Avenue to Ann Street. Also included will be alternatives for the western end-of-line (EOL) that could add a dedicated off street terminus for layovers and operator breaks, and an EOL alternative that extends to 63rd and Malvern, the current terminus of the Route 10 trolley.
- 7. Prepare a final report summarizing the results of the project.

Products:

A report detailing the project’s findings.

Beneficiaries:

SEPTA, City of Philadelphia, trolley riders.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$212,500			\$42,500	\$170,000
2019					
2020					

*PA FTA

PROJECT: 18-52-070 Regional Vision for Transit — PA Phase II

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Alison Hastings, Brett Fusco, Christopher Puchalsky, Karin Morris, Matthew Gates

Goals:

DVRPC last published a Long-Range Vision for Transit in 2008. This document (publication 08068) drew on transit project priorities in the then-current Long-Range Plan--as well as the results of the Dots & Dashes public outreach and education exercise--to tell the story of how the public transit improvements we envisioned would come together to improve development, access, and mobility in the DVRPC region. This multi-year project will build on that approach to develop a comprehensive strategy for regional public transit improvements of many types, and the impact they would combine to have in our region.

Pennsylvania Phase II will support portions of Tasks 2 and 3 below.

Description:

The objectives of this project are to:

- Reevaluate candidate transit projects within the region in advance of 2050 long range plan cycle--are the right projects on the regional agenda?
- Think about transit system improvement, operations, expansion, access, and TOD priorities in a more coordinated way.
- Bridge the gaps between:
 - Short (10yr), medium (20yr), and long (30yr)-term investments to better coordinate plans and projects over time.
 - Capital project priorities and the ability to operate them at frequencies and service spans that make them worthwhile, both for existing transit service and for expansion priorities.
- Develop a set of priorities for various categories of investment (e.g., expansion, core capacity, operating) that can inform the conversation on local funding options.
- Engage the region (stakeholders and public) both in person and online.
- Raise awareness among the general public on the need for and potential benefits of transformational transit improvements.
- Develop a project and program slate that could feed into any future discussions on regional funding sources.

Tasks:

Task 1. Agenda setting, scoping, and concept development (FY2017):

This multi-year project will require participation from DVRPC staff across many departments. Initial work in FY2017 will include exploratory project development by the Office of Modeling & Analysis to consider and storyboard new transit forecasting tools that would be used to support subsequent phases; additional work to develop and set the stage for later project outreach and engagement; and participation by DVRPC staff in conversations relating to regional funding strategy, with an initial focus on southeastern Pennsylvania.

Task 2. Service gap analysis (FY2018):

Conduct an evaluation of our region's current bus and rail transit service in the context of current and forecast (2045) regional development and travel patterns, using tools like Transit Score, the Equity Through Access (ETA) priority screening map, Indicators of Potential Disadvantage (IPD), comprehensive traffic datasets such as those offered by the I-95 Vehicle Probe Project, and the regional travel demand model.

a) Evaluate service availability, frequency, travel time, and capacity in order to identify locations that are relatively underserved by transit when compared to other locations with similar characteristics.

b) Screen the gaps that are identified in 1(a) based on their impact on equity (ETA/IPD), TOD Potential ("building on our strengths"), multimodal access potential (RideScore), and other metrics as appropriate, and use these measures to prioritize gaps based on their ability to address multiple objectives.

c) Evaluate technical analysis needs and make required enhancements in transit demand modeling tools.

Task 3. Idea gathering (anticipated FY2018 and 2019):

a) Conduct exploratory stakeholder outreach (such as interviews) with identified stakeholders, such as business groups, transit advocates, transit agencies, and TMAs). The results of these interviews/exercises would inform the in-person exercises/workshops and online platform that follow.

b) Building on the 2007 Dots & Dashes exercise and more recent Choices & Voices platform, develop an in-person workshop exercise that shares the findings of the service gap analysis, inspires regional residents and stakeholders, and collects new ideas for improvements. Participants will be shown information on existing transit conditions and service gaps, which they can build on by sharing their ideas for transit system improvements and expansions.

i) Conduct a special public kickoff event for this exercise in a large venue with significant promotion/visibility, similar to the 2007 Dots & Dashes kickoff event at the Loews Hotel.

ii) Conduct 1-3 smaller-scale events/workshops around the region, including for the DVRPC Public Participation Task Force.

- c) Create a parallel online platform that translates the interactive exercise explained above to a broad online audience. Goals of the online platform will be to raise awareness around service gaps and funding and generate new, visionary ideas for future transit projects and/or services. Participants will be asked to react to ideas submitted by others.
- d) Create an outreach plan that promotes the public events, workshops and online platform. The outreach plan would also include a “report-back” to regional stakeholder groups, workshop participants, and online participants on results of idea gathering stage/phase and next steps.

Task 4. Feasibility screening (anticipated FY2019):

Conduct a fatal-flaw level feasibility assessment of the improvement priorities that emerge as top priorities from the stakeholder and public outreach or underexplored gaps from task 1(a) that are deemed regionally critical. This will include:

- a) Review by a core stakeholder group (including transit agencies) of ideas that had some consensus around them to evaluate for general appropriateness and allocate staff time to be spent on subsequent efforts.
- b) A high-level review of related proposals, constructibility, complexity and likely capital/operating cost, relationship to the rest of the multimodal system including redundancy, consideration of DVRPC Future Forces, and interface with other priorities.
- c) Concept-level ridership forecasts prepared using the enhanced transit travel demand model to assess likely ridership response in a preliminary way, both for individual projects and for investment scenarios (packages of projects) as a whole.

Task 5. Assemble Regional Transit Vision report (anticipated FY2019):

Drawing on the findings of tasks 3(a) and 3(b), as well as ongoing collaborations with transit agencies and other regional partners, assemble the new Regional Transit Vision document, which will include:

- a) An identification of priority projects and programmatic recommendations (e.g., surface “transit first”-style treatments) that are achievable over the short (10-year), medium (20-year), and long (30-year)-term.
- b) Assembly of priority improvements and appropriate phasing under various funding scenarios.
- c) Identification of logical next steps (planning, programming, forecasting, etc) as appropriate for individual projects and investment scenarios.
- d) Report back to regional stakeholder groups, workshop participants, and online participants on Regional Transit Vision.

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

Products:

A new regional transit vision document, presented as a print report, online presentation, and through other products as appropriate.

Beneficiaries:

SEPTA, New Jersey Transit, DRPA/PATCO, member counties and municipalities, and the transit riding public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$375,000		\$100,000	\$55,000	\$220,000
2019					
2020					

*PA FTA \$220,000
Transit Program \$100,000 Core FTA

PROJECT: 18-52-071 Regional Vision for Transit — NJ

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Alison Hastings, Brett Fusco, Christopher Puchalsky, Karin Morris, Matthew Gates

Goals:

DVRPC last published a Long-Range Vision for Transit in 2008. This document (publication 08068) drew on transit project priorities in the then-current Long-Range Plan--as well as the results of the Dots & Dashes public outreach and education exercise--to tell the story of how the public transit improvements we envisioned would come together to improve development, access, and mobility in the DVRPC region. This multi-year project will build on that approach to develop a comprehensive strategy for regional public transit improvements of many types, and the impact they would combine to have in our region.

This New Jersey project will support portions of Tasks 2 and 3 below.

Description:

The objectives of this project are to:

- Reevaluate candidate transit projects within the region in advance of 2050 long range plan cycle--are the right projects on the regional agenda?
- Think about transit system improvement, operations, expansion, access, and TOD priorities in a more coordinated way.
- Bridge the gaps between:
 - Short (10yr), medium (20yr), and long (30yr)-term investments to better coordinate plans and projects over time.
 - Capital project priorities and the ability to operate them at frequencies and service spans that make them worthwhile, both for existing transit service and for expansion priorities.
- Develop a set of priorities for various categories of investment (e.g., expansion, core capacity, operating) that can inform the conversation on local funding options.
- Engage the region (stakeholders and public) both in person and online.
- Raise awareness among the general public on the need for and potential benefits of transformational transit improvements.
- Develop a project and program slate that could feed into any future discussions on regional funding sources.

Tasks:

Task 1. Agenda setting, scoping, and concept development (FY2017):

This multi-year project will require participation from DVRPC staff across many departments. Initial work in FY2017 will include exploratory project development by the Office of Modeling & Analysis to consider and storyboard new transit forecasting tools that would be used to support subsequent phases; additional work to develop and set the stage for later project outreach and engagement; and participation by DVRPC staff in conversations relating to regional funding strategy, with an initial focus on southeastern Pennsylvania.

Task 2. Service gap analysis (FY2018):

Conduct an evaluation of our region's current bus and rail transit service in the context of current and forecast (2045) regional development and travel patterns, using tools like Transit Score, the Equity Through Access (ETA) priority screening map, Indicators of Potential Disadvantage (IPD), comprehensive traffic datasets such as those offered by the I-95 Vehicle Probe Project, and the regional travel demand model.

a) Evaluate service availability, frequency, travel time, and capacity in order to identify locations that are relatively underserved by transit when compared to other locations with similar characteristics.

b) Screen the gaps that are identified in 1(a) based on their impact on equity (ETA/IPD), TOD Potential ("building on our strengths"), multimodal access potential (RideScore), and other metrics as appropriate, and use these measures to prioritize gaps based on their ability to address multiple objectives.

c) Evaluate technical analysis needs and make required enhancements in transit demand modeling tools.

Task 3. Idea gathering (anticipated FY2018 and 2019):

a) Conduct exploratory stakeholder outreach (such as interviews) with identified stakeholders, such as business groups, transit advocates, transit agencies, and TMAs). The results of these interviews/exercises would inform the in-person exercises/workshops and online platform that follow.

b) Building on the 2007 Dots & Dashes exercise and more recent Choices & Voices platform, develop an in-person workshop exercise that shares the findings of the service gap analysis, inspires regional residents and stakeholders, and collects new ideas for improvements. Participants will be shown information on existing transit conditions and service gaps, which they can build on by sharing their ideas for transit system improvements and expansions.

i) Conduct a special public kickoff event for this exercise in a large venue with significant promotion/visibility, similar to the 2007 Dots & Dashes kickoff event at the Loews Hotel.

ii) Conduct 1-3 smaller-scale events/workshops around the region, including for the DVRPC Public Participation Task Force.

- c) Create a parallel online platform that translates the interactive exercise explained above to a broad online audience. Goals of the online platform will be to raise awareness around service gaps and funding and generate new, visionary ideas for future transit projects and/or services. Participants will be asked to react to ideas submitted by others.
- d) Create an outreach plan that promotes the public events, workshops and online platform. The outreach plan would also include a “report-back” to regional stakeholder groups, workshop participants, and online participants on results of idea gathering stage/phase and next steps.

Task 4. Feasibility screening (anticipated FY2019):

Conduct a fatal-flaw level feasibility assessment of the improvement priorities that emerge as top priorities from the stakeholder and public outreach or underexplored gaps from task 1(a) that are deemed regionally critical. This will include:

- a) Review by a core stakeholder group (including transit agencies) of ideas that had some consensus around them to evaluate for general appropriateness and allocate staff time to be spent on subsequent efforts.
- b) A high-level review of related proposals, constructibility, complexity and likely capital/operating cost, relationship to the rest of the multimodal system including redundancy, consideration of DVRPC Future Forces, and interface with other priorities.
- c) Concept-level ridership forecasts prepared using the enhanced transit travel demand model to assess likely ridership response in a preliminary way, both for individual projects and for investment scenarios (packages of projects) as a whole.

