Delaware Valley Regional Planning Commission

THE YEAR 2030 PLAN FOR THE DELAWARE VALLEY

Destination 2030

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Destination2030

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Introduction

What Is the Delaware Valley Regional Planning Commission (DVRPC) and How Does It Help You?

Established in 1965 by an interstate compact between Pennsylvania and New Jersey, the Delaware Valley Regional Planning Commission (DVRPC) is the federally designated and certified Metropolitan Planning Organization (MPO) for the Philadelphia-Camden-Trenton region. DVRPC provides comprehensive, coordinated planning for the orderly growth and development of the bi-state region. This region includes Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. As an interstate, intercounty, and intercity agency, DVRPC advises on regional policy and capital funding issues concerning transportation, economic development, the environment, and land use.

DVRPC's mission is to proactively shape a comprehensive vision for the region's future growth. We will do so by providing technical assistance and services; conducting high-priority studies that respond to the requests and demands of member states and local governments; fostering cooperation among various constituencies to forge a consensus on diverse regional issues; determining and meeting the needs of the private sector; and continuing public outreach efforts that promote two-way communication and enhance public awareness of regional issues. DVRPC is governed by an 18-member board composed of state, county and city representatives from its member governments, as well as various participating, non-voting members and federal agency observers. DVRPC's land use and transportation plans and policies affect every citizen, business and institution in the Delaware Valley and beyond, with recommendations for all modes of travel, regional goods movement, air quality, infrastructure investment and the location of future land development and protected greenspace.

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Destination 2030 strives to be consistent with the plans and programs prepared by DVRPC's member municipal, county and state governments.

What Is the DVRPC Long Range Plan?

The *Destination 2030* Long Range Plan was adopted by the DVRPC Board on June 23, 2005, following a three-year planning process. *Destination 2030* is intended to help DVRPC carry out its defined mission "to plan for the orderly growth and development of the region." It is also a requirement of the U.S. Department of Transportation, which is charged with certifying MPO plans and programs. Metropolitan Planning Organizations are key actors in regions across the country, helping to implement the federal Surface Transportation Act, which provides funding for transportation projects. *Destination 2030* fulfills all requirements set forth by federal legislation, particularly the Transportation Equity Act for the Twenty-First Century (TEA-21) and the Clean Air Act Amendments (CAAA) of 1990.

DVRPC's Long Range Plan serves as the basis for the Transportation Improvement Program (TIP), a capital program of highway, bridge and public transit projects, as well as separate plans for regional airports, goods movement, Intelligent Transportation Systems and bicycle/pedestrian activities. Proposed projects must be included on the TIP if they are to receive federal funding.

The Plan is also used to evaluate the consistency of sewer and water projects in the New Jersey and Pennsylvania portions of the region, as well as relating regional plans to the ongoing, concurrent planning at the municipal, county and state levels. Finally, DVRPC's Long Range Plan serves as an educational guide and informational resource for the citizens, businesses and institutions in the Delaware Valley.

Destination 2030 strives to be consistent with the plans and programs prepared by DVRPC's member municipal and county governments, the policies of the New Jersey Statewide Development and Redevelopment Plan, and the statewide transportation plans of the Pennsylvania and New Jersey Departments of Transportation. DVRPC worked closely with each of these agencies to ensure that *Destination 2030* complements their goals or policies.

This document summarizes the four major steps in developing a long range plan for the region: analyzing trends to see where the region is heading; articulating a vision of where the region could be in 25 years; developing policies and strategies to attain the vision; and implementing the goals and transportation projects included in the Plan.

Public Outreach and Participation

Destination 2030 was not developed in isolation. Public input was sought throughout the long range planning process. The Regional Citizens Committee (RCC) is the primary vehicle for ongoing public participation in DVRPC's activities. With representatives from the private sector, social service agencies, environmental organizations and other interested parties, the RCC reviews and comments on all issues and plans that are acted upon by the DVRPC Board.

In addition, the DVRPC Board has adopted a Public Participation Policy, which includes sensitivity to environmental justice concerns for low income and minority groups and establishes a framework for involving the public. It also specifies public comment meetings on major amendments to the long range plan and transportation improvement program; regular publication of newsletters and annual reports; and ongoing efforts to reach the underserved.

Coordination with Other Agencies

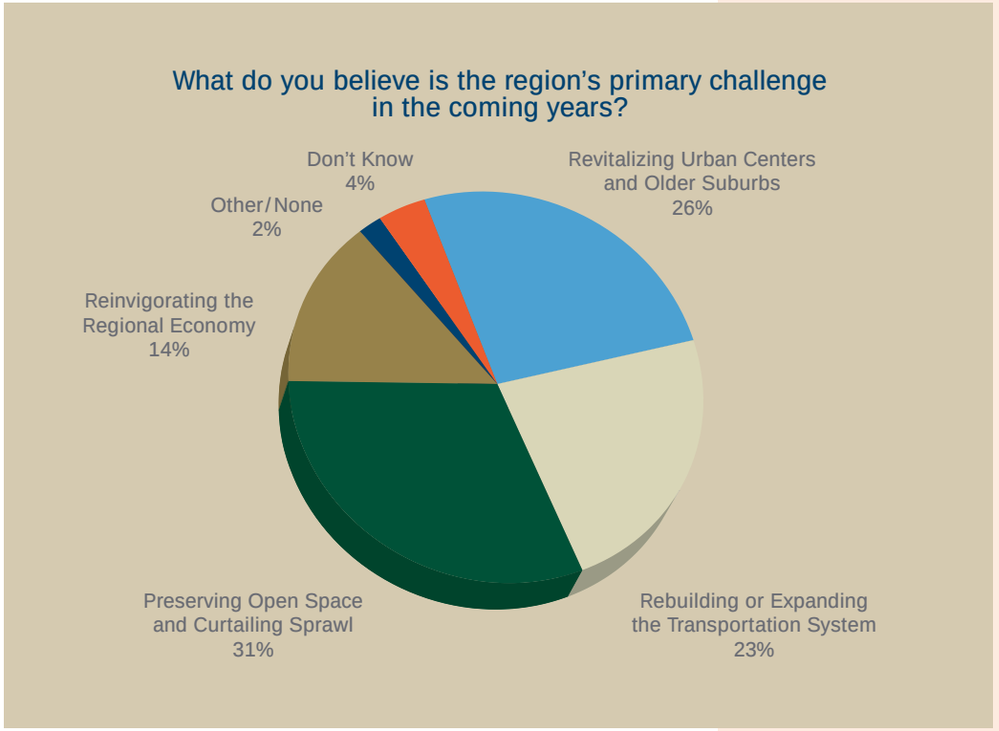
DVRPC's long range planning process is collaborative and involves close working relationships with the two state departments of transportation, the region's three public transit agencies, and representatives from the eight suburban counties and four cities that are members of the DVRPC Board. In addition to the RCC, DVRPC convenes a number of other committees, consisting of citizens, agency and organization representatives in specific fields including the Regional Aviation, ITS, Goods Movement Task Force, Bicycle, Land Use and Development, Housing, and Information Resources Exchange Group. Each of these committees had an opportunity to review and provide input to the plan. Other collaborators included: the Pennsylvania Department of Conservation and Natural Resources, Pennsylvania and New Jersey Departments of Environmental Protection, Pennsylvania Environmental Council, Natural Lands Trust, Brandywine Conservancy, South Jersey Lands Trust, Greenspace Alliance, Montgomery County Lands Trust, Heritage Conservancy, New Jersey Conservation Foundation and Rancocas Conservancy.

Public Input

The public had the opportunity to review and comment on the long range plan as it was developed. A regional household survey was conducted to gauge residents' views on a number of important transportation and land use issues. The survey results helped guide the formation of goals and objectives. Results of the survey are highlighted throughout this document.

DVRPC has also sponsored a number of forums that highlighted the goals and policies of the long range plan. Presentations at events such as the Regional Rail Forum, Reinventing America's Older Communities and Environmental Justice Conference elicited feedback on the Plan's goals and policies from audiences with diverse perspectives.

DVRPC's long range planning process is collaborative and involves working relationships with member governments, planning partners, operating agencies, interested stakeholders and the public.



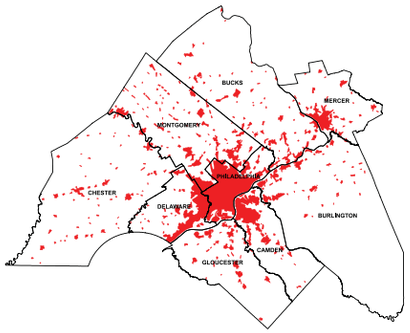
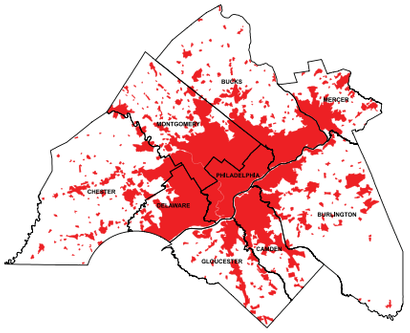
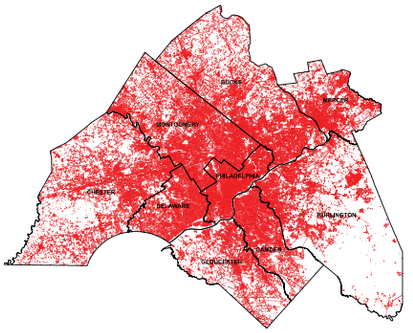
Since 1970, almost a quarter of a million acres of farmland have been converted to other uses, representing a decline of nearly one-third of the region's agricultural lands. The region's changing development patterns also have a profound impact on the transportation system.

Regional Trends & Changes

What Are the Region's Land Use, Development and Travel Trends and How Do These Changes Affect You?

Current trends have serious consequences for the social, physical, economic and environmental character and quality of life in the nine-county region. One of the major issues facing the Delaware Valley is the redistribution of population and jobs from core cities and older, developed suburban communities into new suburban areas. Growth in population and employment is a positive indicator of a region's appeal to retain and attract new businesses and residents. However, when regional growth is coupled with decline in existing developed areas and communities, the outcome is continued sprawl with the resulting loss of open space and farmland, deteriorating urban areas, increased traffic congestion, and duplicative and excessive infrastructure costs.

Extent of Regional Development

1930	1970	2000
		
3,324,183 people 221,936 acres developed 9% of region developed*	5,121,882 people 640,672 acres developed 26% of region developed*	5,387,407 people 920,200 acres developed 38% of region developed*

(*The total area of the region equals 2,441,588 acres)

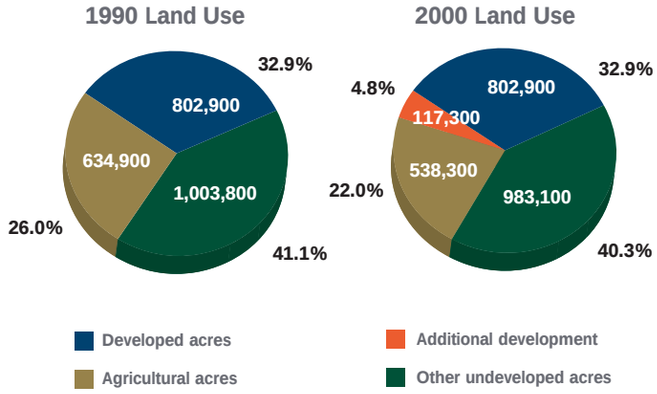
From 1930 to 1970, land developed at three times the rate of population increase. This trend accelerated from 1970 to 2000, when land development increased at nine times the rate of population increase.

Likewise, each new person added to the region took up increasingly more land. From 1930 to 1970, each new person took up less than a quarter of an acre. But from 1970 to 2000, each new person took up more than an acre of land.

Since 1970, the population of the region has grown by more than 265,000 people, but we have developed an additional 280,000 acres of land. These trends are not sustainable, and the need for implementing a consistent and coordinated growth management approach across the Delaware Valley region is urgent. Continuation of these development patterns will result in:

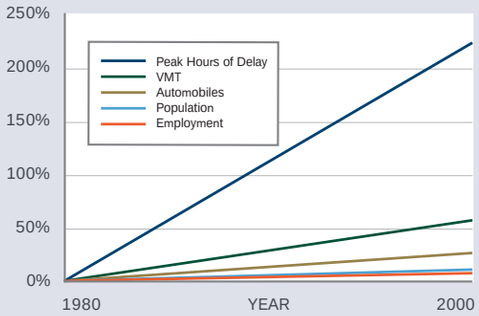
- Further outward expansion into rural areas and across the boundaries of adjacent regions, blurring the unique character and identity of each.
- Loss of natural features, including important habitat areas, stream buffers and trees. The loss of these features has a negative impact on flooding, groundwater recharge, community character, air quality, personal health and attractiveness of the region.
- Loss of farmland, threatening the viability of the agricultural industry. Since 1970, almost a quarter of a million acres of farmland have been converted to other uses, representing a decline of nearly one-third of the region's agricultural lands. Incompatible adjacent land uses, as well as fewer farms to support agricultural-related industries, damage the sustainability of farming in the region.

Land Use in the Delaware Valley 1990 vs. 2000



Regional Transportation Trends

% Increase between 1980 and 2000



Changing development patterns have a profound effect on how we travel. The number of miles traveled and congestion (hours of delay) increases as destinations are spread further apart.

These changing development patterns have a profound effect on how we travel. Transit does not efficiently serve spread out development patterns; and lack of transit and other travel alternatives lead to an increase in the number of automobiles on the road and the number of vehicle miles traveled (VMT) as destinations are spread farther apart. A secondary effect is an increase in the amount of polluting emissions from automobiles. Sprawl-type development also requires more transportation infrastructure, which takes funding away from the maintenance of existing facilities.

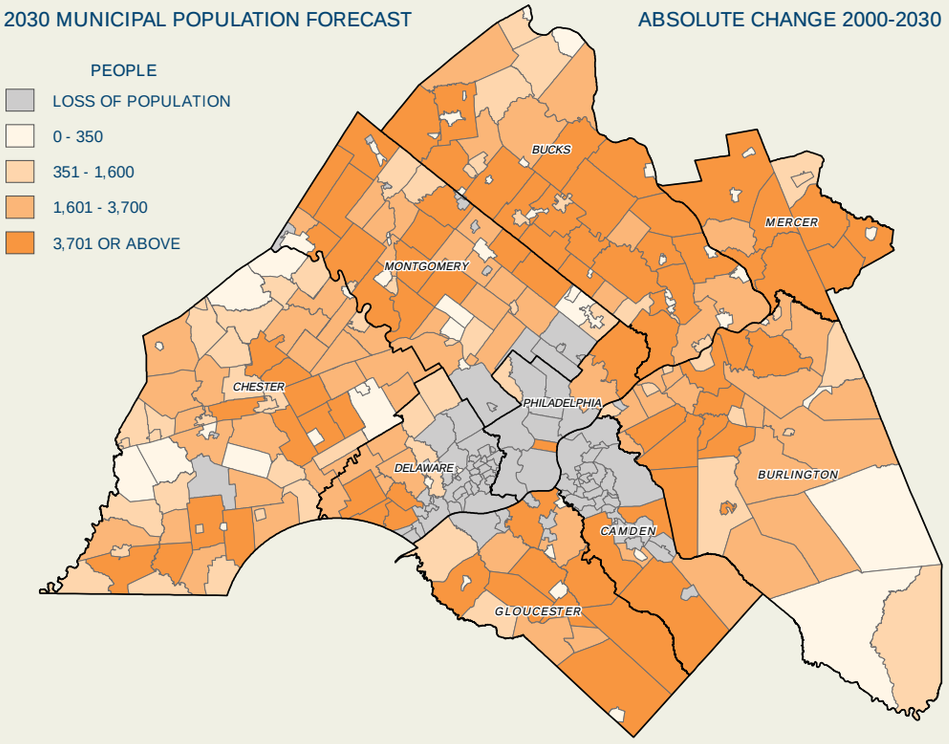
- Between 1980 and 2000, the number of vehicles has increased by 26.7 percent while population has increased by only 7.2 percent. However, VMT has grown by 56.3 percent during the same period.
- Between 1980 and 2000, the number of people driving alone has increased from 59.4 percent to 72 percent. Carpooling declined from 17.8 percent to 10.2 percent over the same period.
- Meanwhile, transit patronage has been in a steady decline. Between 1980 and 2000, total transit ridership in the DVRPC planning area has shrunk by 16.2 percent. The loss came mostly from SEPTA and PATCO.
- Over-reliance on the single occupant automobile for most trips, at the expense of public transit, bicycling and walking, has resulted in overconsumption of gasoline, increased traffic congestion and negative impacts to community health. As of 2000, over 70 percent of the region's workforce drove alone to work each day, while only 10 percent used transit.
- As a result, congestion is rapidly growing. By 2000, an average peak-hour traveler in the region spent 29 additional hours in congestion delay per year compared to what it was in 1982. Congestion occurs during longer portions of the day and delays more people, goods and services than before.
- Commuting trips are predominantly intra-suburban and work trips to Philadelphia are declining. Almost two-thirds of commute trips are suburb-to-suburb. Commuting to and within Philadelphia accounts for only 28 percent of all such trips.
- Safety is increasingly becoming an important transportation agenda item in the region. In 2003, the total number of accidents in the region had reached almost 97,600 cases, a 10.9 percent increase from 1998.
- The region's non-attainment designations for ozone and fine particulate matter by the U.S. EPA continue largely due to the heavy contributions of mobile source pollution from the region's dramatic increases in vehicles, auto-based trips and vehicle miles traveled.

Population and Employment Forecasts

In order to plan for the future, it is essential to understand development trends in the region. From 1990 to 2000, regional population grew by 4 percent, with Chester, Gloucester and Montgomery counties seeing the largest gains. By 2030, the population of the nine-county region is forecasted to grow by nearly 13 percent, with no net population growth in Philadelphia or Delaware counties and increases exceeding 25 percent in Bucks, Burlington, Chester and Gloucester counties. By 2030, the employment of the nine-county region is forecasted to grow by 18 percent, with the greatest increases in Bucks, Chester and Gloucester counties. The DVRPC Board has also adopted municipal-level population and employment forecasts.

2030 MUNICIPAL POPULATION FORECAST

ABSOLUTE CHANGE 2000-2030



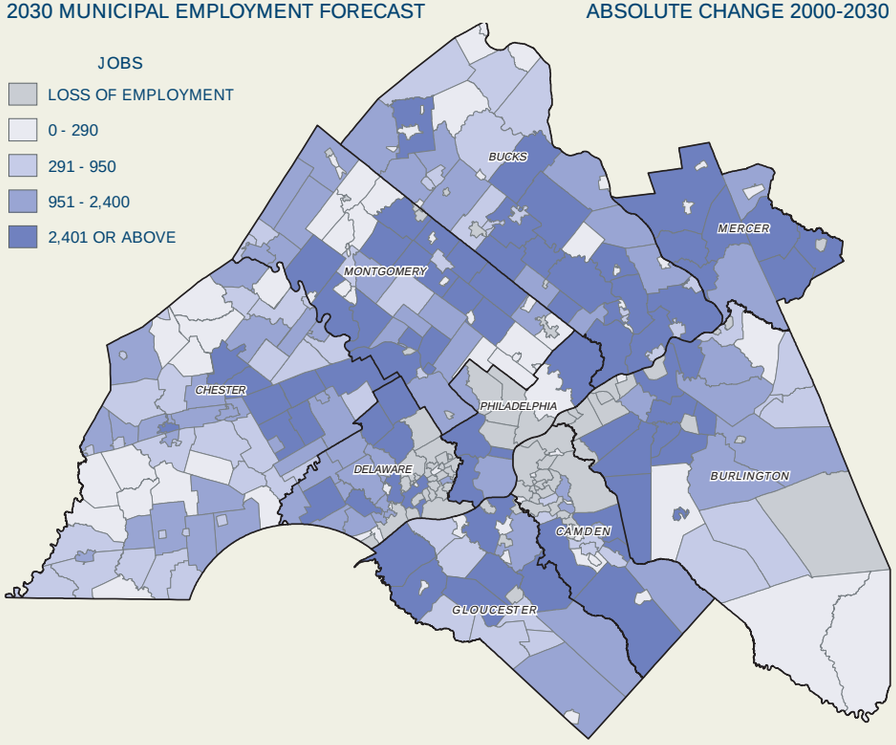
POPULATION CHANGE AND FORECASTS BY COUNTY FOR DVRPC REGION

County	1990	2000	% Change 1990 to 2000	2030 Forecast	% Change 2000 to 2030
Bucks	541,174	597,635	10%	762,455	27.6%
Chester	376,396	433,501	15%	571,800	31.9%
Delaware	547,651	551,974	1%	547,890	-0.7%
Montgomery	678,193	750,097	11%	878,440	17.1%
Philadelphia	1,585,577	1,517,550	-4%	1,505,000	-0.8%
5 PA Counties	3,728,991	3,850,757	3%	4,265,585	10.8%
Burlington	395,066	423,394	7%	532,850	25.9%
Camden	502,824	508,932	1%	515,425	1.3%
Gloucester	230,082	254,673	11%	337,090	32.4%
Mercer	325,824	350,761	8%	398,389	13.6%
4 NJ Counties	1,453,796	1,537,760	6%	1,783,754	16.0%
9 Counties	5,182,787	5,388,517	4%	6,049,339	12.3%

Source: DVRPC/U.S. Census Bureau, 2005.

2030 MUNICIPAL EMPLOYMENT FORECAST

ABSOLUTE CHANGE 2000-2030



EMPLOYMENT CHANGE AND FORECASTS BY COUNTY FOR DVRPC REGION

County	1990	2000	% Change 1990 to 2000	2030 Forecast	% Change 2000 to 2030
Bucks	245,360	267,124	8.9%	352,772	32.1%
Chester	197,752	238,641	20.6%	345,062	44.6%
Delaware	230,459	238,164	3.3%	273,411	14.8%
Montgomery	457,501	492,677	7.7%	597,300	21.2%
Philadelphia	836,874	741,397	-11.6%	763,176	2.9%
5 PA Counties	1,967,946	1,978,003	0.5%	2,331,721	17.9%
Burlington	191,345	202,535	5.8%	249,653	23.2%
Camden	227,933	216,931	-4.8%	235,453	8.5%
Gloucester	86,079	99,467	15.6%	135,627	36.4%
Mercer	220,592	209,758	-5%	258,818	23.4%
4 NJ Counties	725,949	728,691	-0.4%	879,551	20.7%
9 Counties	2,693,895	2,706,694	0.5%	3,211,272	18.6%

Source: DVRPC/U.S. Census Bureau, 2005.