Task 5. Assemble Regional Transit Vision report (anticipated FY2019):

Drawing on the findings of tasks 3(a) and 3(b), as well as ongoing collaborations with transit agencies and other regional partners, assemble the new Regional Transit Vision document, which will include:

- a) An identification of priority projects and programmatic recommendations (e.g., surface “transit first”-style treatments) that are achievable over the short (10-year), medium (20-year), and long (30-year)-term.
- b) Assembly of priority improvements and appropriate phasing under various funding scenarios.
- c) Identification of logical next steps (planning, programming, forecasting, etc) as appropriate for individual projects and investment scenarios.
- d) Report back to regional stakeholder groups, workshop participants, and online participants on Regional Transit Vision.

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

Products:

A new regional transit vision document, presented as a print report, online presentation, and through other products as appropriate.

Beneficiaries:

SEPTA, New Jersey Transit, DRPA/PATCO, member counties and municipalities, and the transit riding public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$100,000		\$100,000		
2019					
2020					

**PROJECT: 18-52-090 Regional Sidewalk Inventory and Online Walkability
Engagement Platform**

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Kimberly Korejko

Project Manager: Alison Hastings, William Stevens

Goals:

To improve pedestrian planning efforts and regional asset management by developing a region-wide sidewalk inventory and public walkability engagement tool.

Description:

To assist with planning efforts to help communities in the region become more pedestrian-friendly and accessible, this project will develop a new regional sidewalk inventory and create an online platform for a shared regional conversation on local and regional walkability.

A regional sidewalk inventory will allow DVRPC and partners to do things like map and measure the mileage, connectivity, and quality of sidewalks in the region or a local area, identify gaps where sidewalk infrastructure is not present or in poor condition, set grounded targets for sidewalk network buildout, and can serve as a starting point for the development of priorities to address sidewalk gaps in the most appropriate places. The creation of a sidewalk inventory will also allow DVRPC to better address walkability in regional performance measures, support regional asset management efforts, and will be beneficial for other planning activities like Safe Routes to School, PennDOT Connects, pedestrian safety audits, healthy communities planning, and improving safe and equitable access to transit and other essential services. A sidewalk inventory can also be used to support the creation of pilot funding programs related to improving walkability and accessibility.

The online walkability engagement tool, which will complement the sidewalk inventory, will allow regional residents to share information about sidewalk and walking conditions in their communities. Users will be able to plot their location, rate how safe they feel, and note desired improvements. The online platform will also provide an opportunity for local and regional community and advocacy groups, such as senior and disabled advocates, to gather and share the voices and needs of their constituencies. To the extent possible, the online platform will be connected with existing communication tools like the Philadelphia 311 system so that sidewalk maintenance issues reported by users will reach agencies who can address them directly.

Phase I (FY2018)

During the first phase of this multiyear project, building from input gathered from a working group of PA stakeholders, the process of selecting and retaining a consultant to create the sidewalk inventory for Bucks, Montgomery, Chester, and Delaware counties will occur. It is expected that a vendor will be able to use a LiDAR-derived impervious surface dataset which the Commission acquired (in cooperation with PECO) to extract a sidewalk network. We anticipate that a qualified consultant will be selected to develop a sidewalk inventory beginning in FY2018 for Southeastern Pennsylvania. Where appropriate, DVRPC will include existing sidewalk inventories into the regional dataset, especially sidewalk inventory data for the City of Philadelphia. DVRPC will also establish a working group with appropriate staff from NJDOT and our NJ member governments to discuss needs and investigate known existing sidewalk datasets in anticipation for the development of a sidewalk inventory for the NJ counties during FY2019.

Also during FY2018, DVRPC will scope and lead the development and promotion of the online crowdsourcing and engagement platform for local and regional walkability. This platform will be active in PA and NJ; will generate qualitative and quantitative input that will supplement the sidewalk inventory; and also support the future maintenance and upkeep of the sidewalk inventory itself.

Phase II (anticipated FY2019)

Additional funding will be sought for subsequent work to include sidewalk inventory completion for the NJ counties, as well as continued development, promotion, and maintenance of the online crowdsourcing application. DVRPC will also work with stakeholders to plan for future enhancements of the sidewalk inventory generated in previous fiscal years.

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

Tasks:

Phase I (FY2018)--

Sidewalk Inventory (Pennsylvania)

1. Interview stakeholders to discuss needs and investigate known existing sidewalk datasets. This work is underway already, with funding and staff support from the Data Exchange and Analysis Program.
2. Issue RFP for consultant support to develop the sidewalk inventory, and retain consultant.
3. In collaboration with the vendor perform quality control checks as needed on interim and final datasets.

Sidewalk Inventory (New Jersey)

1. Interview stakeholders to discuss needs and investigate known existing sidewalk datasets.
2. Research potential funding sources and partnership opportunities for the creation of the sidewalk inventory, given the lack of an existing high-resolution impervious surface layer.
3. Develop RFP for consultant support to develop the sidewalk inventory.

Online Walkability Platform (Regional)

1. Scope and lead the development and promotion of the online crowdsourcing and engagement platform for local and regional walkability. This will include outreach to partner organizations during scoping and on an ongoing basis, and the development and oversight of an outreach and engagement plan to encourage interested public's use of the online platform.

Phase II (anticipated FY2019)--

Sidewalk Inventory (Pennsylvania)

1. In collaboration with the vendor perform quality control checks as needed on interim and final datasets.
2. Prepare and format final sidewalk inventory datasets for sharing with county and local partners in the format(s) found most useful.
3. Convene stakeholders to review ongoing enhancement and maintenance strategies.

Sidewalk Inventory (New Jersey)

1. Issue RFP for consultant support to develop the sidewalk inventory, and retain consultant.
2. In collaboration with the vendor perform quality control checks as needed on interim and final datasets.

Online Walkability Platform (Regional)

1. Continue development, promotion, and maintenance of the online crowdsourcing and engagement platform.
2. Facilitate ongoing data sharing on user input with local and regional partners.

Products:

1. Spatial dataset of centerlines of sidewalks in the PA and NJ portions of the DVRPC region
2. Online public walkability engagement platform
3. Outreach/publicity materials

Beneficiaries:

State DOTs, member governments, transit operators, municipalities, nonprofit groups, regional residents.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$492,000				\$492,000
2019					
2020					

*\$392,000 PA TIP # TBD

\$100,000 NJ TIP/STP-STU # TBD

PROJECT: 18-53-020/25 HPMS and Functional Classification System (PA & NJ)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Jonathan Ferullo

Goals:

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

Description:

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

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

Tasks:

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

Products:

1. Updated HPMS data files of physical and operational characteristics.
2. Database of counts taken in New Jersey and Pennsylvania.
3. Record of requests for functional classification changes.
4. Updated functional classification maps.

Beneficiaries:

States, counties, and cities.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$200,000	\$200,000			
2018	\$200,000	\$200,000			
2019	\$200,000	\$200,000			
2020	\$200,000	\$200,000			

PROJECT: 18-53-030 PennDOT District 6-0 Traffic Volume Data

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry

Goals:

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

Description:

This continuing project provides PennDOT District 6-0 with specific volume data at locations in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties for studies primarily related to traffic signals and controls. Depending on the location and type of information required, these data may include one or more of the following: manual vehicle classification counts; turning-movement counts; bicycle counts; pedestrian counts; physical characteristics of the intersection; descriptions of adjacent land use, particularly schools; and other appropriate information.

Tasks:

1. Review PennDOT District 6-0 requests and prepare assignments for field personnel to collect data.
2. Collect data for one of the following types of studies and time periods: (a) video or manual intersectional vehicle turning movements between 7:00 a.m. and 6:00 p.m. recorded in 15- and 30-minute time increments; (b) 48-hour portable traffic recorder counts by hour; (c) video or manual truck classification hourly counts between 7:00 a.m. and 3:00 p.m.; and (d) weeklong non-motorized (bicycle/pedestrian) counts in 15-minute time increments.
3. Review, process and tabulate field count data. Convert recorder counts to AADT (motorized) and AADB and AADP (non-motorized).
4. Enter counts into DVRPC Traffic Count System and transmit to PennDOT and member governments.
5. Transmit appropriate field data to PennDOT District 6-0 office and other entities as appropriate.

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 *
2017	\$300,000				\$300,000
2018	\$300,000				\$300,000
2019	\$300,000				\$300,000
2020	\$300,000				\$300,000

*PA State Appropriation 581 Funds

PROJECT: 18-59-700 Member Government Special Projects

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

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

Products:

1. Technical memo or report for each study.

Beneficiaries:

Member governments and other agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$1,201,273				\$1,201,273
2018	\$1,201,273				\$1,201,273
2019	\$1,322,720				\$1,322,720
2020	\$1,322,720				\$1,322,720

* Projects to be defined

*FISCAL YEAR 2018 PLANNING WORK
PROGRAM*

CHAPTER THREE

*SUPPORTIVE REGIONAL
HIGHWAY PLANNING
PROGRAM (SRHPP)*



Delaware Valley Regional Planning Commission

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2018 PLANNING WORK PROGRAM | CHAPTER 3**

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**Delaware Valley Regional Planning Commission
 FY 2018 PENNSYLVANIA SUPPORTIVE REGIONAL
 HIGHWAY PLANNING PROGRAM
 TABLE C**

Core Projects					
Project Number	Agency	Project	FY 2018 Budget		
			Cash	Match	Total
18-60-010	Bucks County	Supportive Regional Highway Planning	\$84,000	\$21,000	\$105,000
18-60-020	Chester County	Supportive Regional Highway Planning	121,600	30,400	152,000
18-60-030	Delaware County	Supportive Regional Highway Planning	60,800	15,200	76,000
18-60-040	Montgomery County	Supportive Regional Highway Planning	126,400	31,600	158,000
18-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	185,200	46,300	244,000
18-60-051 I.	City of Philadelphia Traffic Counts	Supportive Regional Highway Planning	50,000	12,500	62,500
Program Total			\$628,000	\$157,000	\$785,000

- I. Project work will be performed by DVRPC Staff. Match will be added to the City of Philadelphia Streets Department Core Agreement

PROJECT: 18-60-010 Bucks County: Supportive Regional Highway Planning Program

Responsible Agency: Bucks County Planning Commission

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I - Administration and Coordination:

- a) Participate in the development of next fiscal year's DVRPC's Annual Planning Work Program and Bucks County SRHPP.
- b) Perform general and contract administration, including progress reports, closing reports, and invoices.
- c) Conduct interagency liaison and coordination.
- d) Prepare an annual report summarizing efforts on the entire work program.
- e) Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
- f) Respond to information requests.
- g) Perform public participation as appropriate.

Task II - Database Management:

- a) Maintain traffic count data.
- b) Review and revise the county's roadway capacity analysis.
- c) Disseminate transportation information and data.
- d) Integrate county accident, capacity and traffic information into a GIS database.
- e) Continue to assist with PennDOT's Local Asset data collection efforts.