Plan vs. Trend Land Consumption 2000 - 2030 (in acres)

County	Total Acres	Existing Development in 2000	Future Growth Under Trend Scenario	Future Growth Under Plan Scenario	Total Development 2030 Trend	Percent Increase Trend	Total Development 2030 Plan	Percent Increase Plan	Acres Saved Under Plan Scenario
Burlington	524,245	95,333	24,547	10,197	119,880	26%	105,530	11%	14,350
Camden	145,618	74,149	14,458	6,740	88,607	19%	80,889	9%	7,718
Gloucester	215,539	63,268	27,846	14,160	91,114	44%	77,428	22%	13,686
Mercer	146,426	61,326	15,887	6,010	77,213	26%	67,336	10%	9,877
NJ Total	1,031,828	294,076	82,738	37,107	376,814	28%	331,183	13%	45,631
Bucks	397,956	149,343	54,798	24,398	204,141	37%	173,741	16%	30,400
Chester	486,064	145,667	55,858	25,595	201,525	38%	171,262	18%	30,263
Delaware	122,061	80,889	12,993	4,762	93,882	16%	85,651	6%	8,231
Montgomery	311,880	174,350	41,003	17,073	215,353	24%	191,423	10%	23,930
Philadelphia	91,249	75,593	2,420	–	78,013	3%	75,593	0%	2,420
PA Total	1,409,210	625,842	167,072	71,828	792,914	27%	697,670	11%	95,244
Regional Total	2,441,038	919,918	249,810	108,935	1,169,728	27%	1,028,853	12%	140,875

- Based on current land consumption patterns, development of an additional 250,000 acres will be needed by 2030 to accommodate forecasted increases in people and jobs.
- Conversely, if the *Destination 2030* Plan is implemented, including increasing densities in certain areas and revitalizing and renewing older communities with infill, only 110,000 acres will be developed by 2030.
- Implementing the policies of the *Destination 2030* Plan can reduce land consumption by more than half compared to current development trends.
- An area approximating the size of Camden County, or 141,000 acres, could be saved by implementing the Plan.

Future Scenarios

As part of the preliminary work for the development of the *Destination 2030* Plan, DVRPC used a scenario planning technique to assess potential regional, national, and global issues and trends. The five scenarios are briefly described below:

- Plan is a center-based and planned infill scenario in which all assumptions in the Horizons 2025 Long Range Plan bear out.
- Recentralization is an urban-core revitalization scenario, in which people return to the urbanized areas of the region to both live and work. The total net population remains stable, but due to its concentrated spatial patterns, travel behaviors are greatly affected. A high concentration of activities allows necessary infrastructure and supportive systems to be well utilized.
- Sprawl is an accelerated dispersion scenario. The total net population changes little from the Plan level, but it spreads out farther to consume more land area, more energy, and more natural resources. Low-density development scattered over a massive land area poses a daunting challenge in transit provision, and the transportation network becomes increasingly car-oriented. The first generation suburbs and older urban centers begin to disintegrate at a rapid rate. The need for physical and institutional infrastructure maintenance increases.
- Regional Growth assumes that the region's many assets and abundant employment opportunities attract additional people to the region. This in-migration scenario assumes an additional 500,000 people enter the region. However, the housing options these new residents may consider are likely to be either rental units or relatively new housing stock. The first-generation suburbs generally offer very few of either and may continue to decline despite the growth. Transit for commuting purpose suffers as sprawl endures.
- Regional Decline is an out-migration scenario, in which the region fails to remain attractive and experiences a severe population drain. In the future, the region loses 500,000 people and those who cannot afford to leave remain and age. Urban cores are largely abandoned and activity clusters within the region are increasingly becoming rare, sparse and far in-between.

Selected Impacts of Future Scenarios

	2025 Plan	Recentralization	Sprawl	Regional Growth	Regional Decline
Population	6.0 million	6.0 million	6.0 million	6.5 million	5.5 million
Transportation Choices					
How Far We Drive (Daily Hwy VMT)	138,963,900	137,492,300	141,895,900	142,088,700	137,448,200
Transit Usage (Daily Transit Boardings)	1,382,506	1,520,681	981,967	1,393,934	1,145,365
Walkable Communities					
Peak-Hour Highway Speed	22.6 mph	26.2 mph	25.3 mph	22.0 mph	27.1 mph
Stuck in Traffic (Daily Congestion, Total Hours Lost)	804,107 hrs	726,519 hrs	815,273 hrs	831,030 hrs	723,456 hrs
Infrastructure Costs (In 2000 Dollars)	$68.7B	$55.0B	$96.8B	$77.8B	$65.9B
Avg. HH Energy Consumptions (per year)	100.6M BTU	81.3M BTU	149.1M BTU	106.2M BTU	139.6M BTU
Average # Of Dwelling Units (Units per acre)	5.4	6.1	4.0	5.6	4.7
Urban Area	84,205 acres	105,882 acres	57,232 acres	114,447 acres	84,265 acres
Agricultural Land Lost to Dvlpm't (1997-2025)	120,351 acres lost	(4,165 acres gained)	264,964 acres lost	180,374 acres lost	18,901 acres lost
Regional Air Quality (VOCs & NOx Per July day)	68.0 tons URBAN SUBURB RURAL	67.5 tons URBAN SUBURB RURAL	69.4 tons URBAN SUBURB RURAL	69.6 tons URBAN SUBURB RURAL	67.3 tons URBAN SUBURB RURAL

Source: DVRPC

DVRPC's vision includes minimizing sprawl, high-quality site and building design, rejuvenated cities and older communities, a diversified and growing regional economy attractive for new and established business investment, and a clean and sustainable environment where natural resource areas and scenic landscapes are protected.

Land Use

The *Destination 2030* land use component includes the following vision statements and goals for Growth Management, Urban Revitalization, Economic Development and the Environment. The subsequent analyses and policies are designed to provide support for the Plan's Visions and Goals. The Implementation plan follows the Land Use and Transportation sections, and identifies the specific plans and programs that DVRPC will undertake to help achieve the Plan's visions and goals.

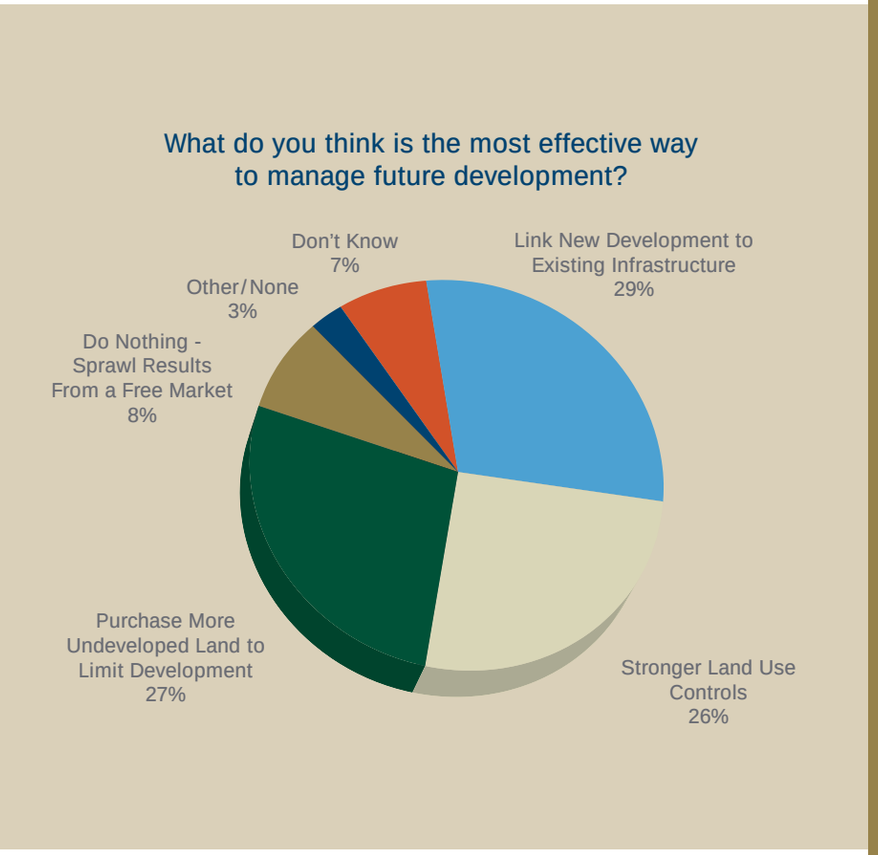
Growth Management

Vision

Regional sprawl is minimized, as a significant share of new growth and development locates within and around defined centers and along major transportation corridors. High-quality site and building design is the norm, with higher-density, mixed-use and transit-oriented development in existing and emerging communities with a strong identity and character.

Goals

- Revitalization To attain renewed population and job growth in the region's Core Cities, First-Generation Suburbs and Older Centers, reversing past declines and enhancing a more stable climate as a foundation to attract new real estate and infrastructure investment.
- Curtailing Sprawl To curb sprawl — particularly along the region's exurban, rural edge — through a combination of planned infrastructure investments, land use controls, land preservation and reinvestment in the region's existing developed areas as a means to focus continuing suburban growth.
- Quality Design To enhance the design quality of new development and redevelopment that is more sensitive to its surroundings, community character and thematic landscapes through additional application of municipal Smart Growth tools.
- Infrastructure Investment To use existing and planned expansions of sewer and water systems and transportation facilities and services as key growth management strategies to curtail sprawl and yield more efficient and sustainable regional development patterns.
- Open Space/Farmland/Natural Features Preservation To maximize preservation of prime farmland areas, natural, scenic, historic and cultural resources that can protect water quality and the environment, buffer and shape new development, strengthen the region's economic competitiveness, provide recreational and tourism opportunities, and enhance the overall quality of life for all.
- Municipal Implementation Tools To provide technical assistance and guidance to local governments on the adoption and implementation of regional plan policies and recommendations, including such tools as development controls (e.g., zoning, subdivision and land development, official map), innovative growth management techniques (e.g., transferable development rights, traditional neighborhood development and transit-oriented development) and financing approaches (e.g., business improvement districts, tax increment financing, impact fees).



A combination of public and private actions serve to strengthen the region's urban centers resulting in business investments, new jobs and restored communities.

Urban Revitalization

Vision

Urban centers, boroughs, and older suburbs thrive, as a combination of public and private actions strengthen local schools; improve the quality of local services; rejuvenate our cities and older boroughs with art and culture; reduce crime; clean up brownfield sites; reinvigorate greyfields and abandoned shopping areas; build relationships with the business community to foster local entrepreneurship and business investment, and create new jobs; capture and enhance existing amenities; preserve existing historical elements of significance; strive for a mix of younger and older persons; and restore distressed neighborhoods.

Goals

- Strengthen the urban centers and older centers of the region to maintain and enhance the quality of life and increase their appeal as places to live, work and visit.
- Preserve, revitalize and renew the region's older centers to restore their economic well-being and attractiveness for immigrant populations.
- Manage future development through focused infrastructure investments to contain sprawl by limiting development to the core cities, older suburbs and future growth areas.
- Rebuild abandoned brownfield and greyfield sites into thriving mixed-use areas to improve the quality of life for older areas of the region.
- Restore and maintain existing infrastructure systems, services and capacity to support existing development as well as attract new population and employment growth.
- Work with municipal and private stakeholders to create strong leadership that will promote smart growth techniques in the region's core cities and first-generation suburbs.
- Market the amenities of the core cities and older suburbs — transit and pedestrian friendliness, housing options and established neighborhoods — to younger persons as well as immigrant populations.

Economic Development

Vision

A diversified and growing regional economy, attractive for new entrepreneurial and established business investment where the combination of an educated labor force, favorable business climate, and high quality of life create a competitive regional advantage with new economic opportunities created in proximity to the needed labor force.

Goals

- Targeting Business Investment to the Region's Best Opportunities.
- Supporting an Appropriate Competitive Advantage Strategy for the Region.
- Improving the quality of the labor force through education and training.
- Upgrading the region's public strategic investment structures for the global competition of the 21st century.

The Environment

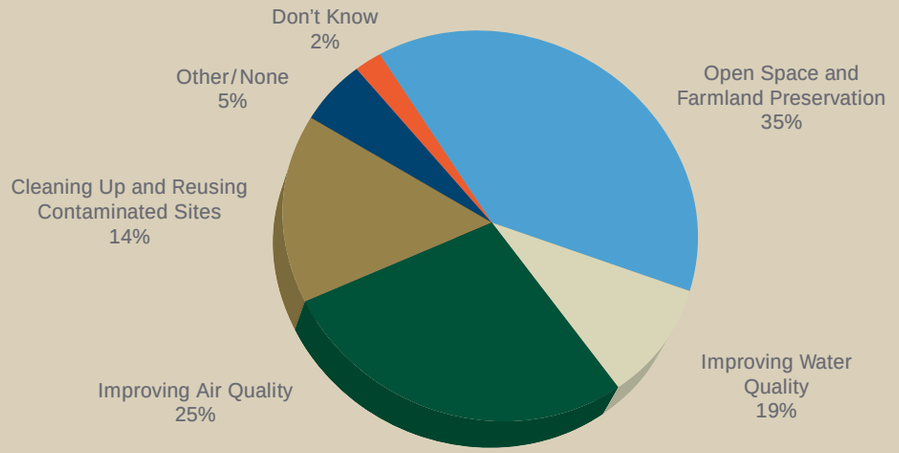
Vision

A clean and sustainable environment for existing and future residents of and visitors to the region, where key natural resource areas and scenic landscapes are protected; recreation and open space facilities are provided in an integrated regional network; environmental protection objectives are incorporated into planning activities and growth strategies at all government levels; and investment and redevelopment of urban areas results in reduced development of rural and agricultural lands.

Goals

- Land Preservation for Natural Resource Protection, Agricultural Preservation and Recreation
  - Preserve critical natural resources, agricultural lands and key recreational landscapes in the region, which shape development, give identity to the region, provide for recreation, attract residents, businesses and tourists, and contribute to the region's overall quality of life.
  - Promote well-planned and environmentally responsible development and redevelopment of neighborhoods and communities.
- Improving Water Quality
  - Improve the surface water quality of all watersheds through the achievement of target water quality goals.
  - Maintain the safety and abundance of drinking water derived from groundwater sources.
  - Increase public awareness and involvement in water-related issues.
- Meeting Air Quality Standards
  - Educate the public about air quality issues and promote ways to reduce emissions that cause air pollution.
  - Promote good air quality through sound planning and land-use development policies that reduce travel by single-occupant vehicles.
- Increasing Tree Coverage
  - Educate decision makers about the environmental and economic benefits of trees, encourage communities to set tree canopy goals, and promote specific management strategies to achieve those goals.
  - Promote the planting and stewardship of shade trees in suburban and urban areas to enhance property values, provide energy savings, store and sequester air pollution and absorb stormwater.
  - Protect existing riparian buffers and reforest barren areas to improve water quality, lower stormwater costs and improve air quality.

What environmental issue do you feel is most important to the regions's future?



The Delaware Valley region is a mosaic of 353 townships, boroughs and cities. The communities are quite diverse and complex, and the present level of land use and planning can only be described as fragmented.

In an effort to categorize and simplify the types of communities and corresponding long range planning policies, DVRPC organized the region into four community types, shown by municipality on the *Planning Areas* map. Each community type has different overall planning and development policies. Examples of how these community types look follow the map.

Planning Areas

Analyzing the Region's Geography: A Community Typology and Planning Policies for the 21st Century

Core Cities

The region's four Core Cities are Philadelphia, Trenton, Camden and Chester. Each has success stories and key assets: Philadelphia's Central Business District is thriving, Trenton's downtown is supported by the offices of New Jersey State government, and Chester and Camden have seen revitalized waterfront development. However, each has also experienced population and job losses related to the national and local shift from a manufacturing to a service-based economy; and each has experienced declining housing stock and infrastructure systems, including the quality of education to support the human capital for the knowledge-based economy of the 21st century.

Key policies that should guide the future growth and development of Core Cities are ***Redevelopment and Renewal***. Such actions as targeted infrastructure investments, asset maintenance and rehabilitation, comprehensive renewal of local neighborhoods, and concerted efforts to reinforce a network of educational and social programs can help to rebuild and restore currently declining portions of these cities. The goal of *Destination 2030* is to maximize the assets of these communities, while stressing community renewal, neighborhood preservation and economic development strategies that encourage population and job growth rather than further decline.

Developed Communities

These communities represent the region's older suburbs, including: inner ring communities adjacent to the Core Cities; railroad boroughs and trolley car communities, whether close-in or in outlying locations around the region; and developed townships that experienced the first wave of post-war suburban boom in the 1950s. Many of these suburban communities are stable and thriving, with housing opportunities for young families, a walking and bicycling environment, easy access to transit, and strong community identity. However, many are also experiencing loss of population and jobs, deteriorating infrastructure, a declining tax base, an aging population that requires more services, and a property tax base that cannot keep pace with existing realities and new demands. The key policy approach for these communities is ***Stabilization and Revitalization.*** Preventive maintenance, economic development activities (like Main Street programs) and streetscape and signage programs can help to reinforce locational and physical advantages, while stemming initial decline. Similar to the Core Cities, these communities offer the potential for increased population growth, particularly if current, aging residents are supplanted by young families in the future.

Growing Suburbs

These communities are experiencing or are forecast to experience significant additional growth, including employment and retail centers. However, unlike the stereotypical "bedroom" communities of the 1950s and 1960s, they also provide a location for jobs and shopping and are evolving into self-contained communities. With rapid growth in population, jobs and land consumption, these communities face problems of traffic congestion, low density, leap-frogging sprawl, increased infrastructure construction demands, dwindling open space resources and a lack of community identity.

Key policies for these communities are ***Growth Management and Community Design*** reflecting the need to improve the form of development, reduce congestion and mitigate the negative impacts of rapid growth. A "re-imaging" of the growing suburbs would establish a more concentrated development pattern, with higher densities (including clustering, mixed-use and transit-oriented development) to provide the critical mass that can support new transit services and other mobility alternatives to the single-occupant automobile. A key approach is to focus on the quality of design and architectural character, in terms of the location and arrangement of buildings and parking areas, landscaping, signage and other design features. Preservation and creation of a coordinated system of open space and recreational areas is also a priority goal and strategy for these communities.

Rural Areas

Farmland in the Delaware Valley is some of the most productive agricultural land in the nation, but it is also land most easily converted to other developed uses. From 1990 to 2000, the region lost almost 10,000 acres of farmland a year. The strong agricultural heritage of the region needs to be retained because farming and its support industries are an important economic sector for the region. Active farming can also preserve the pastoral landscapes that contribute to the region's attractiveness for residents, visitors and businesses. The key policy approach for these communities is ***Preservation and Limited Development,*** including limited expansion of infrastructure systems, preservation of a rural lifestyle and village character, support for continued farming and enhancing further natural resource protection. The additional benefit that this policy approach can accomplish is to inhibit exurban sprawl that threatens to meld the Delaware Valley region with adjacent regions in southeastern and central Pennsylvania and southern and central New Jersey.

Core Planning Principles

Regional Core Planning Principles

The Land Use component of the *Destination 2030* Plan is based on five core principles, which are summarized here and illustrated on the Year 2030 Land Use map:

1. Linking Land Use and Transportation

At the root of planning for transportation facility and service improvements is the notion of travel demand. Travel demand is derived from population and employment growth and land use changes. Thus, more people (whether workers or residents) desiring to access different land uses (for example, shopping, employment or housing) generally results in greater demand for travel in an area or along a transportation facility. The spatial arrangement of land uses is critical, since that will determine whether alternatives to the automobile (public transit, bicycling and walking) can succeed.

Likewise, transportation facilities and services result in impacts (both positive and negative) on the landscape, the environment and the demand for different land uses. Planning for such facilities without considering the consequences for land use change would be as shortsighted as planning for land uses without considering the resulting demand for transportation. A more coordinated approach to land use and transportation convenes municipal, county, regional and state land use and transportation planners with local elected officials and the public to craft an integrated solution for an area that meets multiple community goals for transportation mobility, community character, economic development and environmental protection.

2. Creating and Maintaining Centers

A key principle to guide the *Destination 2030* Plan is the concept of Centers. Centers provide a focal point in the regional landscape that can serve to reinforce or establish a sense of community for local residents, while recognizing their regional and local significance from a governmental, service, economic or mixed-use perspective. *Destination 2030* includes a hierarchy of Center-types, based on their current or prospective role and activities within the region: *see inset*.

3. Promoting Growth Areas

A third principle of the plan is to identify areas appropriate for new growth. This growth management strategy is developed in cooperation with city and county member governments. The strategy is derived from a framework of sewer, water and transportation facility plans that define proposed "growth areas," where infrastructure would be provided or encouraged to support new growth within the time frame of the plan. Growth areas are located contiguous to existing developed areas and provide appropriate and sufficient land (in combination with the defined Centers) to accommodate the region's forecasted increases in population and jobs. DVRPC will direct its infrastructure investments in accordance with this approach, and it is recommended that local municipalities use this approach to manage their growth based on infrastructure availability and planned expansions of these systems.

Destination 2030 Land Use Center Types

METRO CENTER

The three square miles of what has been traditionally considered Center City Philadelphia – the area bounded by the Delaware and Schuylkill rivers from Spring Garden to South streets – is the region's Metro Center. This dense, compact, mixed-use area includes the central business district and office core with more than 265,000 jobs and about 50,000 residents, as well as major tourism and entertainment destinations. Recent growth and development in neighborhoods north and south of the central business district is resulting in a broader definition of the Center City market, with almost 90,000 residents and over 300,000 employees.

METRO SUB-CENTERS

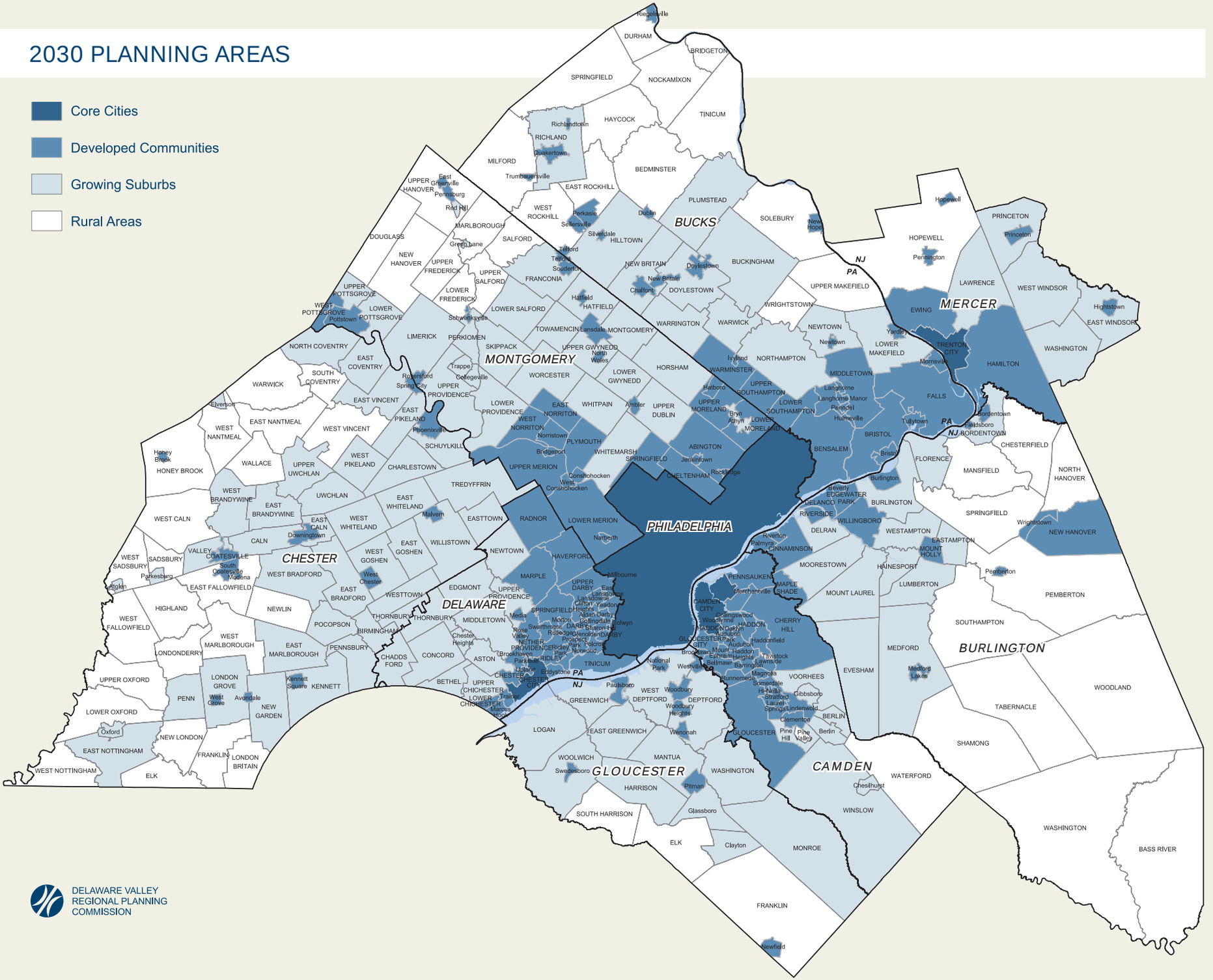
Six Metro Sub-Centers reflect their region-wide significance and stages of development. Two Mature Urban Centers, the cities of Trenton and Camden, reflect existing job concentrations and regional importance as Core Cities. Four Suburban Growth Centers – King of Prussia/Valley Forge, International Airport/I-95, Cherry Hill/Mt. Laurel/Marlton and the Route 1/Princeton Corridor – reflect the dramatic job growth concentrations that have emerged as employment centers.

REGIONAL CENTERS

Three types of Regional Centers have been identified on the plan, reflecting their different stages of development and the need for different planning policy approaches in the future. County Centers are existing centers of importance on a countywide or sub-county scale, and provide a stable concentration of housing, jobs and services. Revitalizing Centers are compactly developed, mixed-use communities that have served as focal points for employment, services or cultural activities, but now require concerted action to renew and stabilize neighborhoods and reverse the trend of declining population and/or jobs. Growth Centers are either existing or emerging centers forecasted to have increasing concentrations of people, jobs and services. They have land available for new development, existing or planned sewage capacity, and are supported by current county and municipal planning policies favoring continued growth and expansion.

2030 PLANNING AREAS

- Core Cities
- Developed Communities
- Growing Suburbs
- Rural Areas



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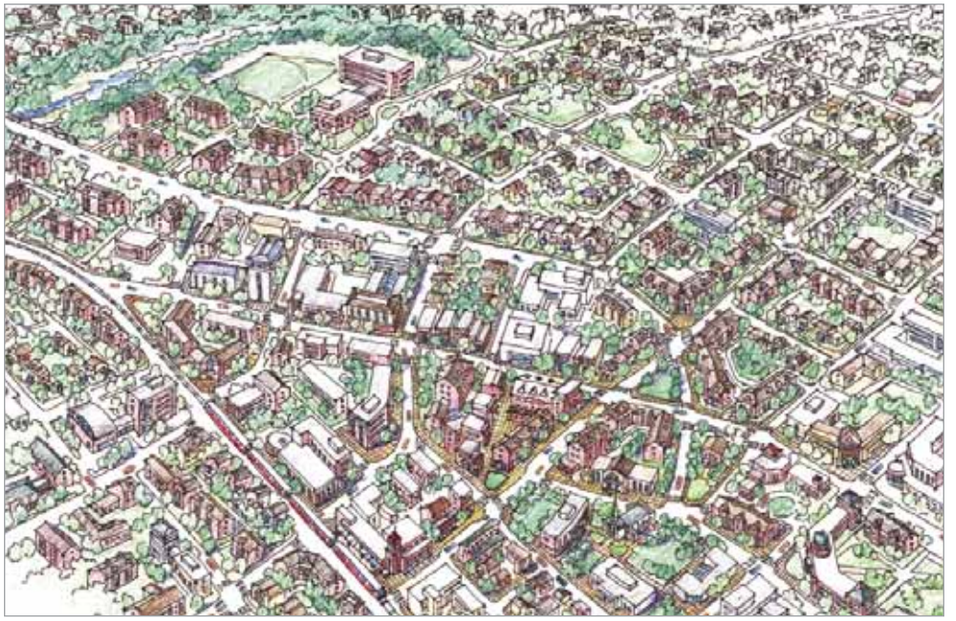
Destination 2030 Planning Areas

Core Cities



Developed Communities

Growing Suburbs

Rural Areas

4. Implementing Smart Growth and Smart Transportation Approaches to Achieve Change

The policies and implementation approaches for the land use and transportation plan are linked through five components of Smart Growth and Smart Transportation:

- Regional Policy Framework links the transportation plan's six different levels of investment and modal types to the four different community types and areas defined on the land use plan.
- Corridor Planning provides a comprehensive approach that links land use, transportation, the environment and the economy, working collaboratively with county and municipal representatives.
- Multimodal/Intermodal Approaches integrate different transportation modes to serve community and area needs, while facilitating accessibility and transfers between modes.
- Context-Sensitive Planning and Design crafts transportation solutions through collaboration with local stakeholders, in context with the setting and character of the local community, and sensitive to community concerns about potential negative impacts.
- Community Development Approaches use transportation investments as a foundation and catalyst to effect positive community changes. Transit-oriented development (as recommended in studies funded through DVRPC's TCDI program) is an example of this approach. Such development can help to generate new real estate development, revitalize older communities and support increased public transit ridership.

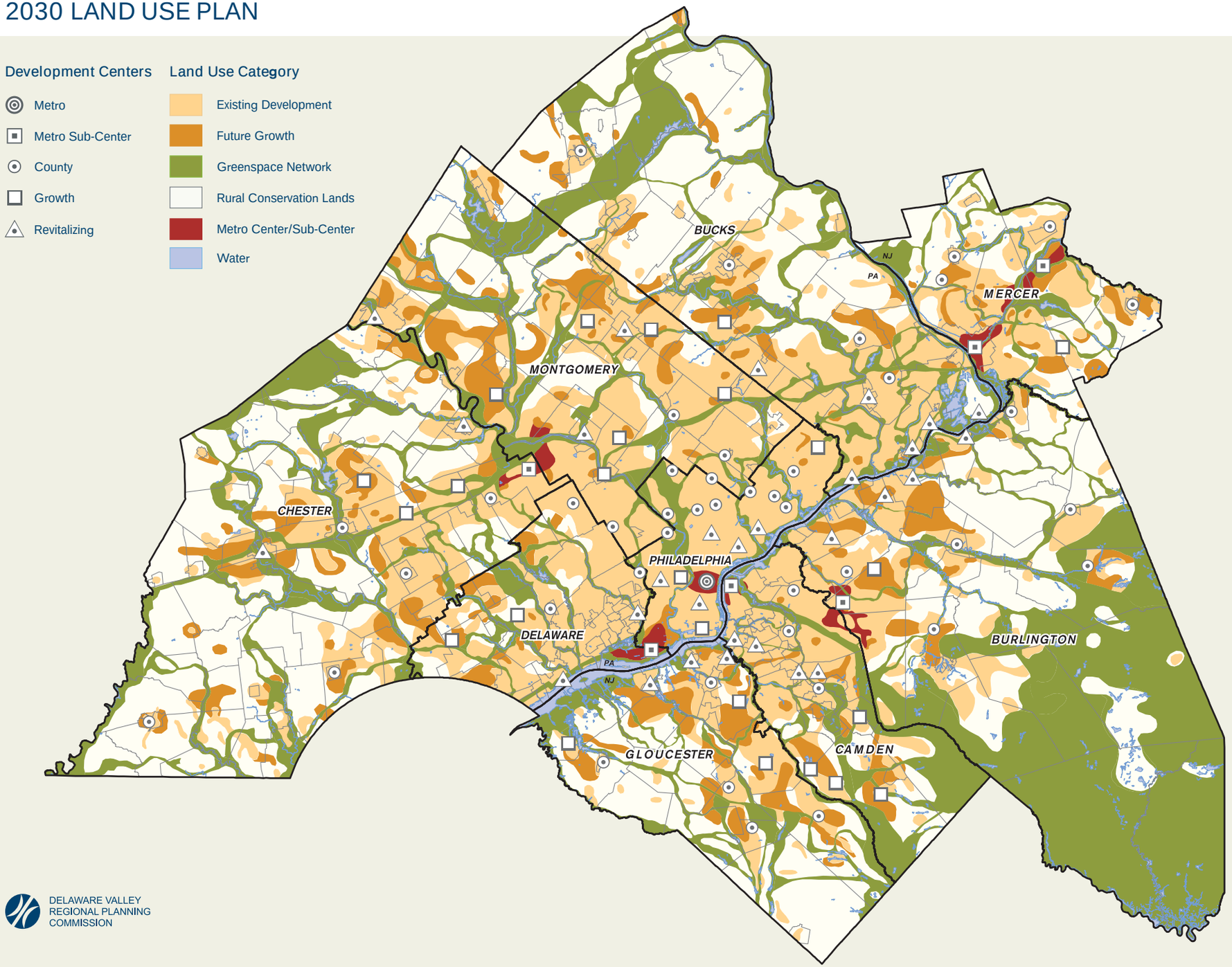
5. Maintaining and Preserving Rural Conservation Lands and Creating a Greenspace Network

Areas located adjacent to or beyond already developed areas and the newly defined growth areas include protected lands (parks, preserved farms or land trust lands), proposed greenspace network lands (proposed for protection for ecological and recreational purposes), and undeveloped rural and agricultural lands that are designated to remain rural or agricultural in character.

Destination 2030 Land Use Centers

County	Metro Sub-Center	Regional Centers		
		County	Growth	Revitalizing
Bucks		Doylestown, Newtown, Oxford Valley, Quakertown	Warrington	Bensalem, Bristol/Route 413/13 Corridor, Penndel/Langhorne, Falls, Tullytown, Warminster
Chester	King of Prussia/ Valley Forge	Downingtown, Kennett Square, Oxford, Paoli, West Chester	Exton, Lionville, Great Valley	Coatesville, Phoenixville
Delaware	International Airport/I-95	Ardmore, Media, Radnor, 69th Street	Middletown, Routes 1/202 & 322 Corridor	Darby, Routes 291/13 Waterfront Corridor
Montgomery	King of Prussia/ Valley Forge	Ardmore, Cheltenham Avenue, City Avenue, Jenkintown, Ft. Washington/Ambler	Conshohocken, Kulpsville, Montgomeryville, Plymouth Meeting, Route 422, Willow Grove/Horsham	Lansdale, Norristown, Pottstown
Philadelphia	International Airport/I-95	Boulevard/Grant, Broad and Olney, Cheltenham Avenue, Chestnut Hill, City Avenue, Cottman/Bustleton, Lawncrest/Fox Chase, Mayfair/Holmesburg, Roxborough/Manayunk	Boulevard/Woodhaven, Navy Yard/Sports Complex, University City	Broad and Cecil B. Moore, Broad and Erie, Broad and Passyunk, Central Germantown, Frankford, Kensington/ Richmond, 52nd and Market
Burlington	Cherry Hill/ Mt. Laurel/ Marlton	Bordentown, Browns Mills, Medford, Moorestown, Mt. Holly, Wrightstown	Mt. Laurel	Burlington City, Roebling, Rt. 130 Corridor, Willingboro Town Center
Camden	Camden, Cherry Hill/ Mt. Laurel/ Marlton	Haddon Avenue Corridor, Lindenwold Station, Cherry Hill Mall/Racetrack	Berlin, Cross Keys Corridor, Sicklerville, Cedarbrook	Gloucester City, Echelon, Rt. 30 Corridor, Rt. 168 Corridor
Gloucester		Clayton, Glassboro/Pitman, Swedesboro, Williamstown, Woodbury	Deptford, Logan/Woolwich, Washington	National Park, Paulsboro, Westville
Mercer	Route 1/ Princeton Corridor, Trenton	Hopewell, Hightstown, Pennington, Princeton	Washington Town Center	

2030 LAND USE PLAN



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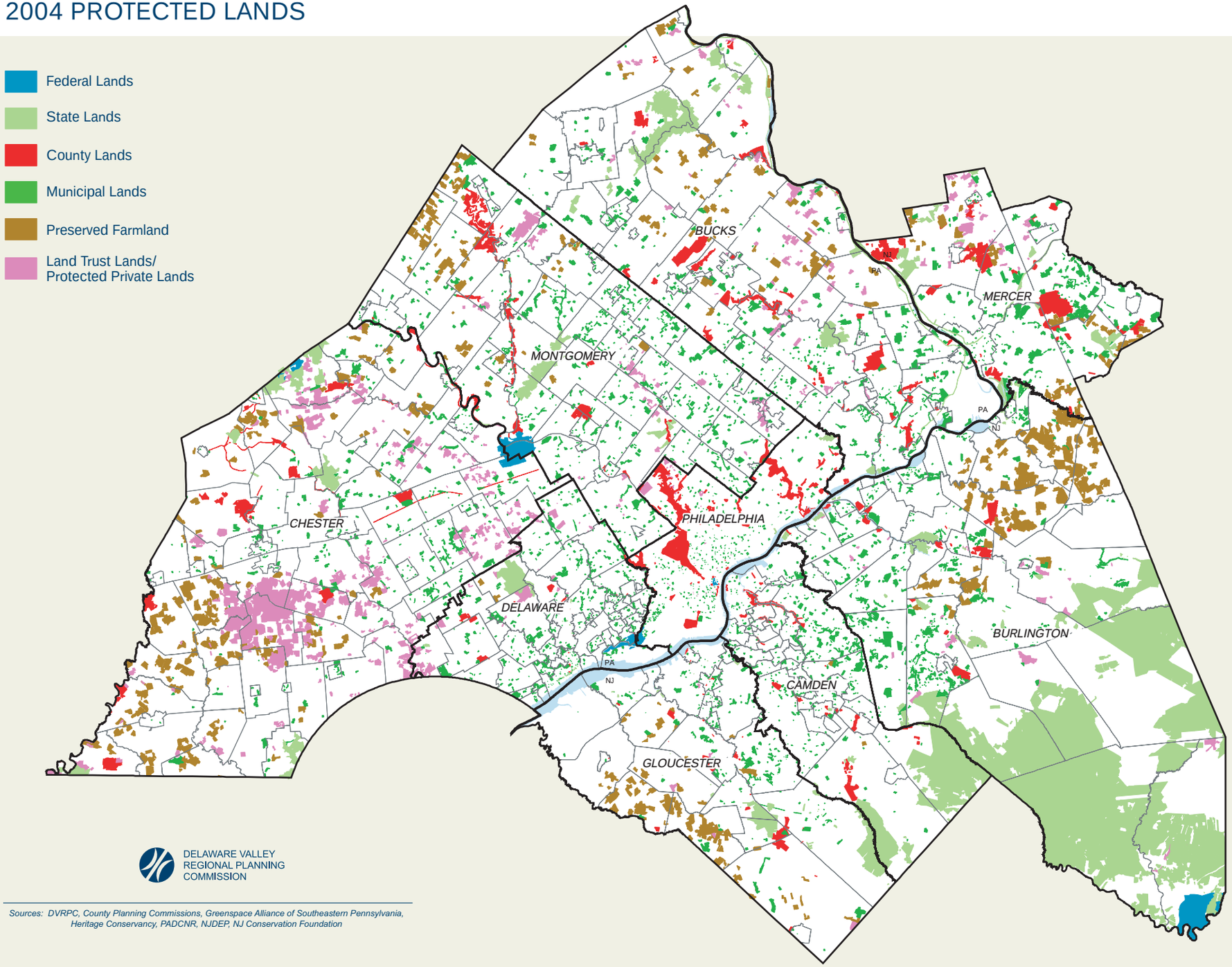
Open Space

- Regionwide, 427,000 acres, or 18 percent of the region, was protected open space at the end of 2004.
- Public protected lands in the Delaware Valley increased by about 36,000 acres since DVRPC's 2000 inventory and by 58,000 acres since DVRPC's 1993 inventory.
- Municipal lands account for 16,700 of the 36,000-acre increase since 2000. State and county land holdings increased by 14,200 and 5,000 acres respectively, since 2000. Federal land holdings did not change.
- Some protected open space gains are attributable to more accurate mapping, not actual acquisitions. This is particularly true with regard to municipal lands, which are difficult to inventory because they are small and numerous and because local governments do not all maintain up-to-date maps of their preserved open space.
- Although public lands represent almost 13 percent of the region's area, the analysis shows that these lands are not evenly distributed among the counties. Burlington County alone contains more than half of the region's public lands, but most of this area is for conservation purposes in the Pine Barrens, and is therefore less accessible to the majority of the county's — and the region's — population.
- While comparing acreage in each county is informative, it is also useful to compare public land acreage per 1,000 population. For example, while a much greater portion of Philadelphia (11.7 percent) than Chester County (4.5 percent) is publicly owned, Philadelphia has only 6.7 acres of public land per 1,000 residents, while Chester County has over 50 acres per 1,000 residents.
- Farmland in the Delaware Valley is some of the most productive agricultural land in the nation, but it is also land most likely to be converted to other developed uses. From 1990–2000, the region lost almost 10,000 acres of farmland per year. Purchase of development rights programs in both Pennsylvania and New Jersey have accelerated to counter this trend, increasing the number of preserved farm acres from 15,000 in 1994 to over 67,000 in 2004.
- In addition to lands owned and eased by land trusts, protected private lands shown in this inventory include lands owned by non-profit organizations that are managed for a conservation objective, such as the Schuylkill Environmental Center, the Tyler Arboretum, the Awbury Arboretum and others.
- Community gardens in the city of Philadelphia and other urban areas are important to recognize and maintain. They provide visual relief, safe havens, community pride, and fresh, healthy produce for neighborhood residents. However, these areas were not captured in this inventory due to their small scale, a lack of comprehensive source information and uncertainties regarding their ownership status.

Year 2004 Delaware Valley Protected Open Space by Ownership

	Publicly Owned Lands (acres)							Privately Owned Lands (acres)			
County	Federal	State	County	Municipal	Total Protected Public Open Space	Protected Public Open Space as Percent of Total Area	Public Protected Acreage per 1000 population	Preserved Farmland	Land Trust or Privately Protected	Total Protected Private Open Space	Protected Private Open Space as Percent of Total Area
Bucks	0	12,880	8,322	10,363	31,565	8.12%	52.8	8,014	7,617	15,631	4.02%
Chester	1,290	7,105	5,792	7,714	21,901	4.53%	50.5	20,688	30,660	51,348	10.61%
Delaware	726	2,683	844	5,197	9,450	8.02%	17.2	208	2,289	2,497	2.12%
Montgomery	1,964	4,475	5,770	11,031	23,240	7.52%	31.0	6,183	3,606	9,789	3.17%
Philadelphia	365	282	8,126	1,360	10,133	11.72%	6.7	0	531	531	0.61%
PA TOTAL	4,345	27,425	28,854	35,665	96,289	6.95%	25.0	35,093	44,703	79,796	5.76%
Burlington	4,001	140,036	2,658	9,512	156,207	30.34%	368.9	18,321	2,841	21,162	4.11%
Camden	0	18,845	2,640	4,050	25,535	17.95%	50.2	118	9	127	0.09%
Gloucester	0	5,400	1,706	4,058	11,164	5.37%	43.8	8,865	423	9,288	4.46%
Mercer	0	4,283	8,311	8,040	20,634	14.28%	58.8	4,676	2,079	6,755	4.67%
NJ TOTAL	4,001	168,564	15,315	25,660	213,540	21.15%	138.9	31,980	5,352	37,332	3.70%
REGION TOTAL	8,346	195,989	44,169	61,325	309,829	12.93%	57.5	67,073	50,055	117,128	4.89%

2004 PROTECTED LANDS



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Sources: DVRPC, County Planning Commissions, Greenspace Alliance of Southeastern Pennsylvania, Heritage Conservancy, PADCNR, NJDEP, NJ Conservation Foundation

Benefits of Open Space

People and businesses like greenspace — they like the scenery, the opportunities for outdoor recreation, and the health benefits of cleaner air and water. But did you know that greenspace also:

- Protects against flooding
- Recharges groundwater
- Raises property values
- Boosts tourism
- Promotes exercise and reduces obesity rates
- Attracts and retains good jobs, which could locate anywhere
- Supplies locally grown and fresher products
- Provides habitat for wildlife
- Connects people to their community

Regional Greenspace Network

A greenspace network, where parks, forests, meadows, protected farms and stream corridors are linked together in an interconnected system, boosts the value of any individual greenspace. Linking greenspaces throughout the region enhances their recreation, environmental, scenic and economic value. In fact, greenspace should be considered a form of public infrastructure that is necessary for community health, function and sustainability.

Destination 2030 proposes linking and expanding the region's existing open space into a greenspace network, where parks, forests, meadows, protected farms and stream corridors are joined together in an interconnected system. The 2030 Greenspace Network is based on the twin principles of protecting core natural resource areas and linking them with greenways. The core areas included in the network encompass large contiguous natural resource features and existing regional parks. The 2030 Greenspace Network portrays a seamless vision of connected natural open space that enhances ecological and recreational capacity, protects critical natural resources, ameliorates the impacts of sprawl and improves the quality of life in the region's communities. Each of the 100 greenways in the 2030 Greenspace Network is named to promote its identity as a preservation project area, and to provide a common nomenclature in which to refer to projects.

Conservation Lands

The ***2030 Conservation Focus Areas Maps*** depict agricultural and natural lands that possess a combination of unique physiographic, vegetative and land use characteristics. These characteristics make each focus area unique and worthy of heightened preservation efforts by government organizations and nonprofit land trusts. The focus areas contain villages and scattered suburban development, but they remain comparatively unfragmented and their integrity can be maintained through strategic acquisitions and easements, land management, and appropriate forms of growth. The Conservation Focus Areas are overlaid on the ***Year 2000 Rural Conservation Lands,*** which are equally important to preserve, but are experiencing more development and are therefore becoming less intact than the Focus Areas. Both the Rural Conservation Lands and the Conservation Focus Areas are not "no-growth zones," but instead are areas whose natural, agricultural and recreational values should be protected, while allowing for limited growth that is in character with each region.