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.
- 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.
- d) Provide technical guidance to municipalities concerning the need for access controls along arterial highways.

Task V - Transportation Plan Maintenance:

- a) Maintain a comprehensive transportation plan.
- b) Determine a strategy to implement transportation plan objectives that meet transportation improvements and clean air standards.
- c) Coordinate with municipalities and regional planning agencies to implement transportation and clean air standards.
- 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
11. SRHPP Work Program for subsequent fiscal year
12. County project proposals for consideration in next year's UPWP, if available
13. Local asset data collection, as requested

Beneficiaries:

States, counties, municipalities, and private sector.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$105,000	\$105,000			
2018	\$105,000	\$105,000			
2019	\$105,000	\$105,000			
2020	\$105,000	\$105,000			

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

PROJECT: 18-60-020 Chester County: Supportive Regional Highway Planning Program

Responsible Agency: Chester County Planning Commission

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I - Program Administration and Coordination:

1. Prepare and submit quarterly progress reports and invoices.
2. Participate in the development of next fiscal year's DVRPC's Annual Planning Work Program and Chester County SRHPP.
3. Perform general administrative duties, including liaison and interagency coordination, and respond to information requests.
4. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
5. Perform public participation as appropriate.

Task II - Transportation Improvement Program:

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

Task III - Transportation Plan Maintenance:

1. Participate in DVRPC committees and provide input to DVRPC for studies concerning short-range and long-range transportation planning.
2. Update the county transportation plan and other county-wide plans or studies

related to transportation.

3. Assist in the development of local transportation plans and studies. Coordinate with municipalities, DVRPC, PennDOT, TMAs, and developers.

4. Review traffic impacts studies, land development plans, zoning changes, and Comprehensive Plans that impact the county and regional transportation plans.

Products:

1. Quarterly progress reports and invoices
2. SRHPP Work Program for next fiscal year
3. County project proposals for consideration in next year's UPWP, if available
4. Inventory of proposed transportation improvements
5. Twelve Year Program and TIP submissions
6. Input on various transportation plans and studies

Beneficiaries:

State, counties, municipalities, the private sector, and Chester County residents and employees.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$152,000	\$152,000			
2018	\$152,000	\$152,000			
2019	\$152,000	\$152,000			
2020	\$152,000	\$152,000			

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

PROJECT: 18-60-030 Delaware County: Supportive Regional Highway Planning Program

Responsible Agency: Delaware County Planning Department

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I – Program Administration and Coordination:

1. Perform contract and general administration duties, including progress reports, closing reports, and invoices.
2. Participate in the development of next fiscal year's DVRPC Planning Work Program and Delaware County SRHPP.
3. Conduct interagency liaison and coordination.
4. Respond to information requests.
5. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies, such as DVRPC and Delaware County TMA meetings that are not for specific projects or studies.
6. Perform public participation as appropriate.

Task II – Transportation Improvement Program:

1. Maintain a needs inventory/database of proposed highway, bicycle, and pedestrian improvement projects in Delaware County.
2. Survey municipalities every two years for potential TIP funded projects.
3. Participate in the update of the DVRPC TIP and PennDOT Twelve Year Program.
4. Monitor transportation funding programs and opportunities, inform municipalities of funding programs and provide assistance to them, and advocate Delaware County's position on this issue.

5. Provide programming information to county council, county executive director, legislative delegation, and municipal officials.
6. Coordinate with PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.

Task III – Transportation Plan Maintenance:

1. Participate in the process to update the DVRPC Long-Range Plan.
2. Prepare highway/bicycle/pedestrian components of Delaware County Comprehensive Plan.
3. Prepare highway, bicycle, and pedestrian mobility components of municipal comprehensive plans (under contract with municipalities); review highway/bicycle/pedestrian components of draft municipal comprehensive plans (under Act 247 reviews).
4. Review land developments and traffic impact studies and provide comments on highway, bicycle, and pedestrian access to the Delaware County Planning Commission.
5. Participate in Delaware County, DVRPC, PennDOT, and municipal highway, bicycle, and pedestrian studies and planning efforts.

Products:

1. Quarterly progress reports, closing report, and invoices.
2. SRHPP Work Program for subsequent fiscal year.
3. Inventory of proposed transportation improvements.
4. TIP and 12 Year Program submissions.
5. Updated long-range/comprehensive plans.
6. Comments on land development plans.
7. Input on various transportation plans and studies.
8. County project proposals for consideration in next fiscal year's UPWP, if available.

Beneficiaries:

Delaware County and its municipalities, residents, and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$76,000	\$76,000			
2018	\$76,000	\$76,000			
2019	\$76,000	\$76,000			
2020	\$76,000	\$76,000			

\$60,800 Cash - \$15,200 Match

PROJECT: 18-60-040 Montgomery County: Supportive Regional Highway Planning Program

Responsible Agency: Montgomery County Planning Commission

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I – Program Administration and Coordination:

1. Perform contract and general administration.
2. Conduct interagency coordination (e.g. PennDOT, DVRPC Technical and Policy Committees) and other local and county agencies.
3. Prepare and submit quarterly financial and progress reports and general correspondence.
4. Participate in the development of next fiscal year's DVRPC Planning Work Program and Montgomery County SRHPP.
5. Respond to information requests.
6. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
7. Perform public participation as appropriate.

Task II – Transportation Improvement 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.
4. Continue to assist with PennDOT's Local Asset data collection efforts

Task III – Transportation Plan Maintenance and Implementation:

1. Review traffic impact studies, zoning changes and new/revised comprehensive plans that impact the county and regional transportation plans.
2. Participate in various transportation study task forces.
3. Update the county transportation plan.

Products:

1. PennDOT Twelve Year Highway and Bridge Program.
2. Regional Transportation Improvement Program.
3. County transportation plan.
4. Highway Improvement Project Inventory.
5. SRHPP Work Program for next fiscal year.
6. Quarterly progress reports, closing report, and invoices.
7. County project proposals for consideration in next fiscal year's UPWP, if available.
8. Local asset data collection, as requested.

Beneficiaries:

Montgomery County.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$158,000	\$158,000			
2018	\$158,000	\$158,000			
2019	\$158,000	\$158,000			
2020	\$158,000	\$158,000			

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

PROJECT: 18-60-050 Philadelphia: Supportive Regional Highway Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I - Program Administration:

1. Review and comment on the Commission's staff reports.
2. Continue development of Certification Acceptance or Modified Certification Acceptance documents, standards, and/or procedures.
3. Identify and resolve differences between city and regional highway planning agencies.
4. Develop a work program for future "pass through" funds.
5. Participate in the development of the annual Philadelphia SRHPP and DVRPC Planning Work Program for next fiscal year.
6. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
7. Perform general administrative duties, including liaison and interagency coordination.
8. Perform contract administration, including progress reports, closing reports, and invoices.
9. Respond to information requests.
10. Perform public participation as appropriate.

Task II - Transportation Improvement Program:

1. Develop, collect, and maintain information and data on individual transportation projects under construction for inclusion in the TIP and maintain an inventory of

- projects for capital program consideration.
2. Assist in developing project descriptions.
 3. Coordinate preparation of the TIP with local community groups, elected officials, DVRPC, state agencies, and the public for the purpose of developing a regional TIP. This includes participation in programs such as Transportation Enhancements, CMAQ, Hometown Streets/Safe Routes to School and the Transportation Community Development Initiative.
 4. Coordinate candidate projects with other city agencies to ensure that transportation capital projects are consistent with overall city and regional goals and objectives.
 5. Develop a prioritization of projects and facilities under consideration for inclusion in the Capital Program.
 6. Review and comment on the TIP with federal, state and regional agencies.
 7. Coordinate city involvement in the preparation of the current PennDOT Twelve-Year Program.
 8. Monitor and update the Transportation Improvement Program as it relates to county and regional transportation objectives.
 9. Coordinate and review projects with implementing agencies.
 10. Review and update certain "milestone" data for city federal-aid projects on file in the PennDOT Multimodal Project Management System (MPMS) computer information bank.
 11. Review and coordinate project cost estimates and breakdowns for programming with the PennDOT Program Management Committee (PMC).
 12. Assist with PennDOT's Local Asset data collection efforts.

Task III - TSM Planning:

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

Task IV - Transportation Plan Maintenance/Technical Coordination:

1. Analyze and evaluate the impact of proposed developments on transportation facilities.
2. Coordinate the city highway network with the regional highway network.
3. Identify and update those links of the city highway system that augment the regional system.
4. Review existing functional classification system.
5. Participate in development and implementation of a county and regional transportation planning work program, including participation at intra-city planning strategy meetings.
6. Participate in regional transportation study meetings, committees, community meetings, teams, panels, etc. Review and comment on data and reports developed as part of these studies.
7. Participate in the corridor analysis of locations, corridors, neighborhood commercial streets, and other highways.
8. Participate in local and regional intermodal improvement efforts such as "Transit First" and park/ride facilities, pedestrian/bicycle facilities and goods movement strategies.
9. Manage and oversee selected Transportation Enhancement, Hometown Streets/Safe Routes to School and Transportation Community Development Initiative recipients.

Task V - Transportation Facilities/Data Files:

1. Collect, coordinate, update and process traffic flow/volume information.
2. Review, analyze and evaluate traffic flow/volume data.
3. Inventory and assemble appropriate physical transportation facilities and put such information into an easily accessible and usable form.
4. Process the automatic traffic recorder information through the MPO to ensure compatibility of data collection efforts with those in the surrounding areas.
5. Provide federal, state, county and regional agencies with traffic flow/volume data.
6. Assemble traffic information files that accurately reflect existing physical conditions resulting in more efficient revisions to the functional classification system and an equitable allocation of funding.
7. Expand traffic counting coverage throughout the city.
8. A plan showing the updated systems.
9. Proper technical coordination of studies, plans, committee reports, analyses, etc. concerning the city's highways and highway program.

Products:

1. Summary reports on meetings, committees, teams, etc. attended.
2. Next fiscal year's Supportive Regional Highway Planning Program (SRHPP) for Philadelphia
3. Annual Completion Report for the Supportive Regional Highway Planning Program.
4. Successful completion of capital improvements.

5. An up-to-date highway capital improvement program for the City of Philadelphia.
6. A program TIP document for use by the Commission and others.
7. Advancement of high-priority TSM projects.
8. A plan showing the updated systems.
9. Proper technical coordination of studies, plans, committee reports, analyses, etc. concerning the city's highways and highway program.
10. County project proposals for consideration in next fiscal year's UPWP, if available.
11. Quarterly progress reports, closing report, and invoices.
12. Local asset data collection, as requested.

Beneficiaries:

City of Philadelphia.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$294,000	\$294,000			
2018	\$244,000	\$244,000			
2019	\$244,000	\$244,000			
2020	\$244,000	\$244,000			

\$185,200 Cash, \$58,800 Match (\$46,300 for 18-60-050, \$12,500 for 18-60-051)

PROJECT: 18-60-051 City of Philadelphia Traffic Counts

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry

Goals:

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

Description:

The City of Philadelphia has requested that DVRPC perform a travel mode counting program. This information will be used for the county's transportation, planning, engineering and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian and crosswalk count information at locations determined by the City's planning and engineering staff.

Tasks:

1. Schedule meetings with City of Philadelphia representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Present data to City of Philadelphia Planning Commission and Streets Department for their use.

Products:

Detailed printouts showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

Beneficiaries:

City of Philadelphia Planning Commission, City of Philadelphia Streets Department, PADOT, residents, and businesses.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$0	\$0			
2018	\$50,000	\$50,000			
2019	\$50,000	\$50,000			
2020	\$50,000	\$50,000			

**Delaware Valley Regional Planning Commission
 FY 2018 NEW JERSEY SUPPORTIVE REGIONAL
 HIGHWAY PLANNING PROGRAM
 TABLE D**

Core Projects					
Project Number	Agency	Project	FY 2018 Budget		
			Cash	Match	Total
18-61-010	Burlington County	Supportive Regional Highway Planning	\$39,755	\$9,939	\$49,694
18-61-020	Camden County	Supportive Regional Highway Planning	44,015	11,004	55,019
18-61-030	Gloucester County	Supportive Regional Highway Planning	39,100	9,775	48,875
18-61-040	Mercer County	Supportive Regional Highway Planning	34,130	8,532	42,662
18-51-060	City of Camden	Supportive Regional Highway Planning	24,000	6,000	30,000
Subtotal			\$181,000	\$45,250	\$226,250
Special Studies					
Project Number	Agency	Project	FY 2018 Budget		
			Cash	Match	Total
18-61-070 I.	Camden County /DVRPC	Traffic Counting Program	56,000	14,000	70,000
18-61-080 II.	Gloucester County/DVRPC	Traffic Counting Program	56,000	14,000	70,000
18-61-090 III.	Mercer County County/DVRPC	Traffic Counting Program	56,000	14,000	70,000
18-61-100 IV.	Burlington County	Highway Master Plan Update- Phase 3	60,000	15,000	75,000
Subtotal			\$228,000	\$57,000	\$285,000
Program Total			\$409,000	\$102,250	\$511,250

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

PROJECT: 18-61-010 Burlington County: Supportive Regional Highway Planning Program

Responsible Agency: Burlington County - Land Development

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I - Administration:

1. Attend monthly DVRPC Board and RTC 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. Participate in the development of the DVRPC Planning Work Program and Burlington County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Respond to information requests.
6. Perform public participation as appropriate.

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 Division of Local Aid and Economic Development and DVRPC with regard to local project status formulation of the regional TIP. Provide comment to the state and DVRPC on the NJDOT and regional TIP.
3. Formulate the Local Transportation Improvement Program and submit to state and regional agencies for inclusion in the regional TIP.

Task III - Transportation Plan Maintenance:

1. Coordinate local governments land use and transportation policies.
2. Periodically review and update the Burlington County Transportation Plan.
3. Review proposed development to ensure compliance with the transportation plan and to assess its impact on existing and proposed transportation systems.
4. Update the priority list of projects generated by the transportation plan.
5. Participate in the development of Transportation Development Districts to further the goals of the transportation plan.
6. Produce and review maps and conceptual plans to be used for transportation planning.
7. Review regional, state and municipal transportation plans for consistency with the transportation plan.
8. Provide information to the public as requested.

Task IV - Transportation Planning Data Files:

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

Products:

1. Quarterly Progress Reports/Invoices and Annual Completion Report.
2. County project proposals for consideration in next fiscal year's UPWP, if available, and next year's SRHPP.
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 *
2017	\$72,194				\$72,194
2018	\$64,694				\$64,694
2019	\$49,694				
2020	\$49,464				

*STP-STU, \$39,755 Cash - \$24,939 Match
 (\$9,939 for 18-61-010, \$15,000 for 18-61-100)

PROJECT: 18-61-020 Camden County: Supportive Regional Highway Planning Program

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

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I - Administration

1. Perform general administrative duties, including liaison and interagency coordination.
2. Prepare annual progress and expenditure reports and a completion report.
3. Participate in the development of next fiscal year's Camden County SRHPP Work Program and the DVRPC UPWP.
4. Attend meetings including DVRPC monthly Board and RTC meetings, New Jersey Subcommittee Meetings, and special meetings as required.
5. Respond to information requests.
6. Perform public participation as appropriate.

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 DVRPC, NJDOT Local aid and Economic Development, and the public regarding project status, such as through regular updates of county and DVRPC websites.
4. Assist DVRPC with the coordination of the TCDI grant process in Camden County.

Task III - Transportation Plan Maintenance

1. Coordinate local governments' land use and transportation policies with the

regional and state long-range plans.

2. Prepare modifications, as required to update the county's transportation planning process and coordinate with DVRPC.
3. Monitor and evaluate the impact of existing and proposed residential, commercial, and industrial development in terms of short- and long-range transportation facility improvements, including social, economic and environmental considerations, population growth and business growth.
4. Evaluate proposed Senate and Assembly bills pertaining to highway planning.
5. Estimate future land use activities (e.g. corridor delineation) including identification of high growth areas. Coordinate the activity with the growth center development patterns during the New Jersey State Development and Redevelopment Planning (SDRP) process, and "Smart Growth" grants.
6. Assist with the development and update of CMS corridors and strategies.

Task IV - Transportation Planning Data and Analysis

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

Products:

1. Progress and expenditure reports and minutes of meetings.
2. Annual Completion Report for this fiscal year.
3. SRHPP Work Program for next fiscal year.
4. Updated County and Regional Transportation Improvement Program.
5. Inventory and Status of TIP projects.
6. Aerial photographs, DVRPC CMS and PMS updates, sign and signal management data updates.
7. County project proposals for consideration in next fiscal year's UPWP, if available.

Beneficiaries:

Camden County, municipalities, state, and private citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$66,519				\$66,519
2018	\$69,019				\$69,019
2019	\$69,019				\$69,019
2020	\$69,019				\$69,019

*STP-STU , \$44,015 Cash- \$25,004 Match
(\$11,004 for 18-61-020, \$14,000 for 18-61-070)

PROJECT: 18-61-030 Gloucester County: Supportive Regional Highway Planning Program

Responsible Agency: Gloucester County Planning Department

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I - Administration:

1. Perform general administrative duties, including liaison and interagency coordination.
2. Prepare and submit quarterly progress reports and expenditure reports; prepare annual completion report.
3. Participate in the development of next fiscal year's DVRPC annual work program and Gloucester County SHRPP.
4. Perform public participation as appropriate.
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.
7. Respond to information requests.

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 and STATE-DVRPC program progress.
3. Maintain an inventory of TIP projects and update project status.
4. Formulate scoping projects in coordination with NJ DOT and DVRPC.

Task III - Transportation Plan Maintenance:

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

Task IV - Transportation Planning Data and Analysis:

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

Products:

1. Quarterly progress and expenditure reports.
2. Summaries on meetings and seminars attended related to highway planning.
3. Annual completion report for this fiscal year.
4. SRHPP Work Program next fiscal year's DVRPC UPWP.
5. An updated and adopted county Transportation Improvement Program.
6. A brief report on the activities that were undertaken in the planning/implementation of TIP projects.
7. Current and up-to-date version of the Official Map of County Highways and related transportation planning documents, as necessary.
8. Traffic Information available for public use.
9. Updated traffic counts at selected locations to support transportation planning efforts.
10. County project proposals for consideration in next year's UPWP, if available.

Beneficiaries:

Gloucester County.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$60,375				\$60,375
2018	\$62,875				\$62,875
2019	\$62,875				\$62,875
2020	\$62,875				\$62,875

*STP-STU, \$39,100 Cash- \$23,775 Match
(\$9,775 for 18-61-030, \$14,000 for 18-61-080)

PROJECT: 18-61-040 Mercer County: Supportive Regional Highway Planning Program

Responsible Agency: Mercer County Planning Department

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I - Administration:

1. Conduct general administration, interagency liaison, and technical coordination of the program.
2. Participate in the development of next fiscal year's DVRPC Planning Work Program and Mercer County SHRPP.
3. Prepare and submit the annual completion report, monthly progress reports and quarterly expenditure reports.
4. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
5. Respond to information requests.
6. Perform public participation as appropriate.

Task II - Transportation Improvement Program:

1. Review and coordinate all TIP projects with federal, state and local governments, including DVRPC.
2. Participate in the development of state and county TIPs. Comment on proposed regional projects in terms of their local impact.
3. Maintain and inventory TIP projects to account for implementation and consider the development of additional projects to accommodate new problem areas.
4. Update the status of projects and make changes as required. Maintain channels of communication with DVRPC, NJDOT, and the public regarding project status as appropriate.

Task III - Transportation Plan Maintenance:

1. Coordinate local governments' land use and transportation policies with the regional and state long-range plans including activities under the Cross Acceptance Plan.
2. Communicate with the public about the master plan and provide transportation information to the public as requested.
3. Review highway master plans being updated by municipalities to determine their consistency with the county transportation plan and resolve any differences.
4. Prepare modifications as required to the master plan and present to planning board for public hearing and adoption.
5. Review regional, state and local plans, particularly with respect to long-range plans, as required.
6. Monitor and evaluate existing and proposed major developments in terms of impact on short- and long-range transportation facility improvements with regard to social, economic, environmental and energy considerations.
7. Determine the necessity and scope of work for a transit section of the county transportation plan.
8. Revise and maintain the transportation development district plan. This includes preparing fee binder agreements, tracking developments in the district, and revision of plan boundaries, fees, and the travel demand model.

Task IV - Transportation Planning Data and Analysis:

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

Products:

1. Monthly progress reports.
2. Quarterly expenditure reports and invoices.
3. Annual completion reports summarizing this fiscal year's activities and accomplishments.
4. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
5. An updated county and regional TIP with local government input.
6. Maps and/or studies used in planning transportation improvements.
7. Approved TIP and Capital Improvement Program.
8. A brief report of activities that were undertaken in the implementation of TIP projects.
9. Highway data and analysis to the county and other governmental agencies,

developers and citizens.

10. Correspondence on meetings and seminars attended.

11. Highway project analyses as they relate to new highway construction, functional classification and future planning activities.

12. Selective reports and new technical data files.

13. County project proposals for consideration in next fiscal year's UPWP, if available

Beneficiaries:

Mercer County.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$54,162				\$54,162
2018	\$56,662				\$56,662
2019	\$56,662				\$56,662
2020	\$56,662				\$56,662

*STP-STU, \$34,130 Cash - \$22,532 Match
(\$8,532 for 18-61-040, \$14,000 for 18-61-090)

PROJECT: 18-61-060 City of Camden - Supportive Regional Highway Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Kwan Hui

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I - Administration

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

Task II - Transportation Improvement Program

1. Monitor Federal Aid and STATE-DVRPC Program progress.
2. Maintain and inventory TIP projects and update project status. Maintain channels of communication with DVRPC, NJDOT, and the public regarding project status.
3. Participate and assist in the TIP update and maintenance processes.

Task III – Transportation Plan Maintenance

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

Task IV - Transportation Planning Data and Analysis

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

Products:

1. Quarterly progress and expenditure reports.
2. Brief reports on meetings and seminars attended related to highway planning.
3. Annual completion report.
4. SRHPP for the subsequent fiscal year.
5. Adopted Transportation Improvement Program
6. City project proposals for consideration in next fiscal year's UPWP, if available.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$30,000				\$30,000
2018	\$30,000				\$30,000
2019	\$30,000				\$30,000
2020	\$30,000				\$30,000

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

PROJECT: 18-61-070 Camden County - Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry

Goals:

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

Description:

Camden County has requested that DVRPC perform a travel mode counting program. This information will be used for the county's transportation, planning, engineering and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian and crosswalk count information at locations determined by the county's planning and engineering staff.