Open space is also very important in urban/suburban lands for water supply and flood control, wildlife habitat, recreation, scenic landscapes, and a sense of living in an appealing, clean and green metropolitan area. However, due to the degree of development found in urban/suburban lands, proposed open spaces in such areas are mostly shown on the ***2030 Greenspace Network Maps,*** which depicts interconnected linear corridors, rather than on the ***Conservation Focus Areas Map,*** which shows large conservation landscapes. Several exceptions are the Delaware and Schuylkill River Corridors, and the Pennypack and Wissahickon Preserves.

Both the 2030 Greenspace Network and the 2030 Conservation Focus Areas are designed to brand individual greenspace and focus areas. By creating a shared regional geography and "name recognition" with regard to these areas, their status and prominence can be elevated, thereby enhancing preservation efforts.

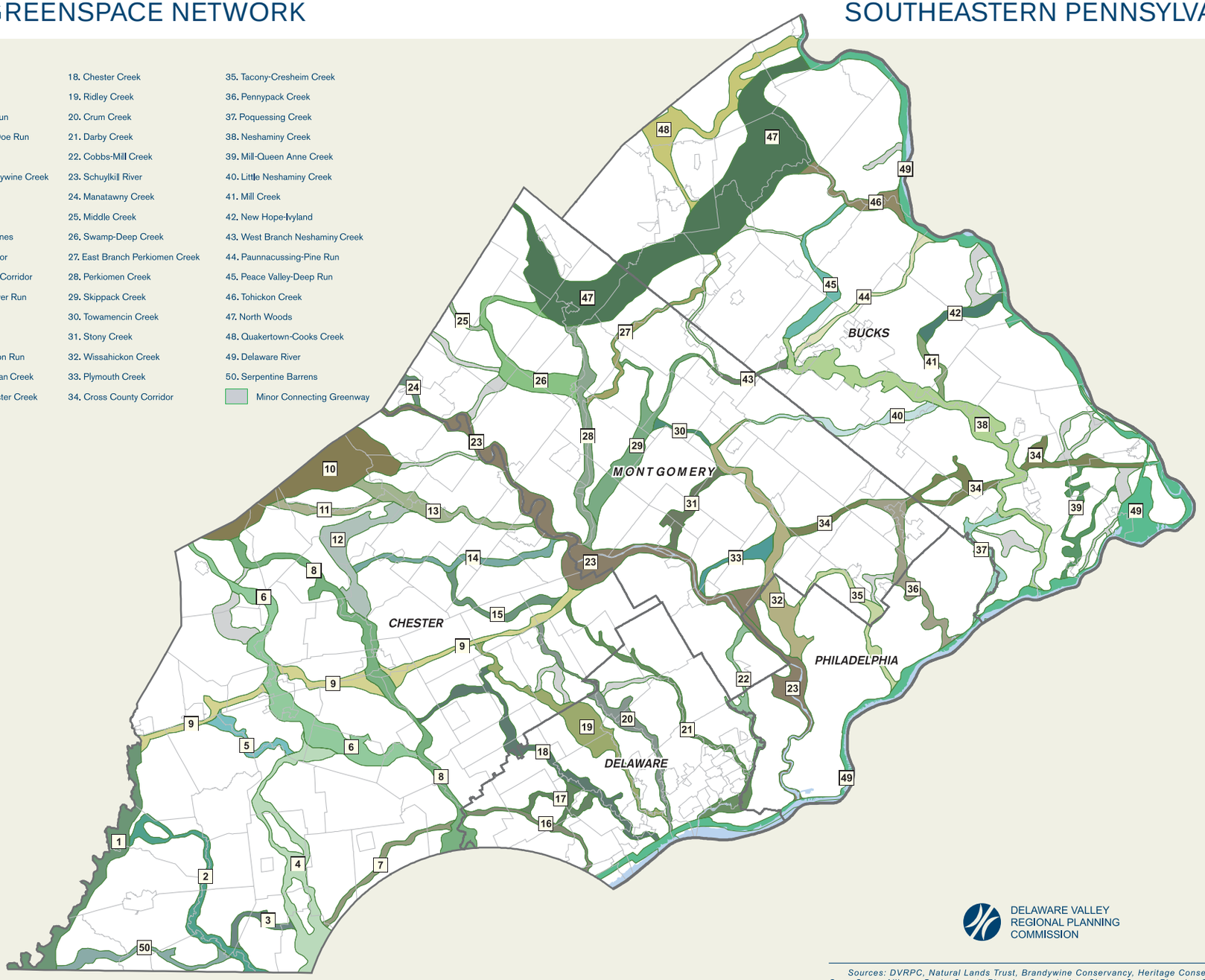
Conservation Focus Areas are agriculture and natural lands that possess a combination of unique physiographic, vegetative and land use characteristics.

2030 GREENSPACE NETWORK

SOUTHEASTERN PENNSYLVANIA

1. Octoraro Creek
2. Big Elk Creek
3. White Clay-Ways Run
4. White Clay Creek-Doe Run
5. Buck Run
6. West Branch Brandywine Creek
7. Delaware Arc
8. Brandywine Creek
9. Great Valley Ridgelines
10. Big Woods Corridor
11. Warwick-Elverson Corridor
12. Marsh Creek-Beaver Run
13. French Creek
14. Pickering Creek
15. Valley Creek-Pigeon Run
16. Harvey Run-Naaman Creek
17. West Branch Chester Creek
18. Chester Creek
19. Ridley Creek
20. Crum Creek
21. Darby Creek
22. Cobbs-Mill Creek
23. Schuylkill River
24. Manatawny Creek
25. Middle Creek
26. Swamp-Deep Creek
27. East Branch Perkiomen Creek
28. Perkiomen Creek
29. Skippack Creek
30. Towamencin Creek
31. Stony Creek
32. Wissahickon Creek
33. Plymouth Creek
34. Cross County Corridor
35. Tacony-Cresheim Creek
36. Pennypack Creek
37. Poquessing Creek
38. Neshaminy Creek
39. Mill-Queen Anne Creek
40. Little Neshaminy Creek
41. Mill Creek
42. New Hope-Ivyland
43. West Branch Neshaminy Creek
44. Paunnacussing-Pine Run
45. Peace Valley-Deep Run
46. Tohickon Creek
47. North Woods
48. Quakertown-Cooks Creek
49. Delaware River
50. Serpentine Barrens

Minor Connecting Greenway



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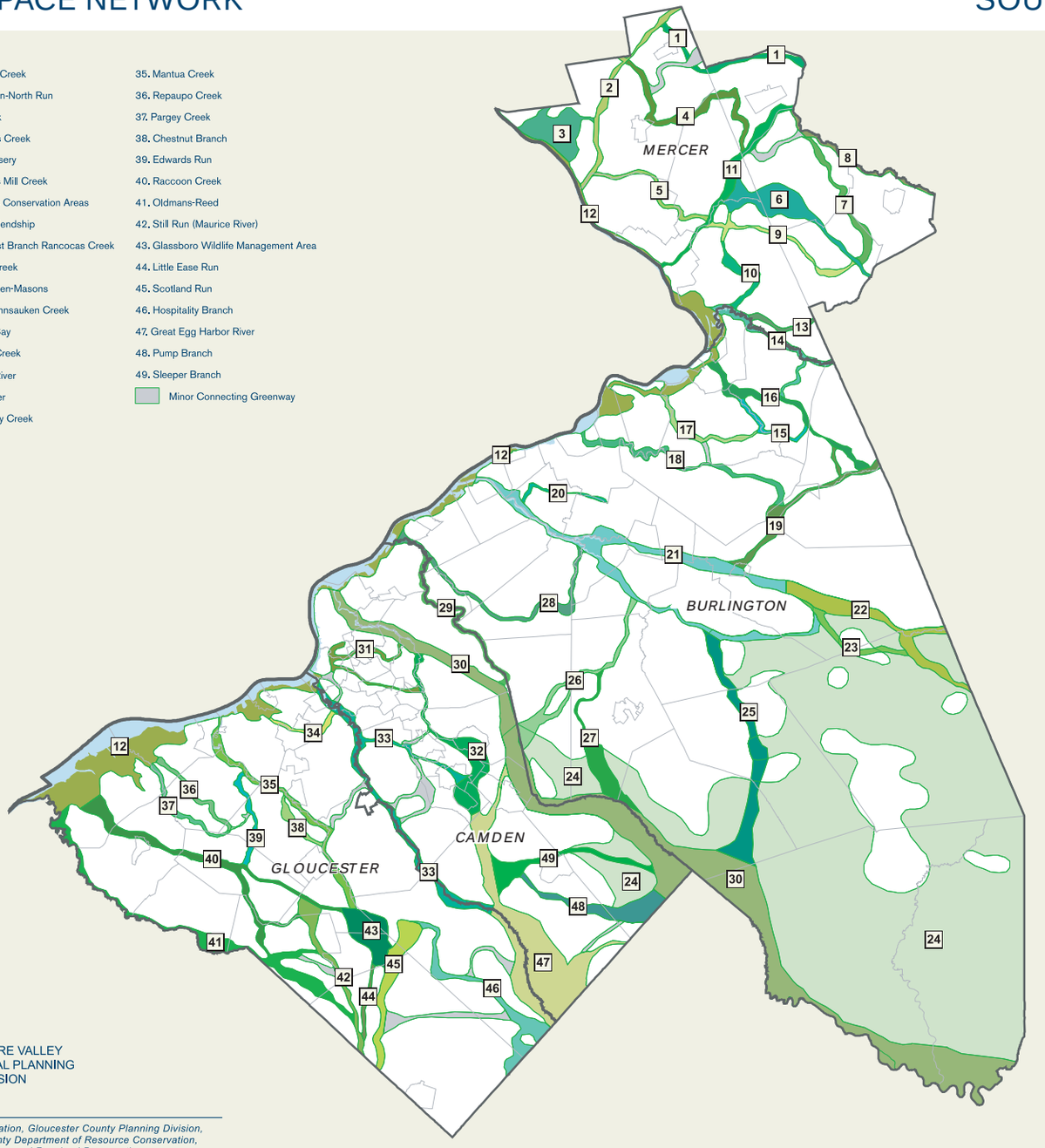
Sources: DVRPC, Natural Lands Trust, Brandywine Conservancy, Heritage Conservancy, GreenSpace Alliance Bucks County Planning Commission, Chester County Planning Commission, Delaware County Planning Department, Montgomery County Planning Commission, Philadelphia City Planning Commission, PADCNR

2030 GREENSPACE NETWORK

SOUTHERN NEW JERSEY

1. North Mercer
2. Jacobs Creek
3. Washington Crossing
4. Stony Brook
5. Shabakunk-Ewing
6. Assunpink Creek
7. Big Bear Brook
8. Millstone River
9. Miry Run
10. Pond Run-Back Creek
11. Delaware and Raritan Canal
12. Delaware River
13. Doctors Creek
14. Crosswicks Creek
15. Bacons Run
16. Blacks Creek
17. Crafts Creek
18. Assicunk Creek
19. Pemberton-North Run
20. Mill Creek
21. Rancocas Creek
22. Mount Misery
23. Bishpams Mill Creek
24. Pinelands Conservation Areas
25. Batsto-Friendship
26. Southwest Branch Rancocas Creek
27. Haynes Creek
28. Pennsauken-Masons
29. South Pennsauken Creek
30. River to Bay
31. Newton Creek
32. Cooper River
33. Big Timber
34. Woodbury Creek
35. Mantua Creek
36. Repaupo Creek
37. Pargey Creek
38. Chestnut Branch
39. Edwards Run
40. Raccoon Creek
41. Oldmans-Reed
42. Still Run (Maurice River)
43. Glassboro Wildlife Management Area
44. Little Ease Run
45. Scotland Run
46. Hospitality Branch
47. Great Egg Harbor River
48. Pump Branch
49. Sleeper Branch

Minor Connecting Greenway



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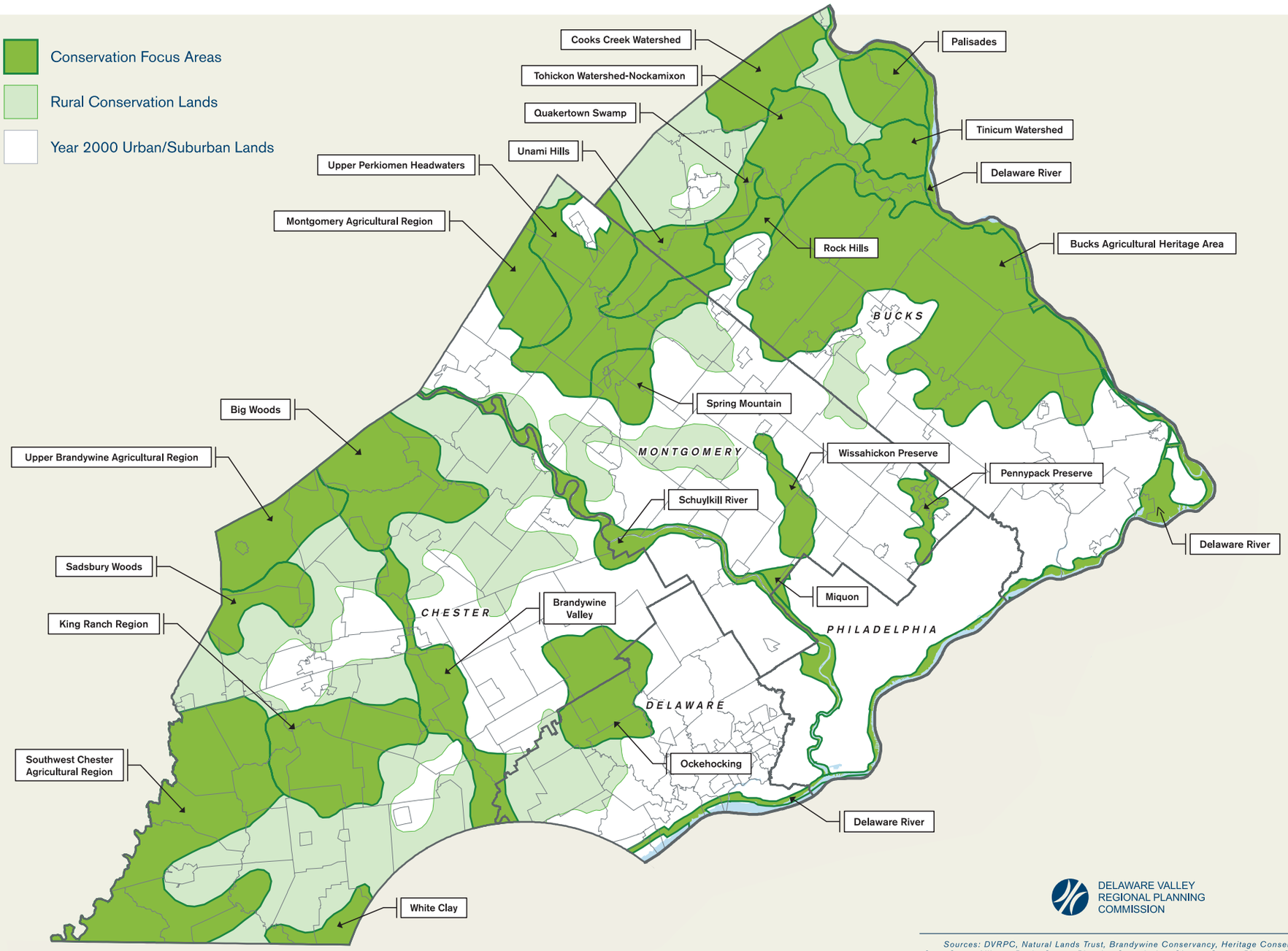
Sources: DVRPC, NJDEP, NJ Conservation Foundation, Gloucester County Planning Division, Mercer County Planning Division, Burlington County Department of Resource Conservation, Camden County Division of Open Space and Farmland Preservation

2030 CONSERVATION FOCUS AREAS

SOUTHEASTERN PENNSYLVANIA



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

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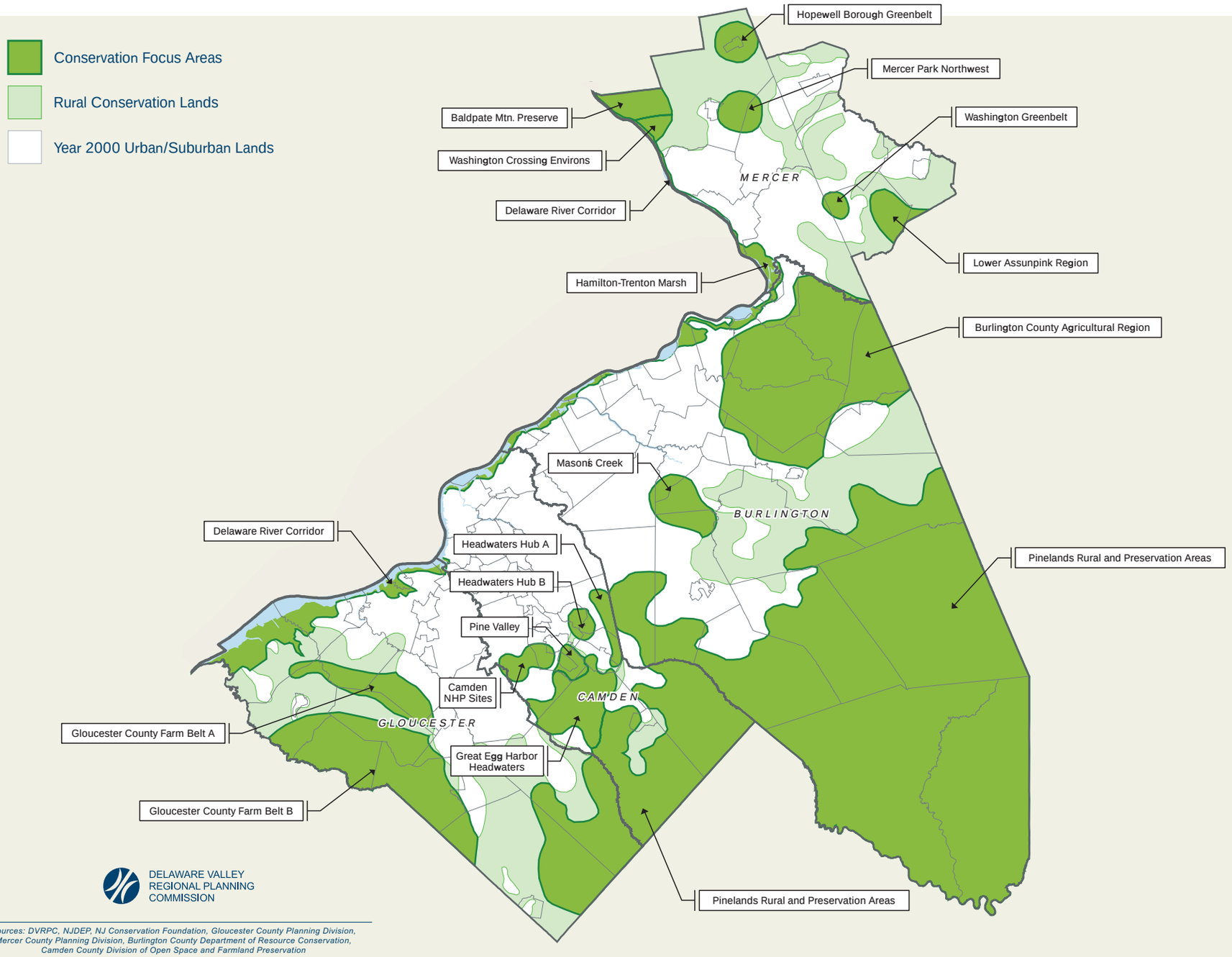
2030 CONSERVATION FOCUS AREAS

SOUTHERN NEW JERSEY



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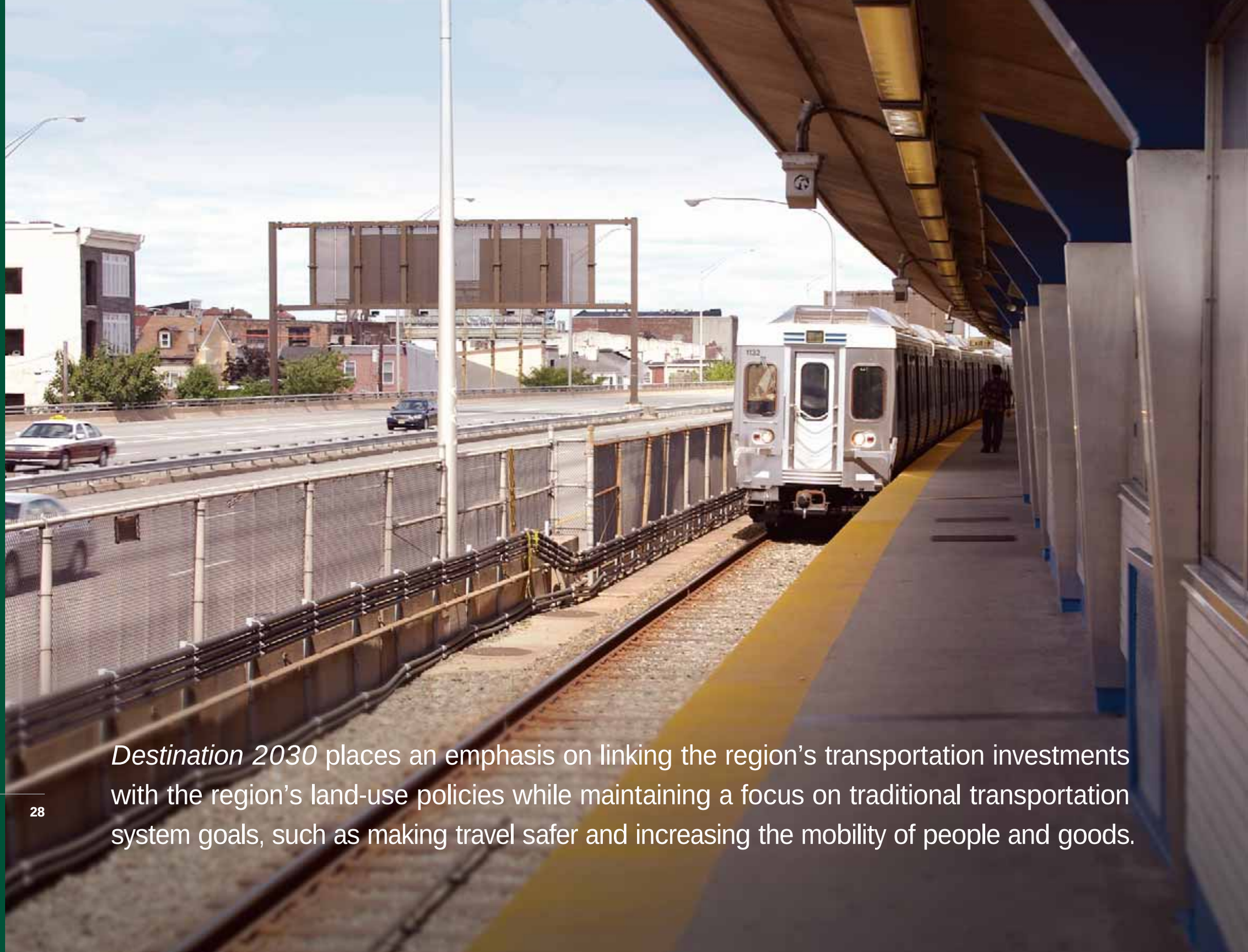


Destination 2030 places an emphasis on linking the region's transportation investments with the region's land-use policies while maintaining a focus on traditional transportation system goals, such as making travel safer and increasing the mobility of people and goods.