Tasks:

1. Schedule meetings with Camden County representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Present data to Camden County for their use.

Products:

Detailed printouts showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$46,000				\$46,000
2018	\$56,000				\$56,000
2019	\$56,000				\$56,000
2020	\$56,000				\$56,000

*STP-STU

PROJECT: 18-61-080 Gloucester County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry

Goals:

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

Description:

The Gloucester County Planning Division has requested that DVRPC continue to perform a traffic counting program within Gloucester County. This information will be used for the county's transportation, planning, engineering, and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian, and crosswalk 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 conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare 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, turning movements, and AADT, AADB, or AADP for selected locations.
2. An updated traffic information file and GIS map.

Beneficiaries:

Gloucester County, municipalities, and NJ DOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$46,000				\$46,000
2018	\$56,000				\$56,000
2019	\$56,000				\$56,000
2020	\$56,000				\$56,000

*STP-STU

PROJECT: 18-61-090 Mercer County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Scott Brady

Project Manager: Charles Henry

Goals:

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

Description:

To supplement existing counts in the Transportation Development District, the county needs DVRPC to annually collect approximately 200 counts throughout the county.

In addition to vehicular counts, DVRPC will provide requested bicycle, pedestrian and crosswalk count information at locations determined by the county's planning and engineering staff.

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

Tasks:

1. Schedule meetings with county planning and engineering representatives to determine locations for conducting counts in addition to cyclical vehicle counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average annual daily bicycles (AADB) / annual average daily pedestrians (AADP) for non-motorized travel.
4. Check field data for accuracy.
5. In GIS, link new count data with developer traffic study data.

Products:

1. Detailed printouts showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.
2. Maps, tables, and text for transportation element of the master plan.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$46,000				\$46,000
2018	\$56,000				\$56,000
2019	\$56,000				\$56,000
2020	\$56,000				\$56,000

*STP-STU

PROJECT: 18-61-100 Burlington County Highway Master Plan Update Phase 3

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: David Anderson

Project Manager: Jerry Coyne, Sarah Moran

Goals:

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

Description:

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

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

This is the third and final phase of the project. Phase 1's Year 2013 model building was completed in FY 2016. In FY'17, Phase 2 produced travel simulations and CMP-based assessments of 2013 conditions, and the Region's Year 2040 Long-Range Plan (LRP) to judge the highway infrastructure's adequacy to serve growth and travel along the county's highway network. Candidate transportation, land use, and community planning strategies were identified, via GIS and database management techniques, to deliver systematic and sustainable improvement approaches for the CR system. Phase 3 (FY'18) will supply the project deliverables: a GIS database, a web-based mapping viewer, and a summary report. Phase 3 of this project is also

funded through the Corridor Planning program area (18-52-030).

Tasks:

1. Conduct meetings as needed with county user group or project steering committee.
2. Complete loaded GIS-transportation database.
3. Prepare web-based map viewer of key performance attributes and candidate strategies for the CR system to flexibly and widely share project results.
4. Prepare a highlights report summarizing undertakings and findings.

Products:

1. Meeting materials.
2. GIS-transportation database.
3. Web-based map viewer.
4. Summary report document.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$90,000				\$90,000
2018	\$60,000				\$60,000
2019					
2020					

*STP-STU

*FISCAL YEAR 2018 PLANNING WORK
PROGRAM*

CHAPTER FOUR

*TRANSIT SUPPORT PROGRAM
(TSP)*



Delaware Valley Regional Planning Commission

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2018 PLANNING WORK PROGRAM | CHAPTER 4**

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**Delaware Valley Regional Planning Commission
FY 2018 Pennsylvania Transit Support Program**

TABLE E

Core Projects					
Project Number	Agency	Project	FY 2018 Budget		
			Cash	Match	Total
18-63-001	Bucks County	Transit Planning and Programming	\$61,734	\$15,434	\$77,168
18-63-002	Chester County	Transit Planning and Coordination	46,069	11,517	57,586
18-63-003	Delaware County	Transit Planning and Coordination	87,504	21,876	109,380
18-63-004	Montgomery County	Transit Planning and Implementation	77,400	19,350	96,750
18-63-005	Philadelphia Office of Transportation and Infrastructure Sytems	Transit Planning and Programming	98,535	24,633	123,168
18-63-006	Philadelphia City Planning Commission	Short-Range Planning	119,758	29,940	149,698
18-63-007	SEPTA	Long-Range Planning/TIP	85,000	21,250	106,250
18-63-008 I.	DVRPC	Transit Planning Technical Assistance	144,000	36,000	180,000
Subtotal			\$720,000	\$180,000	\$900,000
Special Studies					
Project Number	Agency	Project	FY 2018 Budget		
			Cash	Match	Total
18-63-009 II.	Delaware County Planning	Public Transportation Map and Guide	\$40,000	\$10,000	\$50,000
18-63-010 III.	DVRPC	License Plate Survey of Regional Rail Stations	140,000	35,000	175,000
Subtotal			\$180,000	\$45,000	\$225,000
Program Total			\$900,000	\$225,000	\$1,125,000

- I. Project work will be performed by DVRPC staff to support ongoing work on the Centennial District Trolley Service Study . Match will be evenly split and added to the OTIS, PCPC and SEPTA core agreements and will be noted on the project write-up and reflected in the contract.
- II. Agreement will be directly with Delaware County Planning
- III. Project work will be performed by DVRPC staff. Match will be added to all PA core agreements and will be noted on the project write-up and reflected in the contract.

PROJECT: 18-63-001 Bucks County Transit Planning and Programming

Responsible Agency: Bucks County Planning Commission

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

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

Description:

Examine the need for public transportation services, specifically in areas of rapid traffic volume increases and escalating traffic congestion. Advocate and coordinate the implementation of activities and services that support public transit usage and help improve suburban mobility.

Rapid development and minimal public transportation services have led to an overburdened highway network in Bucks County. The county's geographic location between the New Jersey to New York corridor to the east, Philadelphia to the south, and the Allentown-Bethlehem-Easton areas to the north guarantees that development pressures will continue. Bucks County's comprehensive plan aims to guide and coordinate development to minimize its adverse impacts.

This project will allow staff to examine opportunities to minimize traffic impacts and enhance suburban mobility through an expanded public transportation system. Public transportation objectives will be pursued through coordination with local governments, the business community, and area service providers.

Tasks:

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

Products:

1. Monthly and quarterly progress reports.
2. Quarterly invoices.
3. Expanded and/or modified transit service proposals.
4. Recommendations for improving transit services throughout the county.
5. Proposed TSP Work Program for next fiscal year.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$77,168		\$77,168		
2018	\$82,168		\$82,168		
2019	\$77,168		\$77,168		
2020	\$77,168		\$77,168		

\$61,734 Cash - \$20,434 Match
(15,434 for 18-63-001, \$5,000 for 18-63-010)

PROJECT: 18-63-002 Chester County Transit Planning and Coordination

Responsible Agency: Chester County Planning Commission

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

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

Description:

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

Tasks:

Task I – Administration:

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

Task II – Planning and Programming:

1. Monitor existing transit services and evaluate the need and potential for new public transportation services. Participate in various transportation study advisory committees related to public transit.
2. Participate in developing and amending the Transportation Improvement Program (TIP).
3. Review and provide input to SEPTA's capital budget, operating budget, and annual service plan. Monitor service changes and capital projects.
4. Monitor transportation funding programs and opportunities.

Task III – Coordination:

1. Participate in meetings of regional or multi-county interest to discuss issues related to public transportation services or policies. Coordinate with DVRPC, SEPTA, Amtrak, PennDOT, TMACC, and other organizations that plan or provide transit and paratransit services.
2. Provide technical assistance and policy input to the county commissioners and SEPTA board members.

3. Participate in meetings and activities of the TMA of Chester County and Greater Valley Forge TMA.

Products:

1. Quarterly progress reports and invoices.
2. Proposed TSP Work Program for next fiscal year.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$72,586		\$72,586		
2018	\$62,586		\$62,586		
2019	\$57,586		\$57,586		
2020	\$57,586		\$57,586		

\$46,069 Cash - \$16,517 Match
(\$11,517 for 18-63-002, \$5,000 for 18-63-010)

PROJECT: 18-63-003 Delaware County Transit Planning and Coordination

Responsible Agency: Delaware County Planning Department

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

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/needs improvement inventory.
3. Monitor transit service through performance analysis and service improvement requests.
4. Provide input to SEPTA operating budgets and determine impacts on fares, subsidies, and 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.
7. Prepare public transit components of County Comprehensive Plan and municipal comprehensive plans.
8. Review land development proposals and provide recommendations for improved public transit access.
9. Plan and coordinate paratransit services.
10. Maintain liaison with SEPTA, PennDOT, Community Transit, The Delaware County TMA, and private providers.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$109,380		\$109,380		
2018	\$114,380		\$114,380		
2019	\$109,380		\$109,380		
2020	\$109,380		\$109,380		

\$87,504 Cash - \$26,876 Match
(21,876 for 18-63-003, \$5,000 for 18-63-010)

PROJECT: 18-63-004 Montgomery County Transit Planning and Implementation

Responsible Agency: Montgomery County Planning Commission

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

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 Area Rapid Transit (PART). It will fund planning activities dealing with route and service modifications, new route planning, capital and operating budget review, policy development, and data gathering and analysis.

Tasks:

Task I – Administration:

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

Task II – Transportation Plan Maintenance and Implementation:

1. Participate in the development of the Transportation Improvement Program.
2. Review new or modified transit service proposals and review subdivision and land development plans for transit access.
3. Review SEPTA and PART 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.
7. Establish and communicate the county's capital priorities for SEPTA and PART.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$96,750		\$96,750		
2018	\$101,750		\$101,750		
2019	\$96,750		\$96,750		
2020	\$96,750		\$96,750		

\$77,400 Cash - \$24,350 Match
(\$19,350 for 18-63-004, \$5,000 for 18-63-010)

PROJECT: 18-63-005 Philadelphia Transit Planning and Programming

Responsible Agency: Office of Transportation and Infrastructure Systems

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

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

Description:

The major purpose of this program is to reimburse the Philadelphia Mayor's Office of Transportation and Utilities for expenses incurred as a result of its input and participation in the regional transit planning and capital programming processes.

Tasks:

Short-Range Transit Planning Process:

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

Long-Range Transit Planning Process:

Assist in updating and/or modifying the transportation elements of DVRPC's Long-Range Plan Update.

TIP Coordination and Development:

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$156,168		\$156,168		
2018	\$140,168		\$140,168		
2019	\$123,168		\$123,168		
2020	\$123,168		\$123,168		

\$98,535 Cash - \$41,633 Match
 (\$24,633 for 18-63-005, \$12,000 for 18-63-008, \$5,000 for 18-63-010)

PROJECT: 18-63-006 Philadelphia Short-Range Planning

Responsible Agency: Philadelphia City Planning Commission

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

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 supports the integration of inter-departmental transportation needs and priorities into the citywide and district-level stages of this work. 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 - Project Administration

a) Develop, prepare, and submit quarterly invoices and progress reports for TSP.