Transportation

The Delaware Valley has a mature transportation system. The emphasis can no longer be on building new highways but on making the roads we have perform better. A large reason for the shift in direction is the realization that it is impossible to build our way out of congestion simply by adding new roads. In case after case, the result has been a continued push of development farther out toward the periphery of the region. This, in turn, leads to sprawling development patterns and inefficient use of our natural and manmade resources.

Mounting transportation needs coupled with static revenue streams is another reason for the de-emphasis on building new roads. Many of our roads and bridges are decades old and much of the transit system is over a century old. In order to continue using these facilities in the future, we need to make a reinvestment in them now. The *Destination 2030* Plan sets aside significant funding to ensure that we are able to meet this commitment.

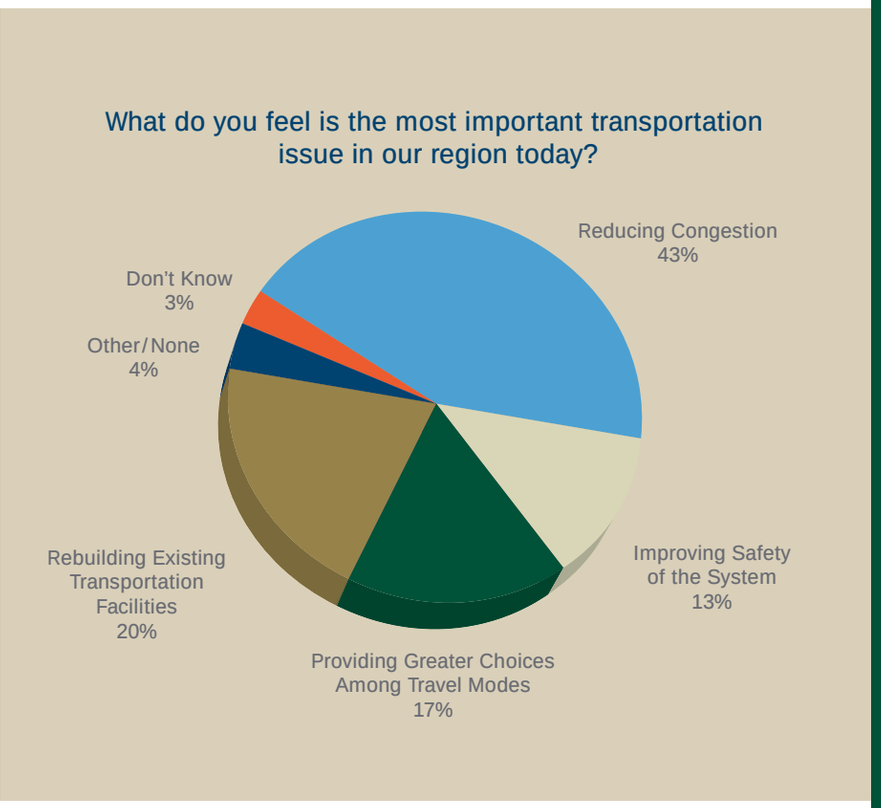
Transportation System

Vision

A safe, convenient and seamless multimodal passenger and freight system that is sufficient in its capacity; attractive and affordable to its users; accessible and equitable for all citizens and visitors to locations throughout the region; and incorporating sound growth management, urban revitalization, environmental and economic development planning principles.

Goals

- Improve safety by reducing travel hazards through the application of technological improvements and by bringing our transportation system up to modern standards.
- Reduce congestion by making the transportation infrastructure more efficient, instituting transportation demand management strategies and providing alternatives to the single-occupant vehicle.
- Rebuild the transportation infrastructure with a focus on maintaining our current system before expanding capacity to new areas.
- Enhance the environment by ensuring transportation investments improve or preserve our natural environment.
- Increase mobility by providing additional choices for travel and guaranteeing the transportation system accommodates everyone.
- Link transportation improvements to land use and economic development policies outlined in the long range plan in order to create a holistic built environment.
- Ensure adequate funding for each mode of transportation to maintain, modernize and operate its infrastructure.



There has been an increased national emphasis on improving the safety of our transportation system in recent years and DVRPC advances this goal through the policies and strategies of the long range plan.

Policies and Strategies

The following transportation policies are organized around the transportation goals of the Plan and seek to implement the transportation vision:

Improving Safety

- Ensure the safety and security of all users of all modes.
  - Reduce the number of accidents and fatalities across all modes.
  - Address safety needs as they relate to specific population segments such as the elderly and handicapped.
- Address the importance of safety issues when considering regional transportation plans.
- Collect, analyze and share regional crash data to serve as a basis for safety planning.
- Promote programs that address behavioral and marketing aspects of safety.
- Facilitate quick emergency response through incident management planning.
- Increase public awareness of transportation security.

Reducing Congestion

- Optimize the efficiency of the existing transportation system.
  - Reduce traffic congestion along travel corridors and at critical intersections through incident management, access control, signal system improvements and needed highway improvements.
- Utilize transportation demand management (TDM) techniques.
  - Establish programs to reduce the number of vehicle trips.
  - Encourage practices that spread travel throughout the day, and throughout the week, making the transportation system more efficient.
- Provide more options for commuters.
  - Improve area coverage and operation of transit service.
  - Increase the number of multimodal transportation centers and park-and-ride facilities.
  - Improve bicycle and pedestrian facilities.
- Focus construction of new capacity on providing missing links.

Improving Mobility

- Promote coordination and integration of all transportation systems.
  - Establish opportunities for connections among transportation modes.
  - Improve scheduling and operations to accommodate intermodal movements.
- Provide system accessibility for all segments of the population and increase affordable transportation alternatives.
- Comply with regulations and guidance for the Americans with Disabilities Act and Environmental Justice (Title VI).

Enhancing the Environment

- Encourage the reduction in use of travel modes that contribute significantly to air pollution.
  - Promote the use of public transit, bicycle and pedestrian facilities, telecommuting and ridesharing.
  - Forecast poor air quality days and request temporary, voluntary changes in behavior to reduce pollutants.
- Encourage the use of transportation control measures.
  - Expand the use of employer-based ride-sharing programs and shuttles.
  - Promote the use of low-emission vehicles, low-polluting fuels, and cleaner fleets.
- Protect the environmental assets of the region.
  - Seek alternatives to transportation projects that negatively impact wetlands, riparian corridors and unique habitats.
  - Include best management practices for the treatment of stormwater runoff from transportation facilities to improve water quality and groundwater recharge.
- Build and retrofit noise reduction barriers where necessary to enhance the livability of existing residential areas.

Rebuilding the Infrastructure

- Devote sufficient resources to address reconstruction and maintenance needs.
- Develop and employ asset-management systems to determine capital plans to increase the long-term cost effectiveness of system improvements.
- Identify innovative financing mechanisms and advocate for a greater share of federal and state funds.
  - Support a dedicated funding stream for transit.
  - Identify and pursue opportunities for public/private partnerships.
- Preserve existing rail and road right-of-way for future transportation uses.

Linking Transportation Investments to Land Use and Economic Development Goals

- Promote transit-oriented development and mixed-use development.
- Encourage investment in older, developed areas and brownfields.
- Increase the level of investment in transportation facilities that promote freight movement and economic development.
- Limit new capacity to appropriate areas as identified in the Congestion Management Process.
- Consider the land use impacts of transportation investments in the development of plans and programs.
- Apply context-sensitive design standards to transportation facilities.

Many of our roads and bridges are decades old and much of the transit system is over a century old. In order to continue using these facilities in the future, we need to make a reinvestment in them now.

Financial Plan

The Vision for Transportation Financing

Each mode of transportation has adequate funding to maintain, modernize and operate its infrastructure. Money is available to provide needed expansions within corridors designated for growth and reinvestment in existing centers. Funding can be used to facilitate the movement of people, vehicles and goods and to enhance important intermodal connections. A combination of user fees, tolls, regional and state taxes, and other creative financing mechanisms, including public-private partnerships, are in place.

Goals for Transportation Financing

- Establish a funding mechanism for financing projects of regional significance, including enactment of state-enabling legislation to permit dedicated regional revenue generation.
- Maximize the amount of state and federal transportation resources that flow to this region, consistent with statewide mobility needs and cognizant of the added costs associated with construction in dense, older urban areas.
- Select projects for capital programming in the TIP based on sound long range strategic planning considerations, life-cycle investment analyses, and system performance and condition data (actual and projected).

Federal regulations require that a regional long range transportation plan be fiscally constrained. The total transportation expenditure level identified in a long range plan must not exceed the total revenue expected to be available over the life of the long range plan.

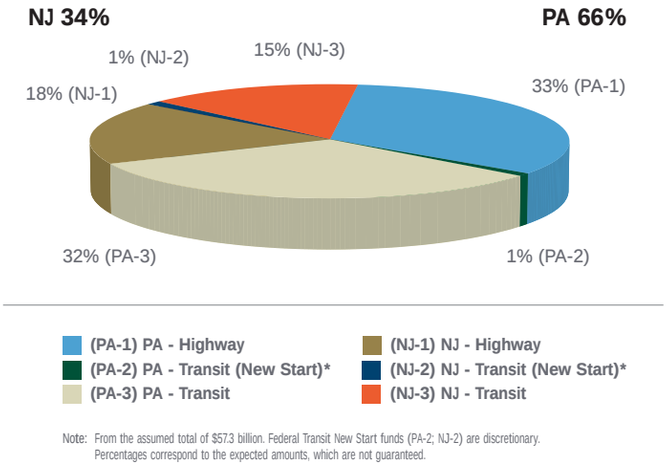
Federal regulations require that a regional long range transportation plan be fiscally constrained. The total transportation expenditure level identified in a long range plan must not exceed the total revenue level expected to be available for the region over the life of the long range plan. This requirement is intended to ensure that the long range plan is a financially responsible one.

Adhering to these requirements, DVRPC has identified both federal and state revenue resources that the region can reasonably expect to receive in the next 25 years. All revenue estimates are developed in consultation with DVRPC's federal, state and transit partners.

Preparation of this financial plan included a review of historical data, recent trends and other relevant materials. Previous federal authorization levels also serve as a baseline for the future. In all, DVRPC anticipates that more than $57.3 billion will be available from traditional financial sources for the region for transportation improvements over the life of *Destination 2030*.

The $57.3 billion regional total is allocated by mode and by sub-region. The assumptions translate into roughly $38.3 billion for the Pennsylvania sub-region and $19.0 billion for the New Jersey sub-region over the life of the long range plan. As structured, the Pennsylvania sub-region receives two-thirds of the total funds identified for the region and the New Jersey sub-region receives one-third. Of the assumed total, roughly 54 percent is from federal sources; the rest is from the respective state funds.

Region-wide ($57.3 Billion) Allocation by Sub-Region



Note: From the assumed total of $57.3 billion. Federal Transit New Start funds (PA-2; NJ-2) are discretionary. Percentages correspond to the expected amounts, which are not guaranteed.

This financial plan also provides a fiscal framework for capital project planning. *Destination 2030* defines three time periods in the Plan, and each plan project has a corresponding estimated completion year within one of these periods. Identified financial resources are distributed over the life of the Plan to ensure fiscal responsibility; and subtotals — by sub-region, by mode and by time frame — function as control totals for the fiscally constrained project set.

Expenditures

The financial plan also describes anticipated usage of the identified resources over the life of the Plan. Identified highway and transit funds are allocated to various plan funding categories and the percentage proportions reflect the DVRPC's long-term transportation vision for the future.

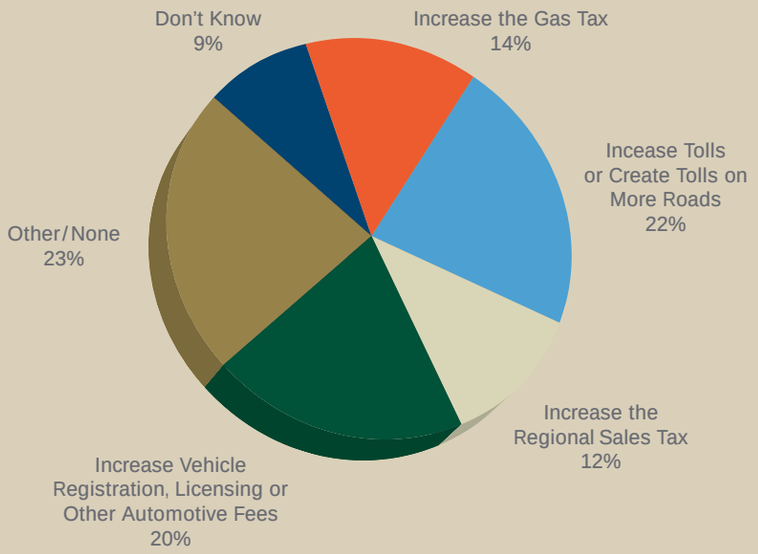
The long range plan includes Major Regional Projects. Major Regional Projects are large-scale projects that will have an impact on regional travel patterns. Smaller-scale projects, such as intersection improvements, bridge replacements or roadway resurfacing, are not specifically listed in the Plan but are consistent with the Plan's goals.

Estimated Financial Resources by Funding Category †

Mode	Funding Category	PA Sub-region Allocation %	PA Sub-region 25-Year Estimate	NJ Sub-region Allocation %	NJ Sub-region 25-Year Estimate	DVRPC Total
Hwy.	Rdwy Recon./Rehab./Resurf./Restor.	45.0 %	$ 8.6 B	35.0 %	$ 3.5 B	$ 12.2 B
	Bridge Replace./Restor.	25.0 %	$ 4.8 B	20.0 %	$ 2.0 B	$ 6.8 B
	Safety/Operational Improve.	15.0 %	$ 2.9 B	25.0 %	$ 2.5 B	$ 5.4 B
	New Capacity	10.0 %	$ 1.9 B	10.0 %	$ 1.0 B	$ 2.9 B
	Other (ITS, Bike/Ped., etc.)	5.0 %	$ 1.0 B	10.0 %	$ 1.0 B	$ 2.0 B
	Subtotal	100 %	$ 19.1 B	100 %	$ 10.1 B	$ 29.3 B
Transit	Track & System Recon./Rehab./Restor.	37.5 %	$ 7.0 B	35.0 %	$ 2.9 B	$ 9.9 B
	Veh. Rehab./Restor./Replace.	37.0 %	$ 6.9 B	30.0 %	$ 2.5 B	$ 9.4 B
	System/Operational Improve.	15.0 %	$ 2.8 B	15.0 %	$ 1.2 B	$ 4.0 B
	New Capacity — As Identified §	5.5 %	$ 1.0 B	15.0 %	$ 1.2 B	$ 2.3 B
	New Capacity — New Start «		$ 0.6 B		$ 0.6 B	$ 1.2 B
	Other (P&R, Security, etc.)	5.0 %	$ 0.9 B	5.0 %	$ 0.4 B	$ 1.3 B
	Subtotal	100%	$ 19.2 B	100%	$ 8.9 B	$ 28.1 B
	Grand Total		$ 38.3 B		$ 19.0 B	$ 57.3 B

Note: † All figures are in 2005 dollars, and are rounded off to the nearest tenth of a billion.
§ Represents non-federal only, and does not include discretionary federal grants for transit new start projects.
« Represents the discretionary federal grant amount for transit new start projects in respective sub-region.

What do you believe is the best way to provide additional funding for the highway and transit system?



However, even though they are not listed in the Plan, the vast majority of funding will go for these types of projects, primarily due to the pressing need to rebuild and maintain our existing system. This "fix-it first" policy is a key strategy of the long range plan and mirrors both Pennsylvania and New Jersey Department of Transportation policy. In order to ensure that enough funds were set aside to meet the needs for rebuilding our existing network, funding was allocated to various highway and transit improvement categories before the project selection process began. Need was based on analysis and discussions between DVRPC and its member governments and departments of transportation and transit operators.

The vast majority of funding anticipated over the life of the long range plan will be allocated to rebuilding and maintaining our existing road, bridge and transit facilities.

Major Regional Transportation Projects

The *Destination 2030* Plan offers a framework for future transportation investments and puts forth a set of transportation projects. The projects help to carry out the Plan's vision and goals. The projects listed in the Plan are major, regional projects that have a significant impact on regional travel. All major regional projects included in the long range plan were evaluated to determine how well they meet the goals of the Plan. The evaluation was based on 14 criteria that measure attainment of the transportation goals of the Plan. More details on the evaluation process is contained in the *Project Selection Evaluation Criteria* section of this document.

The project selection process was rooted in consensus-building, technical rigor, and flexibility. As previously noted, the vast majority of funding anticipated over the life of the long range plan will be allocated to rebuilding and maintaining our existing road, bridge and transit facilities. These projects are generally not considered major, regionally significant projects. Therefore, they are not specifically listed in the long range plan. However, there must be funding available for these projects and *Destination 2030* has consulted with each state department of transportation and the various operating agencies to set aside sufficient funds to meet anticipated needs for such projects. The Financial Plan contains more details on the allocation of anticipated funds over the life of the Plan.

The long range plan contains more than 100 major regional projects. They are grouped by funding category to more readily show the financial constraint of the Plan.

Evaluation Criteria for Linking Transportation Investments to the Goals of the Long Range Plan

The *Destination 2030* Long Range Plan includes a set of transportation projects to be carried out over the life of the Plan. The transportation projects serve as a tangible implementation of the Plan's goals and policies. The projects included in the plan are major, regionally significant projects that will have an impact on regional travel. Smaller scale projects, such as individual intersection improvements and bridge replacements, are not specifically listed in the plan, but are considered consistent with the plan.

Destination 2030 seeks to create improved linkages between the transportation projects identified in the Plan and the goals and policies of the Plan. In order to help in the selection of projects, evaluation criteria were established for each of the six primary transportation goals. The evaluation criteria cover an array of project types. Some criteria are suitable for all project types while others may only pertain to highway or transit projects. Projects are grouped together by funding category (i.e., reconstruction, new capacity, etc.) to facilitate easier comparisons. A positive response to a given criteria generally indicates a desirable attribute. Consequently, the more criteria that are checked, the more a project may be considered to be meeting the goals of the plan.

Project Selection Evaluation Criteria

Goal:

Improve Safety

Evaluation Criteria:

- Is the project located in a high-accident location with more than twice the statewide average number of accidents for similar type facilities?
- Does the project improve safety by reducing the number or severity of accidents that occur on highways or transit systems by reconstructing a facility to modern standards or improving the geometry or alignment of a facility?

Goal:

Reduce Congestion

Evaluation Criteria:

- Is the project located in a congested corridor as identified in the regional Congestion Management Process?
- Is the project a transportation demand management strategy or does it provide an alternative to, or improve the area coverage and/or operation of an alternative to, the single-occupant vehicle?

Goal:

Rebuild the Transportation Infrastructure

Evaluation Criteria:

- Does the project maintain or improve an existing facility?
- Does this project serve or support an existing Plan Center as identified in the Land Use Plan Map?

Goal:

Enhance the Environment

Evaluation Criteria:

- Is the project located beyond an area targeted for preservation in the Greenspace Network or Conservation Focus Areas?
- Will the project contribute to a reduction in vehicle miles traveled by reducing single-occupant vehicle trips, or promoting the use of public transit and ridesharing, and/or improving or expanding bicycle and pedestrian facilities?

Goal:

Increase Mobility

Evaluation Criteria:

- Does the project serve an area with a large proportion of households without access to an automobile?

  and

  Will the project provide more non-auto options for commuters by:
  - Improving the operation of transit service and/or increasing the coverage area;
  - Increasing the number of multimodal transportation centers and park-and-ride facilities; ***or***
  - Encouraging pedestrian and/or bicycle use or supporting transit-oriented land use and mixed-use development?
- Will the project establish opportunities for linkages between transportation modes or otherwise improve the intermodal connectivity of the transportation system?

Goal:

Link Transportation Improvements to Land Use and Economic Development

Evaluation Criteria:

- Is the project located in a developed or future growth area as shown on the Land Use Plan Map?
- Is the project located in a Core City or Developed Community as shown on the Planning Areas Map?
- Will the project improve access to major rail freight or port facilities?
- Will the project improve access to areas of major employment concentration based on the map of Major Employment Centers?

Destination 2030 seeks to create improved linkages between the transportation projects identified in the Plan and the goals and policies of the Plan.

In order to help in the selection of projects, evaluation criteria were established for each of the six primary transportation goals.