Task 2 - 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 3 - Transportation Plan Development and Maintenance

a) Participate in the development and maintenance of the transportation elements of

the city's comprehensive plan and district plans.

B) Provide City Planning Commission input to DVRPC's transportation planning projects, including the maintenance of the long-range plan.

C) Work with the Transit First Subcommittee in its efforts to improve the effective operation of surface transit.

D) Continue nonmotorized transportation planning activities, particularly as they relate to transit access.

E) Attend transportation-planning-related meetings and conferences sponsored by organizations such as PennDOT, FTA, and TRB.

F) Evaluate proposed development projects for potential impacts on transportation systems.

G) Review plans and participate in planning efforts of other agencies, including SEPTA, the Streets Department, PennDOT, PATCO, and the Central Philadelphia Development Corporation TMA.

H) Participate in the Regional Technical Committee of DVRPC and the SEPTA city-county meetings.

Products:

1. Recommended Capital Budget and Program.
2. Final Capital Program Report.
3. Memos and reports on individual transportation issues.
4. TSP Work Program for inclusion in subsequent year DVRPC Planning Work Program.

Beneficiaries:

General Public/Citizens, DVRPC, and SEPTA.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$149,698		\$149,698		
2018	\$166,698		\$166,698		
2019	\$149,698		\$149,698		
2020	\$149,698		\$149,698		

\$119,758 Cash - \$46,940 Match

(\$29,940 for 18-63-006, \$12,000 for 18-63-008, \$5,000 for 18-63-010)

PROJECT: 18-63-007 SEPTA Capital Budgeting, Planning, and Transportation Improvement Program

Responsible Agency: Southeastern Pennsylvania Transportation Authority

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

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

Description:

Prepare the SEPTA Capital Budget, Program and Comprehensive Plan and provide the required input to the Regional Transportation Improvement Program (TIP). Prepare SEPTA's responses to any new federal guidelines and rule making. Provide for short-range planning studies and long range planning. Provide support to other departments in developing work programs for DVRPC sponsored projects and FTA demonstration programs, and represent SEPTA at regional forums and provide technical assistance and coordination for various regional studies.

Tasks:

Transportation Improvement Program:

1. Provide DVRPC with SEPTA's portion of the Regional TIP by analyzing the SEPTA Capital Budget and Twelve-Year Capital Program, and in assimilating this information into the regional TIP.
2. Submit to DVRPC amendments and modifications to the Regional Transportation Improvement Program.
3. Perform generalized planning and analysis in order to prioritize capital projects.

Capital Budgeting:

1. Program and produce SEPTA's One-Year Capital Budget and Twelve-Year Capital Program.
2. Participate in the budget process for Bucks, Chester, Delaware and Montgomery Counties, and the City of Philadelphia. Develop SEPTA's request for local matching funds.
3. Respond to information requests from federal, state, and local funding agencies.

Long Range Planning:

1. Research and analyze capital and long range planning options.
2. Provide assistance to DVRPC, the Counties and local governments on station area planning studies and long-term system expansion projects.
3. Provide ridership, parking utilization, and other relevant data as appropriate to support DVRPC planning and forecasting work on behalf of SEPTA.

Products:

1. SEPTA's One-Year Capital Budget, Twelve-Year Capital Program and Comprehensive Plan, and input SEPTA capital projects into the DVRPC Regional TIP document.
2. Reports and recommendations to be used in support of the short and long range planning program and development of work programs for various internal and external studies.
3. Quarterly Invoices and Progress Reports.
4. TSP Work Program for subsequent fiscal year's DVRPC Planning Work Program

Beneficiaries:

Member Governments, State, Operating Agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$139,250		\$139,250		
2018	\$123,250		\$123,250		
2019	\$106,250		\$106,250		
2020	\$106,250		\$106,250		

\$85,000 Cash - \$38,250 Match
 (\$21,250 for 18-63-007, \$12,000 for 18-63-008, \$5,000 for 18-63-010)

**PROJECT: 18-63-008 Southeastern Pennsylvania Transit Planning and
Technical Assistance**

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Betsy Mastaglio, Matthew Gates

Goals:

Support transit planning, design, and analysis work for transit agencies and member governments in Southeastern Pennsylvania.

Description:

Work conducted under this program will help to implement the planning goals and policies of Connections 2040, the region's adopted long range plan, while assisting southeastern Pennsylvania public transit agencies in the implementation of their planning and project agendas. Work under this program may include tasks or projects in their entirety, and may also supplement transit planning work by DVRPC staff for projects funded under other programs, including those selected by the Regional Transit Advisory Committee (RTAC).

Project tasks may include existing conditions analysis, identification of potential transit improvements through conceptual design or evaluations of multimodal access improvements, as well as feasibility studies and ridership forecast modeling. DVRPC will take advantage of skills and expertise from across the agency in a collaborative effort to best meet the needs of the primary project beneficiary and to further the goal of establishing an increasingly-multimodal transportation system for Southeastern Pennsylvania. Completion of this project may require the purchase of equipment or services.

Tasks:

1. Provide ongoing planning staff and funding support for the Centennial District Trolley Service Concept Evaluation project, including second phase technical work to finalize preferred alternatives and prepare a final report.
2. Provide planning staff and funding support as necessary to conduct technical asks related to projects funded other the Regional Transit Planning Program (18-52-010).

Products:

Planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations, as appropriate.

Beneficiaries:

Pennsylvania member governments, SEPTA, and the transit-riding public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$144,000		\$144,000		
2018	\$144,000		\$144,000		
2019	\$144,000		\$144,000		
2020					

This study provides ongoing funding support for the Centennial District Trolley Service.

PROJECT: 18-63-009 Delaware County Public Transportation Map & Guide

Responsible Agency: Delaware County Planning Department

Program Coordinator: Gregory Krykewycz

Project Manager: Amy Bernknopf

Goals:

To update and produce the Delaware County Public Transportation Map and Guide

Description:

In 2013, the Delaware County Planning Department (DCPD) completed an update to the Delaware County Public Transportation Map and Guide. The result was a useful and informative map and guide that was produced and distributed to local businesses and citizens. Since 2013, there have been several important changes that need to be reflected in a new document including SEPTA route modifications.

DCPD wants to complete another update for Fiscal Year 2018. Fifty thousand copies of the map would be published and distributed and DCPD would also provide an online version of the map. The update will be a smaller task in terms of cost and time than the original 2009 project because it will be an update of the map and guide, as the majority of the information remains accurate.

Tasks:

1. Update transit routes shown on original map to reflect current services available.
2. Explore opportunities to share map information online in an efficient and easy to use way.
3. Contract with printing company to produce as many printed maps as possible with budget available.
4. Distribute maps to interested parties and organizations.

Products:

Updated Delaware County Public Transportation Map and Guide

Beneficiaries:

Citizens and businesses in Delaware County

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$50,000		\$50,000		
2019					
2020					

\$40,000 Cash - \$10,000 Match

PROJECT: 18-63-010 License Plate Survey of SEPTA Passenger Rail Stations

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Project Manager: Amy Bernknopf

Goals:

To understand rider park-and-ride origins at SEPTA stations for planning purposes. There is specific interest in understanding travel patterns in Upper Merion and the King of Prussia area to support King of Prussia NHSL extension planning, and stations will be surveyed across the system to support other planning activities.

Description:

This project will identify rider origins for roughly 40 SEPTA rail stations, including stations in each county, to determine the geographic areas from which park-and-ride customers originate. Rider origins are obtained from license plates, address matched by PennDOT, and mapped. The resulting station catchment area information, from which personally identifiable information is removed, provides clear and accurate data used to support planning functions by SEPTA, suburban counties, the City of Philadelphia, and local municipalities such as changes in marketing, route operations, and capital planning (expansion of parking and station facilities).

Montgomery County Planning Commission staff have requested surveys at stations along the Norristown High Speed Line (NHSL), Paoli/Thorndale Line, and other stations in the broader market area of the NHSL and King of Prussia area in order to update older datasets and support ongoing planning and outreach for the NHSL-King of Prussia extension. In addition, there are Regional Rail stations with proposed for parking improvements, such as garages, and other local development, that will also be priority locations to survey.

Prior to this project getting underway, SEPTA, PA suburban counties, and City of Philadelphia staff will be given an opportunity to finalize the locations to be surveyed. Stations will be surveyed in each county.

Tasks:

1. Solicit partner priorities for stations to be surveyed, with input from SEPTA, county planning staff, and city planning staff.
2. Perform license plate surveys for roughly 40 rail stations, enter data, and geocode resulting origin patterns for each selected station.

3. Prepare and publish memo to be transmitted with maps and spatial datasets.

Products:

1. Maps of chosen station sheds in combination with other relevant data.
2. Technical memorandum providing assessment of the collected data findings and maps, including supporting data tables where appropriate.

Beneficiaries:

Bucks County, Chester County, Delaware County, Montgomery County, SEPTA, Pennsylvania transportation management associations (TMAs), existing and new SEPTA customers.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$140,000		\$140,000		
2019					
2020					

**Delaware Valley Regional Planning Commission
FY 2018 New Jersey Transit Support Program
TABLE F**

Core Projects					
Project Number	Agency	Project	FY 2018 Budget		
			Cash	Match	Total
18-63-020	Burlington County	Transit & Ridesharing	\$37,392	\$9,348	\$46,740
18-63-021	Camden County	Transit Planning & Programming	41,500	10,375	51,875
18-63-022	Gloucester County	Transportation Systems Planning	38,680	9,670	48,350
18-63-023	Mercer County	Transit Planning & Programming	33,284	8,321	41,605
18-63-024	New Jersey Transit	TIP and Short Range Planning	70,744	17,686	88,430
Subtotal			\$221,600	\$55,400	\$277,000
Special Studies					
Project Number	Agency	Project	FY 2018 Budget		
			Cash	Match	Total
18-63-025 I.	Camden City	TSP Core Work Program	\$20,800	\$5,200	\$26,000
18-63-026 II.	NJTRANSIT/ DVRPC	NJTRANSIT: Transit Survey Program	84,200	21,050	112,750
18-63-027 III.	DVRPC	Transit Oriented Development Policy and Regulatory Environment.	60,000	15,000	37,500
Subtotal			\$165,000	\$41,250	\$206,250
Program Total			\$386,600	\$96,650	\$483,250

- I. Agreement will be directly with the City of Camden
- II. Project work will be performed by DVRPC staff. Match will be added to the New Jersey Transit core agreement and will be noted on the project write-up and reflected in the contract.
- III. Project work will be performed by DVRPC staff. Match will be added to all NJ core agreements and will be noted on the project write-up and reflected in the contract.

PROJECT: 18-63-020 Burlington County Transit and Ridesharing

Responsible Agency: Burlington County - Land Development

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

Description:

Identify, provide, promote, and maintain transit and ridesharing opportunities within Burlington County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Cross County Connection TMA, developers, large employers, and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services.

Tasks:

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and CCCTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Coordinate programs with local, county, state, and regional agencies.
7. Draft regulations and sample ordinances that would implement TCMs at county and municipal levels.
8. Coordinate with the operators of light rail transit in Burlington County.
9. Implement the transit portion of the Burlington County Transportation Master Plan.
10. Serve on the executive committee of the CCCTMA.

Products:

1. Quarterly progress reports.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system, including preparation of the final report.
4. Transit section of Burlington County Transportation Master Plan.
5. TSP Work Program for subsequent fiscal year.

Beneficiaries:

Burlington County, local governments, private citizens, developers, transportation engineers, and NJDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$46,740		\$46,740		
2018	\$49,740		\$49,740		
2019	\$46,740		\$46,740		
2020	\$46,470		\$46,470		

\$37,392 Cash - \$12,348 Match
(\$9,348 for 18-63-020, \$3,000 for 18-63-027)

PROJECT: 18-63-021 Camden County: Transit Planning and Programming

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

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

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

Description:

Maintain current local and regional transportation activities and provide the means to develop future public transportation plans that meet changing local and regional transportation needs. Do research and prepare reports on public transportation matters as required, etc. Coordinate with Cross County Connection TMA, other counties and state agencies. Serve on various corridor study task forces.

Tasks:

1. Keep abreast of NJ Transit service within the county.
2. Assist communities in identifying their transportation needs and provide information as to their transportation alternatives through participation in TMA activities.
3. Provide technical assistance and program coordination with local, regional, and New Jersey state agencies.
4. Participate in transportation planning meetings and conferences.
5. Administer the project, which includes submission of a progress report, final billing and report.
6. Respond to public information requests.
7. Develop and maintain GIS to include the development and update of asset management data on county roadways.
8. Coordinate planning activities with various county and state agencies.
9. Provide technical support to the CMAQ Subcommittee of the DVRPC RTC.
10. Develop the Camden County Work Program for inclusion in the DVRPC Unified Planning Work Program.

Products:

1. TOD GIS data and reports.
2. Progress reports and final report.
3. Work Programs for DVRPC UPWP.

Beneficiaries:

Citizens, private sector, and operating agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$51,875		\$51,875		
2018	\$54,875		\$54,875		
2019	\$51,875		\$51,875		
2020	\$51,875		\$51,875		

\$41,500 Cash - \$13,375 Match
(\$10,375 for 18-63-021, \$3,000 for 18-63-027)

PROJECT: 18-63-022 Gloucester County Transportation Systems Planning & Implementation

Responsible Agency: Gloucester County Planning Department

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

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

Description:

Improve the efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program to maintain current local and regional public transportation activities and to provide the means to develop future public transportation plans that meet changing local and regional needs. Serve on steering committees and the Local Citizens Transportation Advisory Committee. Conduct research and prepare reports on public transportation matters as required. Attend meetings, seminars, and public hearings related to public transportation.

Tasks:

1. Monitor NJ Transit service within the county, perform detailed analysis, and submit recommendations to NJ Transit.
2. Assist NJDOT, NJ Transit, and DVRPC in the investigation of potential transportation improvements.
3. Assist the business community in identifying their transportation needs and provide information as to their transportation alternatives.
4. Continue regional marketing and marketing activities.
5. Provide technical assistance and program coordination with regional, state and local agencies.
6. Participate in transportation meetings, and conferences.
7. Administer project, which will include submission of quarterly progress reports, quarterly invoices, and final report.
8. Respond to public information requests.

Products:

1. Service improvement recommendations.
2. Quarterly reports and billings and final report.
3. TSP Work Program for next fiscal year's DVRPC Planning Work Program.

Beneficiaries:

Gloucester County, municipalities, the private sector, and citizens.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$48,350		\$48,350		
2018	\$51,350		\$51,350		
2019	\$48,350		\$48,350		
2020	\$48,350		\$48,350		

\$38,680 Cash - \$12,670 Match
(\$9,670 for 18-63-022, \$3,000 for 18-63-027)

PROJECT: 18-63-023 Mercer County Transit Planning and Programming

Responsible Agency: Mercer County Planning

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

Description:

Identify, provide, promote and maintain transit and ridesharing opportunities within Mercer County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Greater Mercer TMA, developers, large employers and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services including light rail where possible.

Tasks:

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and GMTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Coordinate programs with local, county, state, and regional agencies.

Products:

1. Quarterly progress reports and invoices.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system including preparation of the final report.
4. TSP Work Program for inclusion in next year's DVRPC Planning Work Program.

Beneficiaries:

Mercer County, Local Governments, Private Citizens, Developers, Transportation Engineers and NJDOT.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$47,605		\$47,605		
2018	\$44,605		\$44,605		
2019	\$41,605		\$41,605		
2020	\$41,605		\$41,605		

\$33,284 Cash - \$11,321 Match
(\$8,321 for 18-63-023, \$3,000 for 18-63-027)

PROJECT: 18-63-024 NJT Transportation Improvement Program and Short Range Planning

Responsible Agency: New Jersey Transit

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

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

Description:

This project continues NJ Transit's ongoing support and coordination of regional planning activities in the DVRPC region. NJ Transit will assist in the development of the regional Transportation Improvement Program and maintain and utilize a computerized database for capital projects. This project will provide for continued NJ Transit representation at DVRPC meetings and regional forums, such as RTC, Board, Air Quality Conformity, Congestion Management System, Jobs Access and Reverse Commute, and other meetings involving transit planning and projects. NJ Transit will provide technical assistance and coordination for regional forums and regional studies pertaining to NJ Transit.

Tasks:

Transportation Improvement Program:

1. Participate in the development of the Regional Transportation Improvement Program.
2. Provide capital project descriptions and project ratings according to DVRPC project selection criteria.
3. Support the preparation of the capital program and priorities within NJ Transit.
4. Program and produce NJ Transit's one-year and five-year capital programs.
5. Support DVRPC in the analysis of NJ Transit's capital program and in the preparation of the regional transit element of the DVRPC TIP.
6. Continue to develop, maintain, and apply the project information database.
7. Provide NJ Transit capital project information to state, county, and local agencies and staff.
8. Maintain an ongoing dialogue with county and local officials regarding capital project problem statements, programs, and progress.

Regional Planning Activities:

1. Support the continued development and refinement of the Congestion Management/Intermodal Systems.
2. Support the refinement and continued development of the regional and statewide long-range transportation plans.
3. Analyze new federal, state, and local regulations concerning planning and development guidelines.
4. Provide technical assistance to NJ Transit departments in the pursuit of FTA program funds.
5. Represent NJ Transit at regional planning forums and provide technical assistance and coordination for county or local transportation studies.

Products:

1. NJ Transit's annual capital program, five-year capital plan, and transit element of the DVRPC Regional TIP.
2. Quarterly Progress Reports and invoices.
3. NJ Transit TSP Work Program for next fiscal year.

Beneficiaries:

Member governments and operating agencies.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$118,480		\$118,480		
2018	\$112,480		\$112,480		
2019	\$88,430		\$88,430		
2020	\$88,430		\$88,430		

\$70,744 Cash - \$41,736 Match
 (\$17,686 for 18-63-024, \$21,050 for 18-63-026, \$3,000 for 18-63-027)

PROJECT: 18-63-025 City of Camden Transit Planning Program

Responsible Agency: City of Camden

Program Coordinator: Amy Bernknopf

Project Manager: John Ward

Goals:

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

Description:

This project will enhance the mobility of the residents of the City of Camden by providing comprehensive planning, programming, monitoring, and coordination of transit services in Camden.

Tasks:

1. Administer the project and prepare required invoices and progress reports.
2. Provide input into NJ Transit operating budgets and determine impacts on fares, subsidies, and levels of service.
3. Monitor and provide input for NJ Transit and PATCO capital projects within the City of Camden.
4. Promote transit initiatives in the City of Camden as they pertain to residents, employees, employers, developers, and event spaces.
5. Evaluate upcoming land development and recommend measures to increase transit use.
6. Participate in activities of the Cross County Connection TMA.
7. Maintain liaison with NJ Transit, PATCO, NJ DOT, and other transit service providers in the City of Camden.

Products:

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

Beneficiaries:

New Jersey TMAs, New Jersey DOT, and commuters in the DVRPC region in New Jersey.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$26,000		\$26,000		
2018	\$26,000		\$26,000		
2019	\$26,000		\$26,000		
2020	\$26,000		\$26,000		

\$20,800 Cash - \$5,200 Match

PROJECT: 18-63-026 New Jersey Transit Survey Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Matthew Gates

Project Manager: Joshua Rocks

Goals:

This project is part of a continuing multi-year project performing ridership survey work on NJ Transit bus routes in order to update older surveys, assess and identify future issues or needs, and assist in meeting Title VI requirements.

Description:

The purpose of this project is to collect and analyze survey data on select NJ Transit local bus routes. This would provide data to update New Jersey Transit's previous on-board surveys, and would support identification of travel patterns, customer preferences, and operational issues or needs, and help meet Title VI requirements. The data will also be utilized by DVRPC staff in support of travel simulation modeling, calibration and other transit data inquiries. DVRPC will complete the work begun in FY 2017 and work with NJ Transit to identify bus routes to be surveyed, but will likely include the 400, 401, 402, 408, 410, 412, 551, and 554. It is possible that this survey will need to be phased into the following year. DVRPC will work with NJ Transit to design both the sampling plan and the survey instrument. Efforts will be made to ensure that the data can be integrated into the 2010-2011 DVRPC Transit on-board survey database. Collected data will be processed and cleaned to ensure high data quality. This project may involve the purchase of goods and or services.

Tasks:

1. Complete the survey effort that began in FY 2017
2. Survey selected NJT Bus routes focusing on routes 400, 401, 402, 408, 410, 412, 551, and 554.
3. Enter and aggregate the data in accordance with NJT guidance.
4. Write up summary of method and conduct of the survey, including some data summary.
5. Conveyance of the finished data set to NJT in an agreed upon electronic format

Products:

1. Process memorandum or technical memorandum summarizing work and findings and MS PowerPoint presentation materials detailing study process, findings, and results.
2. Data-base of survey results.

Beneficiaries:

New Jersey Transit, municipalities, and commuters.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$84,200		\$84,200		
2019					
2020					

PROJECT: 18-63-027 Transit Oriented Development Policy and Regulatory Environment

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Andrew Svekla, Karin Morris

Goals:

Identify aspects of the regulatory and policy environment that inhibit the implementation of Transit-Oriented Development (TOD) around rail stations in our region.

Develop recommendations designed to eliminate or mitigate the potential barriers to TOD created by existing regulations and policies.

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

Description:

Transit-Oriented Development (TOD) is an approach to land use and development around transit stations that is characterized by its compact design, higher densities, pedestrian orientation, and diversity of uses. When properly designed, TOD has the potential to address many common planning objectives, including:

- Increasing transit ridership and fare revenue,
- Reducing congestion and vehicle miles traveled,
- Promoting housing and transportation affordability,
- Supporting economic development,
- Diversifying the tax base of municipalities, and
- Improving public health.