2030 Major Regional Transportation Projects

ID	FACILITY	LIMITS	BRIEF DESCRIPTION	TIME PERIOD			LOCATION										COST
							PA						NJ				
				2005 - 2010	2011 - 2020	2021 - 2030	BUCKS	CHESTER	DELAWARE	MONTGOMERY	PHILADELPHIA	BURLINGTON	CAMDEN	GLOUCESTER	MERCER	(IN MILLIONS)
HIGHWAY RECONSTRUCTION / REHABILITATION / RESURFACING / RESTORATION																	
1	I-95	in Bucks County	Reconstruct		X		X										$545.0
2	US 422	Berks County line to Sanatoga	Reconstruct		X			X		X							210.0
3	US 1	Baltimore Pike to Maryland state line	Reconstruct		X			X									200.0
4	US 30 (Downingtown-Coatesville Bypass)	PA 10 to Exton Bypass	Reconstruct			X		X									187.5
5	US 1 (Media Bypass)	I-476 to Baltimore Pike	Reconstruct			X			X								20.0
6	I-476 (Blue Route)	PA Turnpike to Delaware County line	Reconstruct	X						X							70.0
7	PA 309	Greenwood Ave to Welsh Rd	Reconstruct	X						X							280.0
8	I-95	in Philadelphia	Reconstruct (see also 61)	X							X						500.0
9	I-295	US 1 to I-195 and CR 561 to CR 607	Reconstruct		X							X		X	X		89.0
10	NJ 42 Freeway	I-295 to Atlantic City Expressway	Reconstruct		X								X	X			15.0
HIGHWAY SAFETY / OPERATIONAL IMPROVEMENTS																	
11	PA 113 Heritage Corridor	Schuylkill River to PA 611	Intersection and Corridor Improvements			X	X			X							$25.0
12	PA 413	PA 611 to Delaware River	Access Management Improvements			X	X										25.0
13	US 13	Levittown Parkway to Philadelphia line	Access Management & Corridor Improvements			X	X										25.0
14	Street Rd	at I-95 interchange	Reconstruct Interchange			X	X										30.0
15	Bristol Rd	Old Lincoln Highway to Hulmeville Rd	Add Center Turn Lane	X			X										5.3
16	PA 52	PA 926 to US 1	Realign; Safety Improvements; Construct New Bridge	X				X									8.0
17	US 30, PA 82, and Train Station	within Coatesville Redevelopment Area	Construct New Bridge and Access Improvements		X			X									10.0
18	I-95	at US 322	Reconstruct Interchange & Extend Bridgewater Rd	X					X								40.0
19	I-95	at I-476 and Chestnut St On-Ramp	Reconstruct Interchange		X				X								15.0
20	Ridge Pike	Butler Pike to Norristown	Intersection Improvements/Widen to 5 lanes		X					X							25.0
21	US 202-Sec. 500 (Markley St)	Main St to Johnson Hwy	Signal Improvements; Add Center Turn Lane; Widen	X						X							22.8
22	West Side Connector	Ben Franklin Bridge to Vine St	Bridge Egress Improvements		X						X						35.0
23	National Highway System Connectors	at Intermodal Freight Facilities	Pavement, Geometry, Operations and Signing Improvements	X	X	X	X		X		X		X	X			25.0
24	NJ 73 and NJ 70	at Marlton Circle	Construct Grade-Separated Interchange	X								X					36.0
25	CR 530 (South Pemberton Rd)	US 206 to Magnolia Rd (CR 644)	Add Center Turn Lane on CR 530	X								X					15.0
26	NJ 73	Marlton Circle to I-295	Intersection Improvements		X							X					10.0
27	US 130 and US 30	at Collingswood Circle	Eliminate Circle		X								X				20.0
28	NJ 73 and US 30	at Berlin Circle	Eliminate Circle and Operational Improvements	X									X				47.0
29	US 130 and CR 551	at Brooklawn Circle	Redesign Intersection		X								X				14.0
30	I-295	at CR 620	Reconstruct Interchange		X									X			3.0
HIGHWAY NEW CAPACITY																	
31	I-476 (PA Turnpike Northeast Extension)	Lansdale to Allentown	Widen to 6 Lanes *, ***			X	X			X							$ 0.0
32	US 202-Sec. 700	Montgomeryville to Doylestown	Construct New Parkway and Improve Intersections		X		X			X							200.0
33	County Line Road	PA 309 to PA 611	Widen; Reconstruct **			X	X			X							30.0
34	I-95	at I-276 (PA Turnpike)	Construct New Interchange and Delaware R. Bridge; Widen *, **		X		X					X					145.6
35	I-95 at Scudders Falls Bridge	PA 332 to CR 579	Widen *		X		X								X		0.0
36	US 1	I-276 (PA Turnpike) to New Jersey state line	Widen; Reconstruct; & Improve Interchanges **		X		X										22.5
37	US 202-Sec. 100	West Chester to Delaware state line	Widen and Supportive Land Use Plans		X			X	X								100.0
38	I-76 (PA Turnpike)	Downingtown to Valley Forge	Widen *		X			X		X							0.0
39	French Creek Parkway	PA 23 to PA 29	Construct New Road	X				X									20.0
40	PA 100	Shoen Rd to Fellowship Rd	Widen		X			X									40.0
41	US 202-Sec. 300	PA 252 to US 30	Widen; Reconstruct **	X				X									50.0
42	US 1	within East Marlborough Township	Widen to 6 Lanes	X				X									5.0
43	PA 41	Delaware state line to PA 926	Widen; Reconstruct **			X		X									22.5
44	US 30	Exton Mall to US 202	Widen to 5 Lanes		X			X									15.0
45	I-76 (PA Turnpike)	at PA 29 Interchange	Construct Electronic Interchange *	X				X									0.0
46	US 30 Bypass	at Airport Rd	Interchange Improvements			X		X									62.5
47	US 322	US 1 to I-95	Widen; Reconstruct **		X				X								40.0
48	US 1/US 322	US 202-Sec 100 to US 322 in Concord	Widen			X			X								15.0
49	US 322/Commodore Barry Bridge	to PA 291/2nd St	Construct Ramps to Bridge	X					X								27.0
50	I-476 (PA Turnpike Northeast Extension)	Mid-County to Lansdale	Widen to 6 Lanes *		X					X							0.0
51	PA 23	US 202 to US 422	Construct New 2-Lane Highway			X				X							60.0
52	I-76/Henderson Rd	Henderson Rd (South Gulph Rd to US 202)	Construct Ramps to I-76; Widen; Reconstruct **			X				X							18.0
53	Lafayette St	Norristown to Conshohocken Rd	Road Extension and Improvements; New PA Turnpike Interchange		X					X							75.0
54	US 202-Sec. 600	Johnson Hwy to PA 309	Widen; Reconstruct **	X						X							70.0
55	PA 309 Connector Road	PA 309 to Sumneytown Pike	Upgrade Roads/Construct New Road; Reconstruct **		X		X			X							40.0
56	Matsonford Bridge/Road	I-476 interchange to Elm St	Widen; Intersection Improvements; Reconstruct **			X				X							20.0
57	Ridge Pike	Butler Pike to Philadelphia	Widen to 4 Lanes; Reconstruct; Improve Intersections **		X					X							5.0
58	I-276 (PA Turnpike)	Norristown to Valley Forge	Widen *	X						X							0.0
59	River Crossing Complex	US 202 to PA 363	Widen; Interchange Improvements at PA 23 & PA 363			X				X							136.0
60	Ridge Pike Bridge	over Perkiomen Creek	Construct New Bridge and Realign Roadway			X				X							20.0
61	I-95	"Cottman, Girard, Allegheny, Bridge, & Betsy Ross Bridge"	Interchange Improvements (see also 8)	X							X						200.0
62	North Delaware Ave	Lewis St to Bridge St	Construct Arterial Road Extension	X							X						10.0
63	Delaware Ave & Penrose Ave/26th St	to Navy Yard Business Center	New Access Roads from the East and West	X							X						10.0
64	Adams Avenue Connector	I-95 and Aramingo Ave	Extend Road to New Ramps		X						X						10.0
65	PA 63 (Woodhaven Rd)	US 1 to Philmont Ave	Traffic Flow Improvements			X				X	X						25.0

2030 Major Regional Transportation Projects

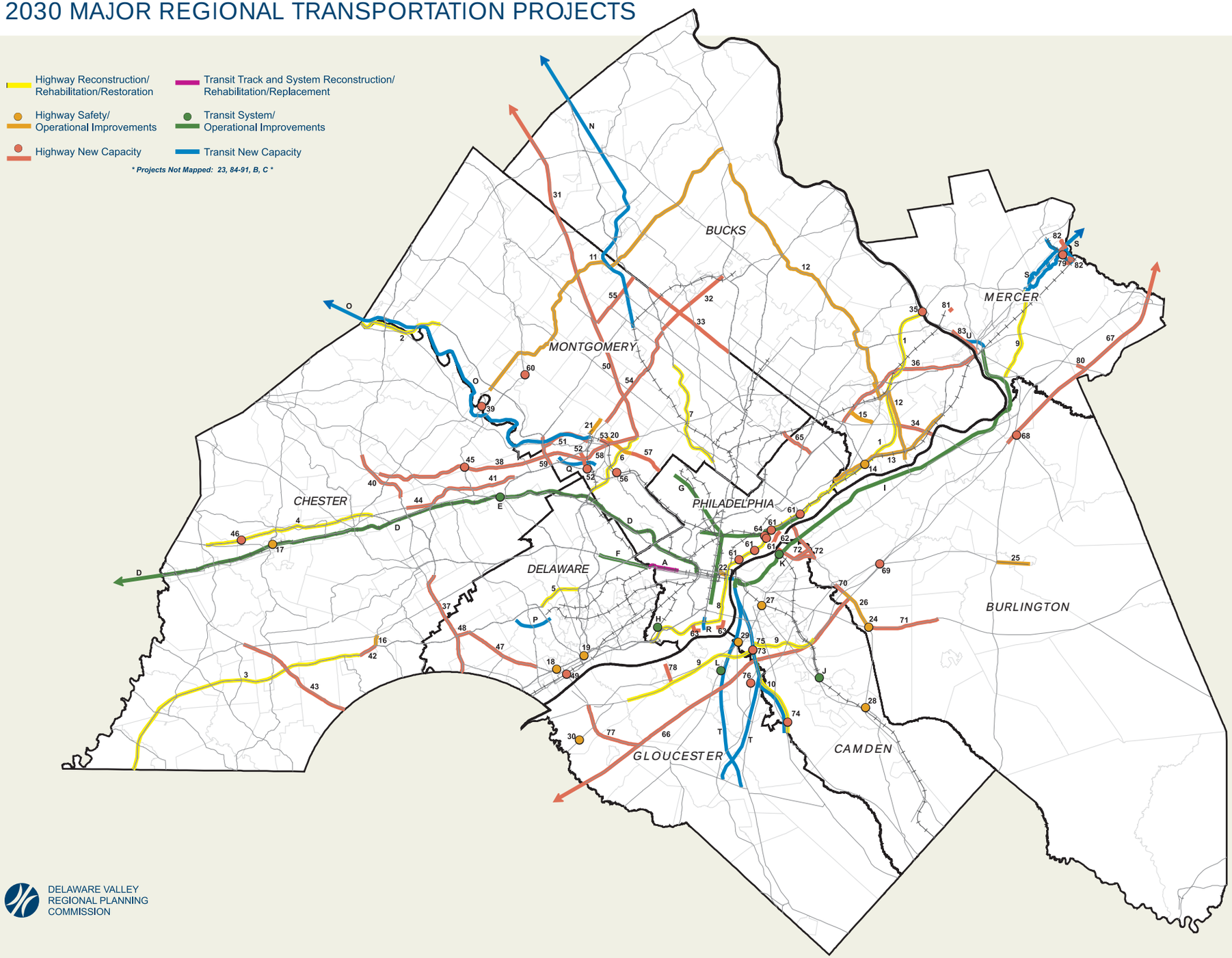
ID	FACILITY	LIMITS	BRIEF DESCRIPTION	TIME PERIOD			LOCATION									COST
										PA			NJ			
				2005 - 2010	2011 - 2020	2021 - 2030	BUCKS	CHESTER	DELAWARE	MONTGOMERY	PHILADELPHIA	BURLINGTON	CAMDEN	GLOUCESTER	MERCER	(IN MILLIONS)
HIGHWAY NEW CAPACITY (continued)																
66	New Jersey Turnpike	Exit 4 to Delaware Memorial Bridge	Widen *, ***			X						X	X	X		$ 0.0
67	New Jersey Turnpike	Exit 6 to Exit 8A	Widen *, ***		X							X			X	0.0
68	US 206 (Old York Rd)	at Rising Sun Rd	Construct New Connector Road	X								X				13.8
69	I-295	at NJ 38	Add Missing Movements at Interchange	X								X				103.8
70	NJ 73	in vicinity of Fox Meadow Rd	Widen; Improve Intersections	X								X				30.0
71	NJ 70	Marlton to Medford	Widen		X							X				70.0
72	NJ 73, NJ 90 & US 130	in Pennsauken	Access Improvements		X							X				30.0
73	I-295	at NJ 42/I-76	Add Missing Movements at Interchange	X									X	X		81.2
74	NJ 42 Freeway	at College Drive	Construct New Interchange		X								X			17.0
75	I-295	at NJ 42/I-76	Construct Direct Connection of I-295 Through Interchange		X								X			300.0
76	NJ 55	at Deptford Center Rd	Interchange Improvements		X									X		5.0
77	US 322	US 130 to NJ Turnpike	Widen			X								X		74.0
78	Paulsboro Bridge	I-295 to Paulsboro BP site	Construct New Bridge and Road Improvements		X									X		16.0
79	CR 571	Wallace-Cranbury Rd to Clarksville Rd	Widen; Reconstruct; Signals			X									X	8.0
80	NJ 33 Bypass	Washington Blvd to US 130	Realign and Extend Kuser Rd to Robbinsville Rd		X										X	16.3
81	West Trenton Bypass	at West Trenton (Ewing) Transit Village	Construct Connector Roads			X									X	8.0
82	US 1/Penns Neck	in vicinity of Penns Neck	Construct Connector Road and Interchanges; Widening			X									X	90.0
83	NJ 29	US 1 to Sullivan Way	Convert NJ 29 to an Urban Boulevard		X										X	175.0
HIGHWAY OTHER																
84	RIMIS - Regional ITS	Traffic Operations Center	Regional ITS Coordination	X	X	X	X	X	X	X	X	X	X	X	X	$ 25.0
85	ITS Deployment	Pennsylvania Region	Install CCTV; VMS; Detectors; and Fiber Optic	X	X	X	X	X	X	X	X					171.9
86	ITS Maintenance	Pennsylvania Region	Maintain Equipment and the Traffic Operations Centers	X	X	X	X	X	X	X	X					8.2
87	ITS Traffic Operations Centers	in Philadelphia	Transportation Central Control Centers	X							X					10.0
88	ITS Traffic & Incident Management	New Jersey Region	Smart Moves Program; IMRT; & Emergency Service Patrol	X	X	X						X	X	X	X	52.4
89	ITS Traffic Operations Center	New Jersey Region	Traffic Operations Center	X								X	X	X	X	154.8
90	ITS Deployment	New Jersey Region	CCTV; VMS; Detectors; and Fiber Optic	X	X	X						X	X	X	X	135.0
91	DRPA Traffic Operations Center	DRPA Facilities	Traffic Operations Center *	X			X		X		X	X	X	X		0.0
TRANSIT TRACK AND SYSTEM RECONSTRUCTION/REHABILITATION/REPLACEMENT																
A	Market-Frankford Line	46th St to 69th St	Reconstruct	X					X		X					$219.0
TRANSIT SYSTEM/OPERATIONAL IMPROVEMENTS																
B	Fare Payment Modernization	Systemwide	Updated Fare Collection		X		X	X	X	X	X	X	X	X	X	$ 49.0
C	SEPTA Smart Stations	Systemwide	Improve Station Safety, Security and Communications	X	X		X	X	X	X	X					75.9
D	Keystone (Passenger) Corridor	Philadelphia to Harrisburg	Operation Improvements; Rehabilitation ***	X				X	X	X	X					180.0
E	R5 Regional Rail	at Paoli Train Station	Construct Multimodal Center and Access Improvements		X			X								50.0
F	West Chester Pike Busway	North Lawrence Rd to 69th St Terminal	Reserved Bus Lane			X			X							10.0
G	Route 23/Route 56	Entire Routes	Infrastructure Improvements; Light Rail Vehicle Purchase		X						X					319.0
H	R1 Regional Rail/Route 36	Eastwick	Extend Route 36 and Construct R1/36 Joint Station		X						X					10.8
I	River Line Light Rail Line	Operational Improvements	Extend Sidings and Other Rail Improvements		X							X	X			20.0
J	PATCO	at Lindenwold	Construct Operations Building *	X									X			0.0
K	Delair Transfer Station	at River Line and Atlantic City Rail Line	Construct Station		X								X			11.8
L	Woodbury Transportation Center	in Woodbury	Construct Transportation Center	X										X		6.0
TRANSIT NEW CAPACITY																
M	Delaware River Tram	Philadelphia to Camden	Construct Aerial Tram *		X						X		X			$ 0.0
N	Quakertown Line	Lansdale to Hellertown	Construct Rail Line ***			X	X			X						200.0
O	R6 Regional Rail/Schuylkill Valley Metro	Norristown to Wyomissing	Extend Rail Line ***		X			X		X	X					500.0
P	R3 Regional Rail	Elwyn to Wawa	Extend Rail Line	X					X							61.0
Q	Route 100 Spur	Hughes Park to King of Prussia	Extend Rail Line		X											150.0
R	Broad Street Subway	Pattison Ave to Navy Yard	Extend Rail Line			X					X					300.0
S	US 1 Bus Rapid Transit	US 1/Central New Jersey	Institute Bus Rapid Transit Service ***			X									X	250.0
T	Rail Line to Gloucester County	Camden/Gloucester Counties	Construct Rail Line		X								X	X		1,500.0
U	River Line Light Rail Line	Trenton Station to State Capitol	Extend Rail Line		X										X	100.0

* Only Federal funding is shown

** Only costs for roadway widening are shown. Reconstruction costs are accounted for the Roadway Reconstruction/Rehabilitation/Resurfacing/Restoration category.

*** Cost reflects the portion within the DVRPC region

2030 MAJOR REGIONAL TRANSPORTATION PROJECTS



DELAWARE VALLEY
REGIONAL PLANNING
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Aspirations

There are many more identified regional transportation needs than there is funding available for over the life of the Plan. In order to highlight the discrepancy between needed and available funding, as well as provide a list of regional priorities, a list of future aspirations is included as part of the *Destination 2030* Long Range Plan. The major regional needs that have been identified as part of the development of the long range plan but are currently unable to be funded due to fiscal constraint are included in this list. This is not an all-inclusive list as it reflects only those major regional projects that were identified during the development of the fiscally constrained Plan. It is important to note that the Aspirations list does not include the many maintenance needs that are not able to be funded through the fiscally constrained set of projects.

Projects may be periodically added to the Aspirations list without amending the Plan. However, any changes to the fiscally constrained project set will require an amendment. In the event that additional funds are identified or as individual project priorities change, the Long Range Plan may be amended to include additional projects. Any project amendments to the Plan must be consistent with the goals of *Destination 2030.*

DVRPC is undertaking a project to compile a detailed and accurate picture of the current transportation related funding resources in the Commonwealth of Pennsylvania, and in particular those available to the five county Pennsylvania portion of the DVRPC region. The project will assess the transportation funding needs of the region, assess the shortfall in existing revenue sources; and investigate and evaluate potential new sources of funding for the region with the intent to incorporate findings from this project into the Long Range Plan.

Major Regional Transportation Aspirations

FACILITY	LIMITS	BRIEF DESCRIPTION
HIGHWAY		
I-76 (Schuylkill Expressway)	US 202 to I-476	Widen; Reconstruct
I-76	at Hollow Rd. (Gladwyne Interchange)	Construct Full Interchange
I-95/PA 291	in Trainer Borough	Construct Connector Road
I-276 (PA Turnpike)	at PA 63	Construct New Electronic Interchange
US 1/PA 452	Interchange at US 1/PA 452	Construct Grade-Separated Interchange
US 202-Section 200	Matlack St. to US 30	Widen
US 202-Section 200	at US 322 Bypass	Interchange Improvements
US 202-Section 500	Henderson Rd. to Allendale Rd.	Widen; Reconstruct
US 422	Pawlings Rd. to Limerick	Widen and Construct New Interchange
PA 3	US 202 to PA 352	Widen
PA 29	Mennonite Rd. to Collegeville	Widen
PA 63	PA 113 to Wambold Rd.	Widen
PA 113	at Creamery Village	Relocate PA 113 near Creamery Village
PA 113	US 30 Bypass to Peck Rd.	Widen
PA 309	PA 63 to North Wales Rd.	Widen; Grade Separate at PA 63
County Line Road	Buck Rd. to New Rd.	Widen
Crossroads Bridge	over Schuylkill River	Construct New Bridge
Delaware Avenue	Allegheny Ave. to Cumberland St.	Construct New Road
Germantown Pike	PA 363 to North Wales Rd.	Widen
Inter-County Relief Route	PA 113 to PA 29	Construct Connector Road
Royersford-Spring City Bridge	over Schuylkill River	Grade Separate from Norfolk Southern Tracks
Sumneytown Pike	PA 63 to Troxel	Widen
Township Line Road	US 422 to Schwenksville	Widen
CR 536 Spur	NJ 42 to CR 706	Widen
CR 534	NJ 42 to CR 686 at CR 703	Widen
CR 705	CR 536 Spur to CR 689	Widen
Berlin-Cross Keys Road	US 30 to CR 654	Widen
Cramer Hill Bridge	Harrison St. to US 30 and I-676	Construct New Bridge and Ramps
Mercer Crossing	Extend Calhoun St. to Spruce St.	Widen; Signalize; Construct Bypass
TRANSIT		
Flyover from Airport	at Control-Point Philadelphia	Construct New Rail Interlocking
R2 Wilmington/R1 Airport Regional Rail Line	Inbound R2 Service	Improve Connection between R2 and Airport Lines
R2 Regional Rail Line	Warminster to Wycombe	Extend Existing Rail Line
R2 Regional Rail Line	Roslyn to Warminster	Doubletrack Segment
R3 Regional Rail Line	Wawa to West Chester	Extend Existing Rail Line
R3 Regional Rail Line	at Morton, Secane and Primos Stations	Remove At-Grade Crossings
R5 Regional Rail Line	Thorndale to Atglen	Extend Existing Rail Line
R5 Regional Rail Line	at Downingtown	New Transportation Center & Access Improvements
R5 Regional Rail Line/Route 100	at Junction of Two Rail Lines	Construct a New Consolidated Station
R8 Regional Rail Line	Fox Chase to Newtown	Extend Existing Rail Line
Regional Rail System	Wawa to Painter's Crossroads	Construct New Rail Line
Cross County Metro Phase 1	Thorndale to King of Prussia	Construct New Rail Line
Cross County Metro Phase 2	King of Prussia to Trenton	Construct New Rail Line
Northeast Phila. Rapid Transit Line	Broad St. to Southampton Rd.	Construct New Rail Line
City Branch Line & Historic Trolley	Penn's Landing to 52nd St.	Construct New Rail Line
North Delaware Riverfront Transit	North Delaware Riverfront	Construct New Transit Line
PATCO - Philadelphia Extension	Center City and/or Columbus Blvd.	Construct New Rail Line
Route 100	King of Prussia to Valley Forge	Extend Existing Rail Line
Route 101	I-476 to Woodland Ave.	Add Additional Track to Single-Track Section
Delaware River Ferry Service	Navy Yard to South Jersey	New Ferry Service
Morrisville Station	NJ Transit Line to Morrisville	Extend Rail Service and Construct Rail Station & Parking
South Phila. to Gloucester Rail Line	Sports Complex/Navy Yard to Gloucester County	Construct New Rail Line
Cape May Seashore Line	Lindenwold to Cape May	Construct New Rail Line
West Trenton to Newark Rail Line	West Trenton to Newark	Construct New Rail Line
I-295/US 130 Corridor	Woodbury to Corporate/Industrial Parks	New Shuttle and Internal Circulator Service

Critical Elements of the Transportation System

The *Destination 2030* Plan acknowledges the special needs of several critical segments of the transportation system. As such, more in-depth policies and strategies were developed for transportation operations, specifically in regard to Intelligent Transportation Systems (ITS), and three modes: bicycle/pedestrian, freight movement and aviation.