DVRPC has a long history of advocating and planning for TOD in the region. TOD is cited as a key strategy for promoting sustainable, center-based growth and development in Connections 2040 – the Regional Plan for a Sustainable Future. DVRPC has produced numerous station-specific TOD plans for communities throughout the region and funded many others through its Transportation and Community Development Initiative (TCDI) grant program. Furthermore, DVRPC has also recently completed Building on our Strengths: Evaluating TOD Opportunities in

Greater Philadelphia. This study is DVRPC's latest attempt to provide a systematic assessment of demographic, physical, and market conditions near rail transit stations in our region.

Despite its potential benefits, TOD implementation can often be challenging. Efforts to promote dense, compact, mixed-use development may be hampered by higher development costs, financing complexities, and community resistance. This research project will focus on another potential obstacle – regulations and policies that make implementing TOD difficult or impossible. This white paper will investigate several aspects of the regulatory framework in our region that influence the success or failure of TOD. These aspects include:

- Municipal zoning ordinances, land development codes, and development incentives,
- State legislation and state programs designed to help promote and/or finance TOD, and
- The enabling legislation and organizational structures of transit agencies in our region.

Tasks:

1. Generate comprehensive list of regulations that may potentially inhibit the implementation of TOD in the region through a review of relevant literature, stakeholder interviews, and zoning and land development code review.
2. Review and analyze the intent and impact of state legislation designed to promote TOD.
3. Assess the opportunities and constraints created by the enabling legislation and organizational structures of transit agencies in our region
4. Generate recommendations tailored to municipalities, transit providers, and state agencies designed to ease the implementation of TOD in our region.
5. Identify best practices in crafting land use regulations that facilitate TOD.

Products:

Report summarizing research on regulatory barriers and strategies designed to mitigate them.

Beneficiaries:

Counties and municipalities that host transit stations, NJ Transit, PATCO, SEPTA

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017					
2018	\$60,000		\$60,000		
2019					
2020					

This study will receive additional support from the Smart Growth Program (18-33-010)

*FISCAL YEAR 2018 PLANNING WORK
PROGRAM*

CHAPTER FIVE

OTHER MEMBER GOVERNMENT PROJECTS



Delaware Valley Regional Planning Commission

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2018 PLANNING WORK PROGRAM | CHAPTER 5**

15-44-300	William Penn-Planning, Design and Construction of Priority Trails	347
18-53-300	PA/NJ Regional GIS Implementation Coordination	349
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18-64-000	New Jersey Regional Signal Retiming Initiative Project	353

PROJECT: 15-44-300 William Penn-Planning, Design and Construction of Priority Trails

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Linn

Project Manager: Ryan Gallagher, Shawn Megill Legendre

Goals:

To resume a grant program to support implementation of the Circuit, Greater Philadelphia's regional multi-use trails network. The program will make grants to construct, design, and plan multi-use trails to close gaps in the network. In so doing, it will continue to build project management and stewardship capacity within governmental and non-profit trail-related organizations.

Description:

In December 2014 DVRPC applied for and was awarded a three-year \$7 million grant from the William Penn Foundation to assist with the planning, design and construction of multi-use trails comprising the Circuit.

Of the \$7 million:

- \$6,500,000 will be re-granted to counties, municipalities, non-profits and others to construct, design, or plan for trails that comprise the Circuit
- \$500,000 will support the following: DVRPC administration of the grant program, coordination and outreach to the counties, DVRPC project management for awarded grants, and events, projects and programs to coordinate activities and promote the Circuit.

The grant program will emphasize final design and engineering to prepare Circuit projects for future rounds of federal construction funding. Implementation of the Circuit is identified as a regional priority in Connections 2040: Plan for Greater Philadelphia.

Tasks:

1. Solicit candidate projects and publicize program: Reach out to regional partners to develop a list of candidate projects that meet program criteria.
2. Conduct site visits and field views to review the proposed projects.
3. Process and select project for funding: Review and prioritize proposals and select grantees based upon program criteria, partner input, project readiness, and fiscal constraints.
4. Coordinate with DCNR and the DVRPC PA and JNJ TIP update committees to leverage sources and secure funding for design and construction.
5. Present recommendations to the DVRPC Regional Technical Committee and

Board.

6. Issue contracts for approved projects.
7. Manage awarded projects: Oversee the timely completion of planning, design, and construction projects.
8. Provide technical assistance to member governments and Circuit Coalition partners
9. Submit narrative reports to update the Foundation on progress toward achieving the grant milestones.

Products:

1. Grants for construction, design, and planning of multi-use trails.
2. Contracts with project sponsors.
3. Press releases and media outreach.
4. Management of awarded projects to assure timely delivery of project deliverables.

Beneficiaries:

Counties, state DOTs, municipalities, PA DCNR, NJDEP, active transportation and trail advocates, bicyclists, pedestrians and the commuting public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2016	\$3,600,000				\$3,600,000
2017	\$3,000,000				\$3,000,000
2018	\$2,000,000				\$2,000,000
2019					

*Funding provided by the William Penn Foundation

PROJECT: 18-53-300 PA/NJ Regional GIS Implementation Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Patricia Elkis

Project Manager: William Stevens

Goals:

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

Description:

This project enables the regional planning partners to expand their GIS capability as necessary to maintain a level of technical sophistication that guarantees interoperability and compatibility between NJDOT, PennDOT, DVRPC, and other member governments. A regional transportation database has been developed by integrating data from both DOTs and member governments. Each planning partner will be asked to contribute transportation data as needed as updates to this database are critical to continued effective decision-making throughout the planning process. This regional transportation data can thus be shared between the counties, DVRPC and both DOTs to improve planning and decision-making. Completion of this project may require the purchase of equipment or services.

Tasks:

1. Attend meetings as needed and provide input as it relates to project direction and focus.
2. Submit quarterly progress reports, including updated budgets and receipts.
3. Acquire and maintain GIS hardware, software, and training as approved for use in the project.
4. Augment in-house staff as necessary to complete tasks.
5. Contribute existing transportation-related data as necessary.
6. Assist in development of new transportation-related data as required.
7. Ensure that all contributing data meets project standards.
8. Share methodologies related to effective and innovative use of transportation data to project participants as requested.

Products:

1. Quarterly progress reports.
2. Hardware, software, and training necessary for project participation.
3. Regional transportation-related data available to all project participants to support their GIS programs.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$300,000				\$300,000
2018	\$300,000				\$300,000
2019	\$300,000				\$300,000
2020	\$300,000				\$300,000

1.NJ-TIP- DOT# X30A-\$150,000 2. PA-TIP-DOT#48202-\$150,000

PROJECT: 18-62-000 New Jersey Local Concept 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 New Jersey Local Concept Development.

Description:

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the Concept Development (CD) phase. The CD Phase involves drafting a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed. CD Phase elements include, but are not limited to, data collection, coordination with New Jersey Department of Transportation (NJDOT) Subject Matter Experts/local stakeholders, risk identification, development of a reasonable number of sensible and practical conceptual alternatives and investigation of all aspects of a project. These aspects may include environmental, right of way, access, utilities, design, community involvement, and constructability.

The major objectives of the CD Phase are to identify and compare reasonable alternatives and strategies that address the Purpose and Need Statement and select a Preliminary Preferred Alternative.

The CD Phase will provide the information to determine whether or not the study can be advanced to the next phase of the Project Delivery Process and to procure a designer to take the potential project through PE, Final Design (FD) and Construction (CON). The CD Phase provides the framework for advancing the project into the PE phase.

New projects for Concept Development include:

1. Trenton Transit Center Circulation Improvement (Trenton).
2. Mill Street Bridge Rehabilitation/Replacement (Burlington).
3. Commissioners Road (CR 581) over Oldmans Creek
4. Traffic Signal Improvements (Camden City)
5. Woodcrest Rd Bridge over PATCO HSL and NJ Transit Track (Camden)
6. Hunter Street Bridge over Conrail (Bridge 2-I-14) (Gloucester)
7. North Olden Avenue (CR 622) Access & Safety (Mercer)
8. Additionally approved projects as needed.

Tasks:

1. Kickoff meetings.
2. Stakeholder Meetings.
3. Public meetings.
4. Perform data collection: traffic/crash data, management systems, utility identification, etc.
5. Complete Environmental Screening. Initiate early coordination with SHPO, if appropriate.
6. Perform analysis of collected data, review data, prepare collision diagram, and other needed engineering analysis.
7. Develop Conceptual Plans for Preliminary Preferred Alternative (PPA).
8. Confirm the environmental document that will be obtained in PE.
9. Develop Construction Cost Estimates of various alternatives.
10. Prepare CD Report.

Products:

1. Clearly defined Purpose and Need Statement for each project.
2. Concept Development Report for each project.

Beneficiaries:

Member and local governments and the traveling public.

Project Cost and Funding:

FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$430,000				\$430,000
2018	\$430,000				\$430,000
2019	\$430,000				\$430,000
2020	\$430,000				\$430,000

NJ-TIP- DOT# X30A-\$430,000

PROJECT: 18-64-000 New Jersey Regional Signal Retiming Initiative Project

Responsible Agency: Delaware Valley Regional Planning Commission

Project Manager: Laurie Matkowski, Paul Carafides

Goals:

Reduce congestion and improve air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties.

Description:

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials and traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion, improve the mobility and safety of the street system, and contribute environmental benefits. This type of improvement also promotes an integrated corridor management approach, which looks at corridors as multimodal systems and makes operational decisions for the benefit of the corridors as a whole, regardless of who owns the signals.

The New Jersey Regional Signal Retiming Initiative Project will be used to make improvements to the transportation network by optimizing select traffic signal systems on signalized 500 and 600 routes in DVRPC's New Jersey counties. The chosen consultant will make improvements based on existing traffic data, observed conditions, and input from stakeholders. Implementation of the proposed timing plans is included with this project, but hardware upgrades are not. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended.

Tasks:

1. Form project teams for selected corridors.
2. Perform data acquisition and analysis.
3. Develop proposed signal timing plans.
4. Perform "before" and "after" analyses.
5. Implement signal timing plans.
6. Project management.

Products:

1. MOU and Concept of Operations for each corridor
2. Proposed and final signal timing plans
3. Implementation of signal timing plans
4. A technical memorandum documenting the signal optimization analysis with appropriate recommendations

Beneficiaries:

Various Counties and Cities in New Jersey DVRPC Region, NJDOT, DVRPC, and motorists

Project Cost and Funding:

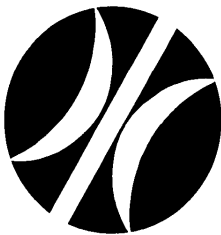
FY	Total	Highway Program	Transit Program	Comprehensive Planning	Other *
2017	\$350,000				\$350,000
2018	\$350,000				\$350,000
2019	\$350,000				\$350,000
2020	\$350,000				\$350,000

*NJ TIP - # D1601

FISCAL YEAR 2018 PLANNING WORK PROGRAM

CHAPTER SIX

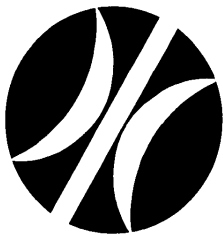
*OTHER MAJOR PLANNING PROJECTS IN THE
DVRPC REGION*



Delaware Valley Regional Planning Commission

*FISCAL YEAR 2018 PLANNING WORK
PROGRAM*

*Other Major Planning Projects in
the DVRPC Region for FY 2018
To Be Developed*



Delaware Valley Regional Planning Commission