Operations & ITS

Improving the operation of our existing transportation facilities is more imperative as there is less money and inclination to build new highways or widen existing facilities. Making our current system "smarter" through Intelligent Transportation System (ITS) components is the key to improving the efficiency and capacity of our transportation infrastructure.

According to national statistics, 55 percent of the congestion in major metropolitan areas is attributable to non-recurring congestion caused by accidents, special events, construction and maintenance activity, and other types of incidents. The goal of ITS is to implement an infrastructure to monitor traffic and transit networks, identify incidents as soon as possible, trigger an appropriate response, and notify the traveling public so they can take alternative routes or modes to avoid getting stuck in delays. Because traffic congestion does not recognize jurisdictional boundaries, a secondary goal of ITS is to establish institutional relationships that will allow different types of transportation agencies to coordinate their operations with each other, and with non-transportation organizations like police and fire departments. The Regional ITS Architecture for the Delaware Valley establishes the framework for information sharing by identifying the interagency linkages and information flows that will be built into the region's ITS network.

The goal of ITS is to implement an infrastructure to monitor traffic and transit networks, identify incidents as soon as possible, trigger an appropriate response, and notify the traveling public so they can take alternative routes or modes to avoid getting stuck in delays.

Vision

A well-planned, reliable and safe multimodal, regional transportation system that promotes interconnectivity among systems, keeps operators and users informed about travel conditions, responds rapidly to incident-related congestion, and assures efficient delivery of goods and passengers utilizing available and new technologies.

Goals and Strategies

Implement Highway ITS Infrastructure

- Deploy basic field devices including closed-circuit television (CCTV) cameras, variable message signs (VMS) and traffic flow detectors.
- Establish policies and priorities for implementing closed-loop traffic signal systems and coordinating the signal systems across neighboring jurisdictions.
- Implement fiber-optic communications networks to link field devices to operation centers.
- Establish operation centers at all major transportation organizations; operate centers 24x7.
- Install high speed E-Z Pass lanes, security cameras at bridges and other sensitive transportation structures, and equipment for commercial vehicle operations.

Implement Incident Management Programs

- Implement one regional incident management program to coordinate with individual-incident management corridor programs.
- Deploy emergency service patrol vehicles to assist motorists.
- Utilize incident management task forces to improve incident management coordination. Task forces are composed of departments of transportation, state police, 911 dispatchers, tow truck operators, and local police, fire, and EMS personnel.
- Establish incident management response teams to coordinate a department of transportation's response to incidents.
- Use integrated corridor management control to dynamically implement expressway detours. Traffic signal timings on diversion routes would automatically change to reflect the surge in traffic. Blankout signs will delineate the detour route for motorists.

Implement Transit Management Programs

- Deploy advance control systems for rail and buses. This encompasses automatic vehicle location (ALV) for buses, and signal and electrical systems for rail.
- Modernize transit control centers to incorporate the latest technology.
- Implement advanced traveler information systems for transit riders, including smart bus stops, and VMS signs and public address systems for rail stations.
- Implement advanced passenger security systems.

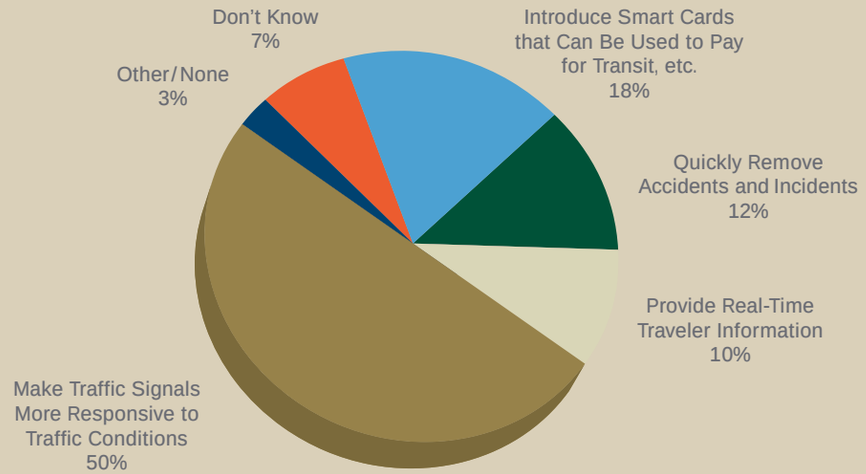
Implement Traveler Information Programs

- Maintain public-private partnerships with traffic reporting services.
- Provide basic pre-trip and en route travel information to the public.
- Deploy 511 telephone number for traveler information.

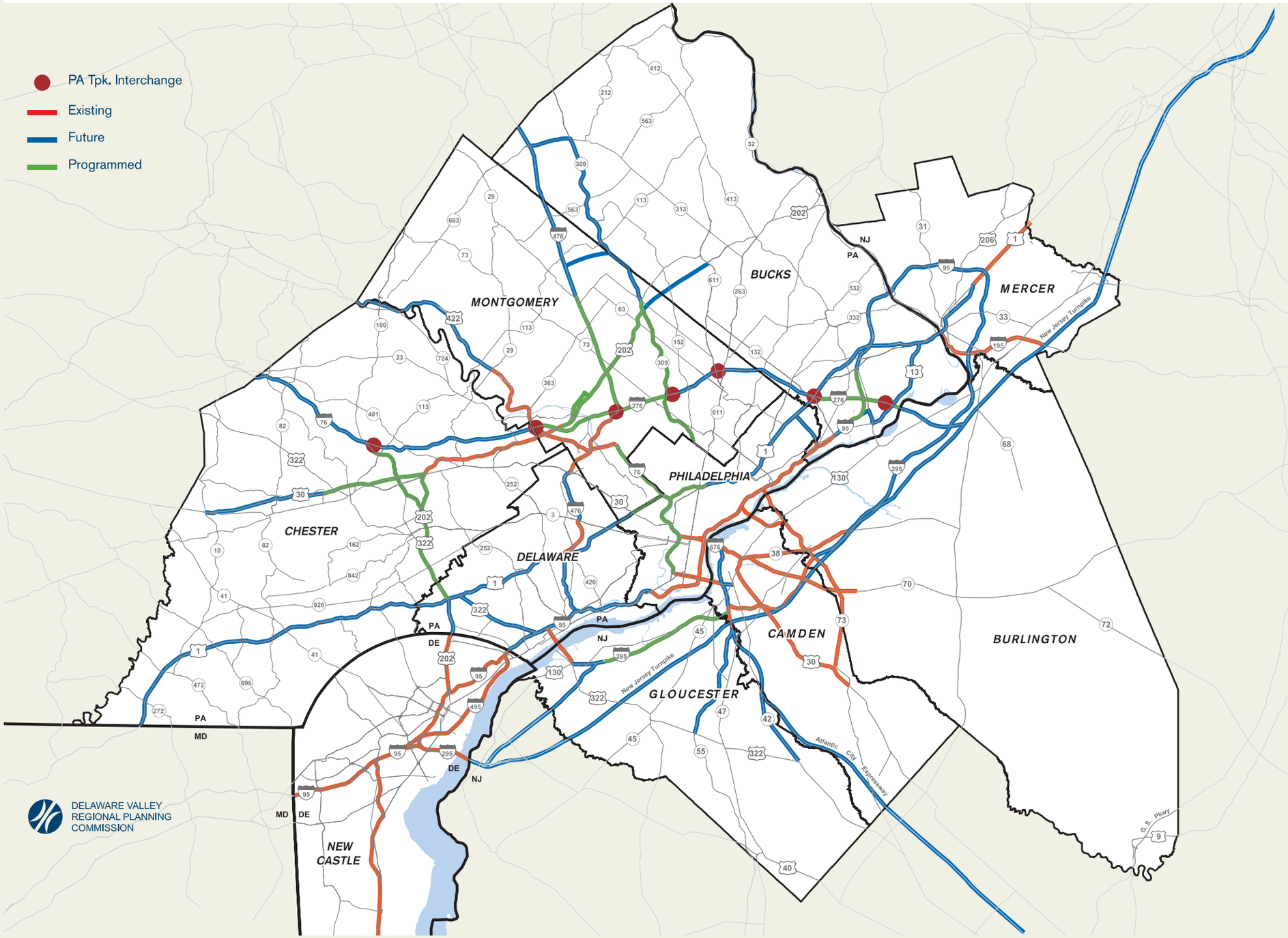
Implement Regional Initiatives and Policies

- Execute the Regional Integrated Multi-modal Information Sharing (RIMIS) information exchange network.
- Fund ITS maintenance and operations through the TIP.
- Implement an integrated fare collection mechanism for transit throughout the region.
- Apply various vehicle probe technologies for obtaining traffic flow information.

How can we best improve the operation of our existing transportation system?



2030 ITS INFRASTRUCTURE



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Bicycle and Pedestrian

Vision

The Delaware Valley is a place where people of all ages choose to bicycle and walk for routine transportation; as part of an active, healthy lifestyle; and to experience the remarkable natural and cultural resources of the region. Residents and visitors alike are able to conveniently walk and bicycle with confidence and a sense of security in every community.

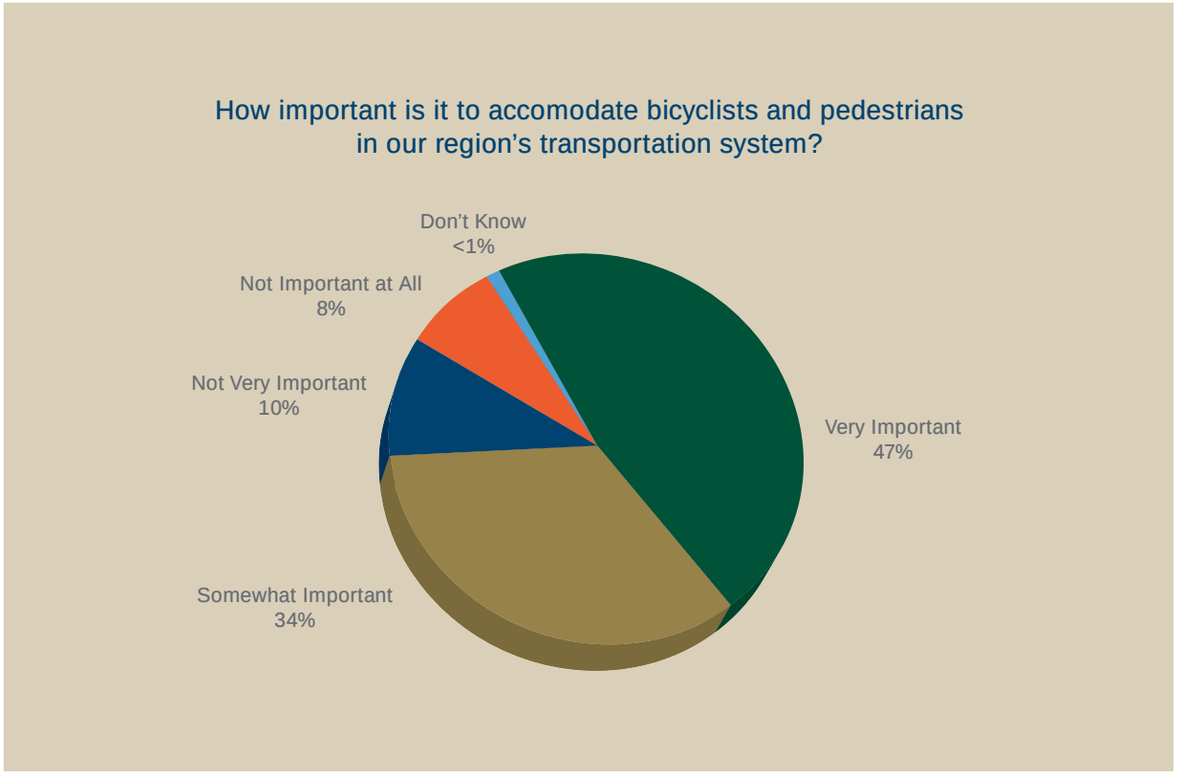
DVRPC embraces the twin goals of the USDOT: doubling the percentage of trips by foot and bicycle while reducing the number of injuries and fatalities suffered by bicyclists and pedestrians by 10 percent from current levels.

To accomplish this requires a program addressing the four E's: *Engineering, Education, Enforcement and Encouragement.*

Goals and Strategies

Design Streets and Highways for All Users

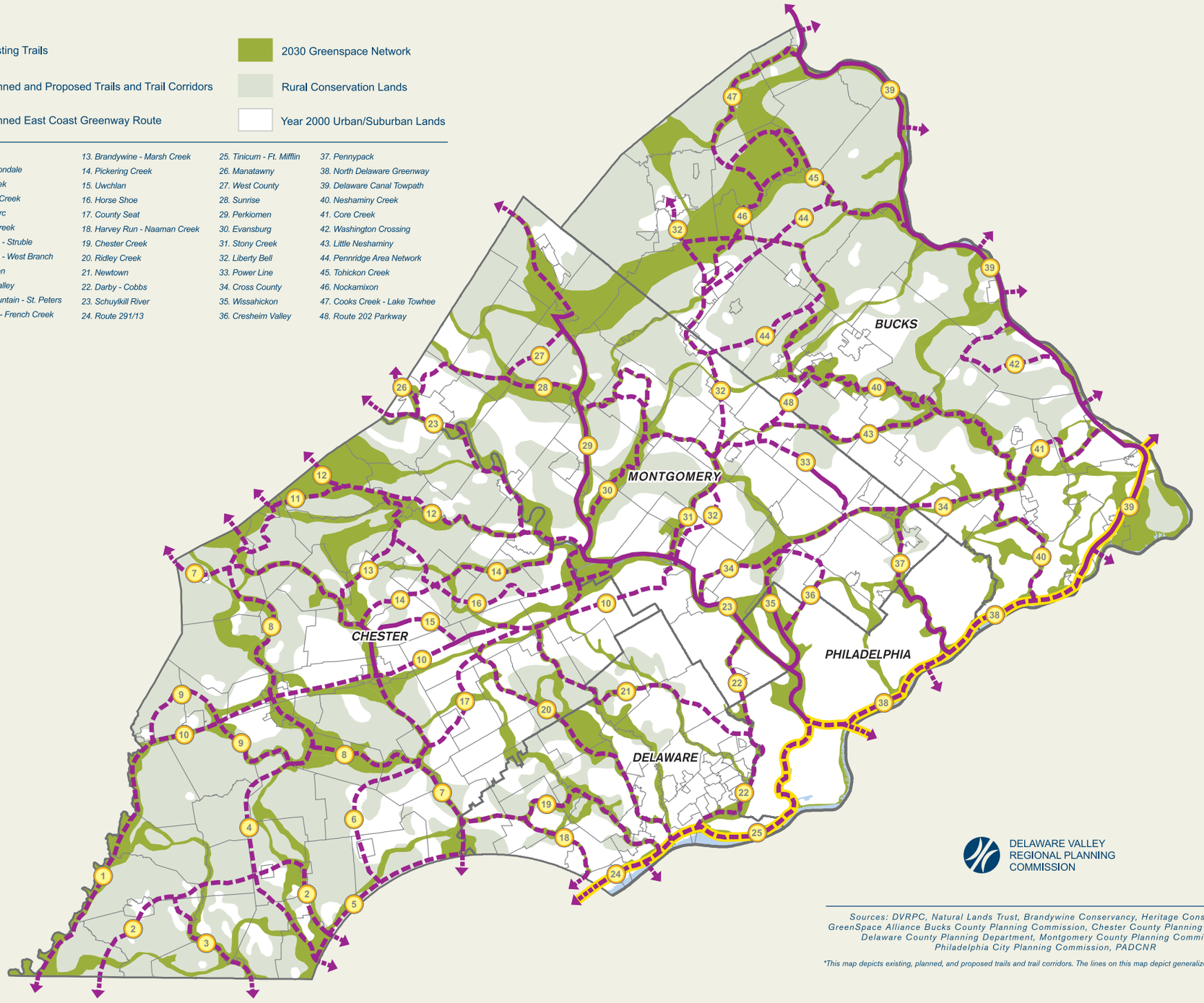
- Highway projects are designed to accommodate bicyclists and pedestrians in accordance with USDOT policy and guidance and each state's Bicycle and Pedestrian Master Plan.
- TIP project sponsors routinely address bicyclist and pedestrian accommodation in project scope descriptions.
- DVRPC evaluates highway construction, reconstruction and resurfacing projects and recommends the appropriate level of bicyclist and pedestrian accommodation, addressing physical and right-of-way constraints, measures of probable demand, various area and roadway designations of state and regional plans, designated hazardous school-walking routes, connectivity with the regional trail network, and roadway operational characteristics.
- Highway projects meeting a critical combination of factors as listed above are designed to accommodate "Group B" basic adult bicyclists in accordance with FHWA guidance and incorporate sidewalks. All other projects are designed to accommodate "Group A" (advanced) bicyclists except where bicycles are prohibited; in this instance, accommodation elsewhere within the right-of-way or corridor is investigated. Funding is allocated for necessary retrofit design work otherwise not provided for in highway maintenance program budgets.



- DVRPC provides technical and administrative assistance to municipalities for the development of municipal bicycle and pedestrian plans.
- DVRPC promotes the implementation of traffic-calming techniques in a context-sensitive approach.
- Major bridge construction and reconstruction projects provide new opportunities to cross the Delaware River, the region's longest single barrier to non-motorized travel, by bicycle or on foot. DVRPC works with bridge and turnpike authorities and commissions to incorporate non-motorized access in project scopes, plans and designs, in compliance with USDOT policy; and to remove financial, legal, statutory, regulatory, and technical impediments to implementation.
- DVRPC works with its planning partners to foster the creation of safe walking and bicycling routes to primary and secondary schools.

2030 REGIONAL TRAILS NETWORK

SOUTHEASTERN PENNSYLVANIA



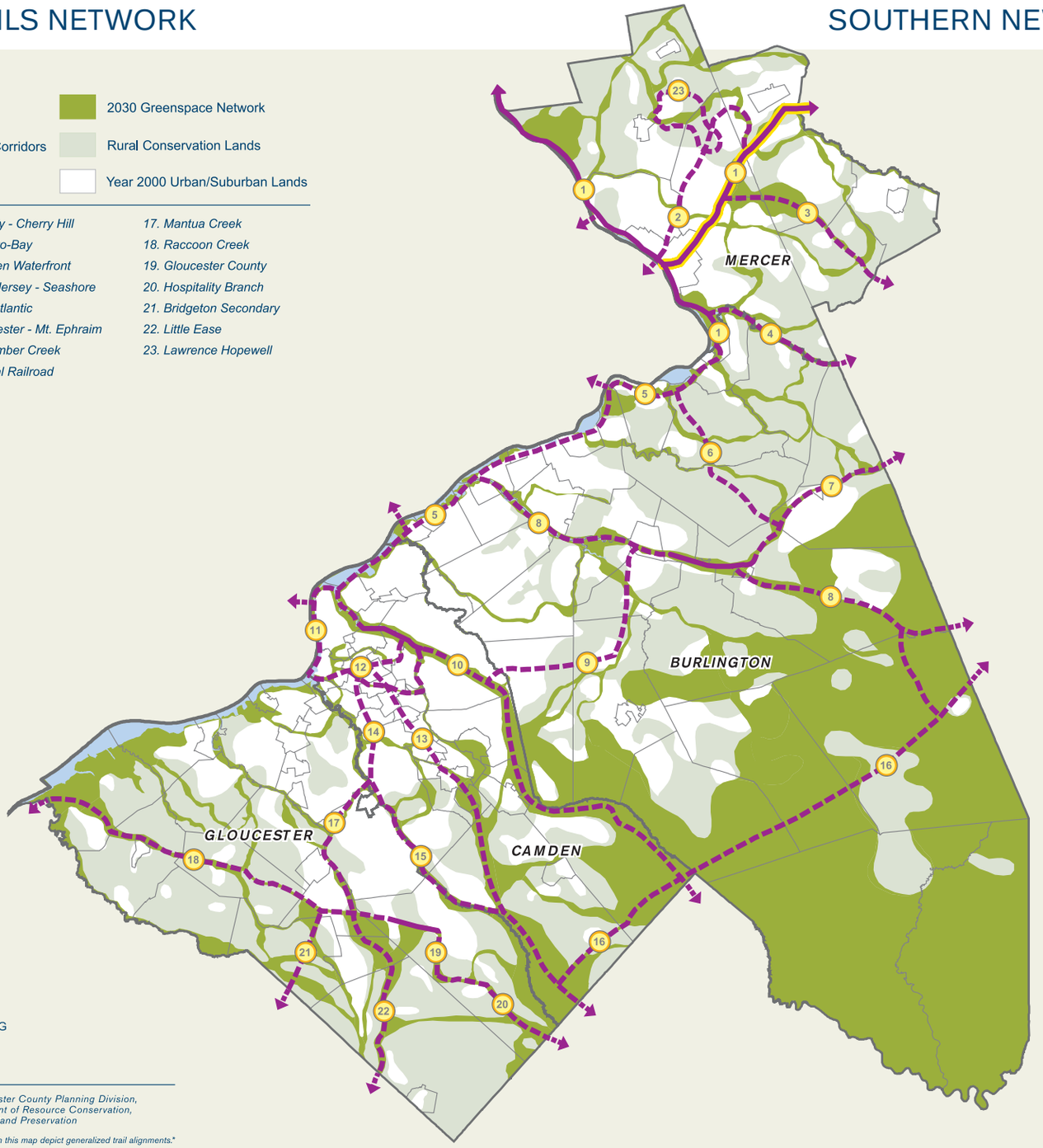
DELAWARE VALLEY
REGIONAL PLANNING
COMMISSION

Sources: DVRPC, Natural Lands Trust, Brandywine Conservancy, Heritage Conservancy, GreenSpace Alliance Bucks County Planning Commission, Chester County Planning Commission, Delaware County Planning Department, Montgomery County Planning Commission, Philadelphia City Planning Commission, PADCNR

This map depicts existing, planned, and proposed trails and trail corridors. The lines on this map depict generalized trail alignments.

2030 REGIONAL TRAILS NETWORK

SOUTHERN NEW JERSEY



DELAWARE VALLEY
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Sources: DVRPC, NJDEP, NJ Conservation Foundation, Gloucester County Planning Division, Mercer County Planning Division, Burlington County Department of Resource Conservation, Camden County Division of Open Space and Farmland Preservation

This map depicts existing, planned, and proposed trails and trail corridors. The lines on this map depict generalized trail alignments.

To increase the percentage of trips by foot and bicycle and reduce the number of injuries and fatalities suffered by pedestrians and bicyclists requires a program that addresses: engineering, education, enforcement and encouragement.

- DVRPC and the state DOTs systematically record and measure progress toward the plan's goals and objectives. DVRPC performs a regional bicycle travel survey once every 10 years, and keeps an updated inventory of regionally significant trails and trail development projects; and the DOTs record the presence of bike lanes and sidewalks in their Roadway Management System inventories.

Promote Development of a Regional Trail Network

- DVRPC works with its planning partners to accelerate the movement of trail projects through the project development pipeline.
- DVRPC supports the completion of the East Coast Greenway through the region.
- DVRPC has developed a future trails network that identifies existing and proposed trails. Funding for future trail projects is accounted for in the financial plan.

Promote Safe Non-Motorized Travel through Education, Enforcement and Encouragement

- DVRPC promotes the inclusion of bicycle education curricula in middle schools through the dissemination of information and the benefits of such programs.
- DVRPC encourages adherence to and enforcement of vehicle laws for the safety of bicyclists and pedestrians through execution and funding of education and awareness campaigns and regional conferences.
- DVRPC works with transportation management associations to encourage more and safer bicycling and walking.
- Transit operators strive for constant improvement in the offering and marketing of bicycle transport and parking amenities for their customers.
- DVRPC works with transit operators to ensure secure bicycle parking facilities at all rail stations and transportation centers sufficient to meet current and potential demand. Operators keep an inventory of such facilities as part of an asset management system.

Freight

The movement of freight is an important aspect of regional planning. Freight transport is integrally linked to economic growth and prosperity, the quality of life, and traffic volumes and patterns.

The Delaware Valley is a highly prominent international freight gateway with major air, rail, port, truck and warehousing facilities. The *Destination 2030* Long Range Plan seeks to maximize each of the individual modes of freight transport, and to improve intermodal connectivity. The *Destination 2030* Plan is further defined by delineating and focusing efforts on a major north-south freight corridor and a major east-west freight corridor.

In terms of projects, *Destination 2030* identifies $2 billion in port improvement needs and $785 million in rail freight improvement needs. These improvements augment additional projects contained in the Long Range Plan, which also facilitate the safe and efficient flow of freight. Public-private partnerships will be a key to funding and constructing these improvements.

DVRPC will continue to address freight issues and opportunities with the local freight community on a continuing, comprehensive and cooperative basis. The DVRPC freight advisory committee, the Delaware Valley Goods Movement Task Force, spearheads DVRPC's freight planning program and was integrally involved in the formulation of the Year 2030 freight plan.

Vision

Economic development will be advanced through freight transportation infrastructure, investment and policies. The planning process will place emphasis on economic development. Transportation policies, regulations and projects will support the needs of manufacturers, carriers and consumers. The freight network is recognized as a cornerstone of efforts to foster a flourishing regional economy.

Goals and Strategies

Identify Strategies and Improvements that Maximize Air, Rail, Ship, and Truck Modal Contributions to the Flow of Goods, Including Connections Between the Modes and Support Facilities.

- Collect, analyze, and disseminate strategic goods movement data using information from public sources and facility owners and operators.
- Utilize and cultivate all available strategies and technologies to address capacity and bottleneck issues in corridors and for key freight generators and attractors.
- Employ the Delaware Valley Goods Movement Task Force to identify and advocate policies, regulations and projects that promote the movement of freight.
- Promote orderly growth and development and a hierarchical transportation network that most efficiently uses primary corridors and feeder routes, and that minimizes total travel.
- Promote compatible interface and balance competing demands posed by the mixing of freight and passenger operations.

Elevate Considerations of Projects that Promote Efficient Freight Movement and Economic Development.

- Maintain the freight community's close involvement in federal and state funding programs.
- Document and communicate the positive economic and quality-of-life effects resulting from freight improvements, as well as the alternative consequences if no improvements are made, to decision makers when funding allocation priorities are being established.
- Support partnerships between the freight community, economic development agencies, adjacent regions and states, multinational corporations, and foreign diplomatic offices.

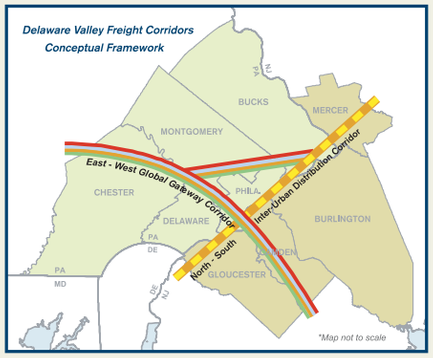
Integrate Freight Facilities and Operations with Community Goals.

- Promote safety and environmental programs that minimize the negative impacts of freight operations, while supporting the positive contributions derived from freight movement.
- Prepare education materials and big picture views that explain freight and distribution practices, trends, implications and benefits to the private sector, the general public and affected public agencies.
- Inform local elected officials about zoning, planning ordinances and site design strategies that help better manage freight activity.
- Advance the reuse of brownfields as transportation and distribution facilities.
- Support efforts to assure national security and national defense.

The *Destination 2030* Long Range Plan seeks to maximize each of the individual modes of freight transport, and to improve intermodal connectivity. The Plan is further defined by delineating and focusing efforts on a major north-south freight corridor and a major east-west freight corridor.

The DVRPC freight advisory committee, the Delaware Valley Goods Movement Task Force, spearheads DVRPC's freight planning program and was integrally involved in the formulation of the Year 2030 Freight Plan.

2030 MAJOR FREIGHT FACILITIES



BUCKS
MONTGOMERY
CHESTER
PHILADELPHIA
DELAWARE
MERCER
BURLINGTON
CAMDEN
GLOUCESTER
NJ
PA

2nd Main Track
Trenton Subdivision

2nd Main Track
Morrisville Line

2nd Main Track
Trenton Subdivision

2nd Main Track
High Line and Trenton Line

2nd Main Track
Philadelphia Subdivision

Separate Freight Track
Amtrak - Northeast Corridor

Philadelphia Freedom
Energy Center

Food
Distribution
Center

Pier 74
South

Northport/FastShip Terminal

Schuylkill River
Piers 1, 2, & 3

Broadway Terminal

Southport

Delaware River
Main Channel

Phila. Intl Airport

Paulsboro
Port

Penn
Terminals

Crown Landing
LNG Facility

Major Capacity Improvements

Rail Freight

Ports, Air & Adjacent Facilities

DELAWARE VALLEY
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Aviation

To maintain an efficient, safe and competitive regional airport system, certain facility goals need to be achieved through specific improvements. Those improvements are not only focused on the commercial airports in our region, but also the secondary airports, business and general aviation facilities. DVRPC has developed, with the Regional Aviation Committee, policy goals and a list of projects that are most important to maintain current aviation system competitiveness and achieve the regional objectives set forth in this and previous vision plans for the next 25 years.

Vision

A well-balanced regional aviation system that provides sufficient capacity to adequately fulfill the needs of the air traveler in the 21st century, as well as the business and general aviation fleet, with an airport system that will increase and support regional economic development. Such airport system shall seamlessly tie into the larger aviation systems of the neighboring states and the nation.

Goals and Strategies

Increase the understanding and awareness of airport systems planning on all political levels.

- Continue the Regional Aviation Committee (RAC) to promote the need for airports systems planning.
- Update the Regional Airports System Plan (RASP) on a regular basis.
- Work with airport sponsors and municipal leaders to promote aviation needs and opportunities.
- Increase awareness of regional impacts of each aviation facility in the Delaware Valley.

Increase aviation funding to ensure appropriate airside and landside capacity at all regional airports.

- Identify alternative solutions to increase aviation funding levels through the jet fuel tax, federal trust fund formulas, state and other revenue sources to remedy revenue losses due to airline service cutbacks.
- Work with the states and federal agencies to raise awareness of budget shortfalls.
- Lobby legislators through special studies and research results to remedy any aviation funding crisis.

Develop, improve and integrate aviation policy at all governmental levels.

- Work with the states and the FAA to resolve the interpretation of issues restricting airport transfers for continued aviation use.
- Continue to integrate regional airport capital needs with state and federal funding programs (ACIP) to ensure adequate regional aviation infrastructure investment.

Promote airport-compatible land uses within affected municipalities and raise awareness of business opportunities around airports.

- Introduce legislation to encourage or force, if necessary, airport municipal zoning and coordinate compatible land-use around airports on every planning level.
- Help airport sponsors to develop business plans for their facilities to satisfy airport and municipal needs.
- Work to find alternative funding sources for DVRPC airports to ensure a safe, profitable regional aviation system.
- Increase federal and state funds to purchase land and easements to improve safety and satisfy GPS minimums.

Specific Facility Goals and Recommendations:

Capacity Increase:

- Increase Philadelphia International Airport capacity by 30 percent including air traffic control, runway/taxiway and passenger terminal improvements.
- Design capacity increases and service improvements at existing smaller regional commercial airports.
- Consider the need for a new commercial airport location in central New Jersey.
- Willow Grove NAS – Conversion to corporate business airport.

Regional General Aviation and commercial airports are experiencing continued land use pressure, which in turn hinders necessary airport development from being implemented. The need to introduce legislation to force airport municipal zoning and coordination of compatible land-use around airports on every planning level is a priority.

- Penn's Landing Heliport – Conduct FAA-AIP funding feasibility study and extend pier to increase operating and storage capacity.
- Trenton Mercer – Construct two new gates and increase parking lot capacity.
- System-wide – Construct hangars to house 500 additional aircraft at regional General Aviation (GA) and Reliever (business) airports and heliports.

Runway/Taxi Extensions

- Chester County – Relocate and extend runway 700 feet to 6,100 feet total length.
- Pottstown Limerick – Extend runway 1,201 feet to 4,570 feet total length.
- Doylestown – Extend runway 800 feet to 3,800 feet total length.
- Quakertown – Extend runway 600 feet to 3,800 feet total length.
- New Garden – Extend taxiway 1,000 feet to 3,690 feet total length.
- South Jersey Regional – Extend runway 1,600 feet to 5,500 feet total length.
- System-wide – Where appropriate, implement safety area and approach improvements to allow small corporate jet operations.

Preservation

- New Garden – Public acquisition by New Garden Township.
- Pottstown Limerick – Public acquisition by county (Montgomery County Airport Authority) or municipality.
- System-wide – Conduct and update outdated Master Plans and Airport Layout Plans and develop airport business plans.

2030 DELAWARE VALLEY AVIATION FACILITIES

Commercial Airport
Providing scheduled air carrier and general aviation services. International, domestic, and commuter destinations.

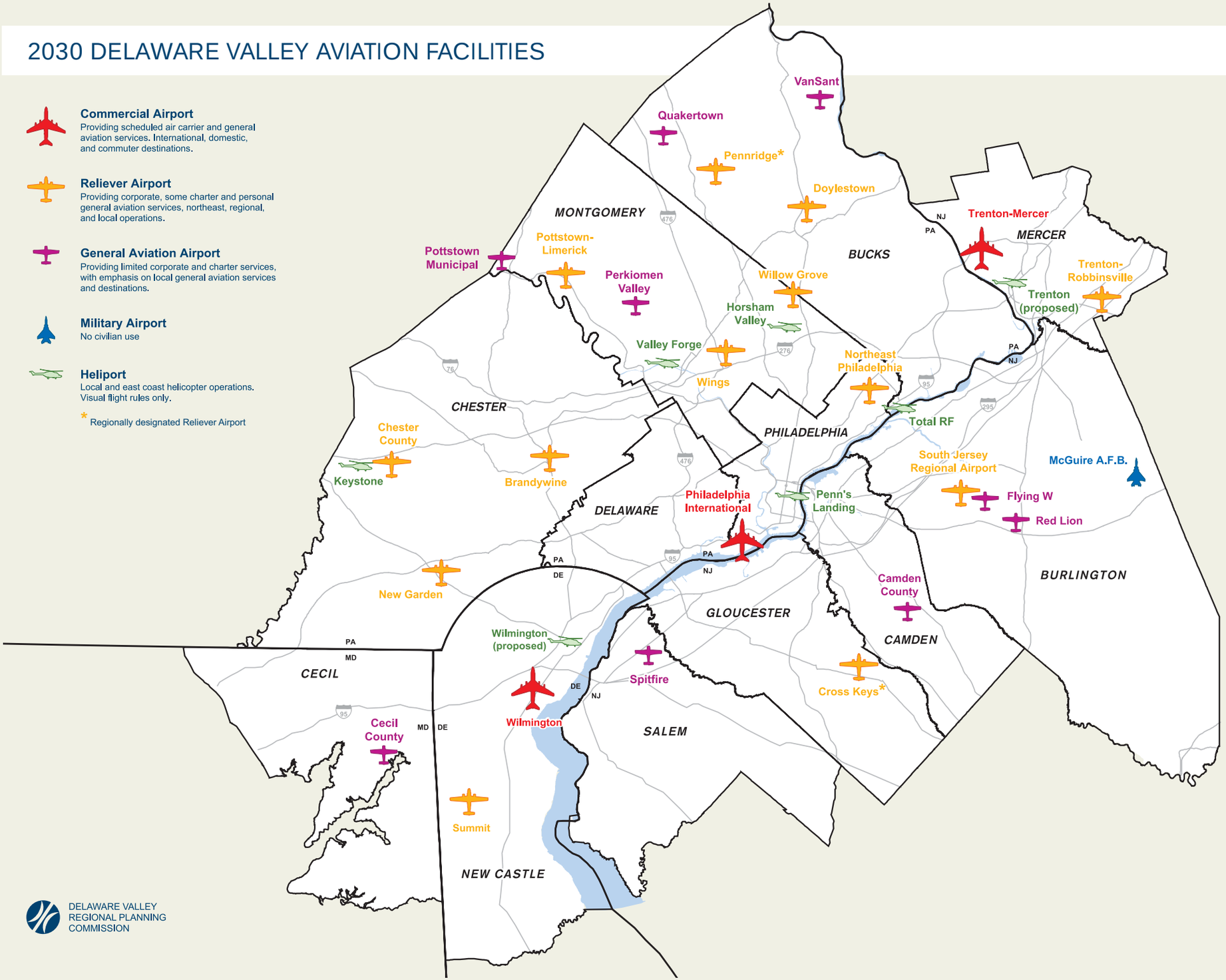
Reliever Airport
Providing corporate, some charter and personal general aviation services, northeast, regional, and local operations.

General Aviation Airport
Providing limited corporate and charter services, with emphasis on local general aviation services and destinations.

Military Airport
No civilian use

Heliport
Local and east coast helicopter operations. Visual flight rules only.

* Regionally designated Reliever Airport



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

The Clean Air Act requires DVRPC to demonstrate that projects and programs in the long range plan and TIP do not cumulatively harm air quality in the region.

Associated Programs

The long range plan has a symbiotic relationship with a number of other transportation planning programs, most importantly the Transportation Improvement Program (TIP) and the Congestion Management Process (CMP).

Transportation Improvement Program (TIP)

The TIP is the regionally agreed upon list of priority projects to be advanced during a short (3-4 year) timeframe. As required by federal law (ISTEA and TEA-21), the TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP also includes all other state-funded capital projects. The projects are multimodal; that is, they include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

Regionally significant projects must be drawn from the region's long range plan and all projects in the TIP must help implement the goals of the plan. The long range plan, required by federal law, is the document that helps direct transportation and land use decisions over a minimum 20-year horizon. The TIP represents the implementation of recommendations from DVRPC's Long Range Plan into a short-term program of improvements.

Air Quality Conformity

The Clean Air Act requires DVRPC to demonstrate that projects and programs in the long range plan and TIP do not cumulatively harm air quality. The transportation conformity process establishes a major connection between transportation planning and emissions reductions from transportation sources. In practice, this is achieved by testing the set of major regional projects found in the Plan and the TIP to confirm that the motor vehicle emissions associated with the projects are less than established motor vehicle emissions budgets established by the states.

Regional emissions analysis begins with travel simulations, which show the impact of proposed projects on regional travel. The travel impacts are then analyzed using an emissions estimation model.

The conformity determination must be based on the latest planning assumptions (such as population and employment) and the latest emissions estimation model available. The tests incorporate the impacts of motor vehicle controls, age of fleets, and inspection and maintenance programs. Interagency consultation procedures assure that the transportation and air quality planners agree on the particulars of the demonstration. DVRPC has successfully demonstrated transportation conformity of the *Destination 2030* Long Range Plan and the Pennsylvania and New Jersey Transportation Improvement Programs with the corresponding State Implementation Plans and the Final Rule under the Clean Air Act Amendments.

The U. S. Environmental Protection Agency (EPA) monitors and sets national health standards for six common air pollutants. The Delaware Valley does not meet the standards for two of these pollutants — ground-level ozone and fine particulate matter (PM2.5). This means that the EPA has designated the Philadelphia Region as an air quality "non-attainment area."

Ozone in the upper atmosphere protects us from the sun's harmful rays where it plays an important role protecting life on earth. At ground level, where we breathe, ozone can be harmful to our lungs and the environment. In the summer, sunlight and heat can "bake" pollutants to form ground-level ozone, also known as smog. Inhaling high levels of ground-level ozone damages your lungs and may feel like a sunburn on your lungs.

Particulate matter, or particle pollution, is the term for tiny drops of liquid or small bits of dust, metals or other materials that float on the air. Some particles are large enough to see as soot or smoke. Other particles are so small that they can only be seen with an electron microscope. Particle pollution comes from a variety of natural and manmade sources such as cars, power plants and forest fires. Particle pollution is a year-round problem.

Congestion Management Process

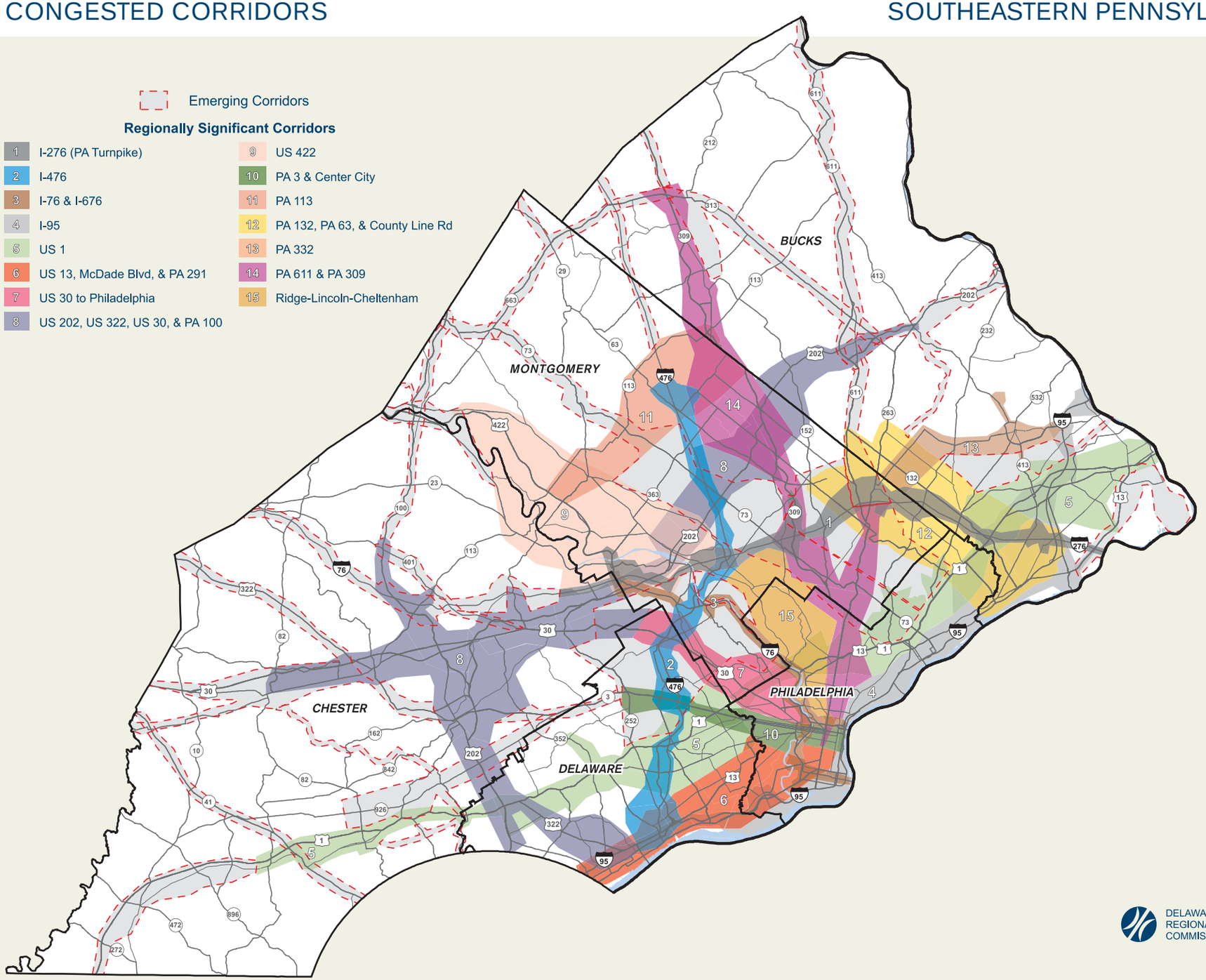
The CMP advances the goals of the long range plan and strengthens the connection between the Plan and the TIP. It identifies congested corridors and strategies to mitigate the congestion. Where additions to capacity are appropriate, the CMP includes supplemental strategies to reduce travel demand and improve operations. The CMP is a management system that is designed to aid decision-makers in gauging system performance, assessing needs, and in selecting cost-efficient strategies and actions to improve and protect investment in the region's infrastructure. The CMP is used in prioritizing and selecting projects for the Transportation Improvement Program, guiding the planning activities of the long range plan and serving as input for alternative analysis studies.

A major role of the CMP is to identify all capacity-adding single-occupant vehicle (SOV) projects. Any project that receives federal funds and results in adding general-purpose lanes to an existing highway or in constructing a new highway must be included in the region's Congestion Management Process. An analysis may be necessary to determine if the additional capacity needs can be first met through other means. The CMP corridors have been developed in conjunction with the long range plan and have also been designated as *Destination 2030* Long Range Plan corridors.

Congested corridors were determined by a number of criteria including: current and future daily and peak-hour congestion, frequent crash-related congestion, average annual daily traffic (AADT), intermodal importance and land use. Congested locations were then compiled into corridors. Corridors were reviewed to ensure inclusion of major flows of trips based on the regional travel demand simulation model, rail lines, approved TIP and long range plan projects, major brownfields and Superfund sites, and other studies and plans. In addition to currently congested corridors, there are corridors that are becoming congested and may be added to future updates. A set of emerging/regionally significant corridors was developed to represent them and also National Highway System (NHS) routes that are not congested but that form key links within the region. These corridors will serve as a basis for future transportation studies. The corridor studies, in turn, will generate additional transportation projects, which will be included in future iterations of the long range plan and TIP.

CONGESTED CORRIDORS

SOUTHEASTERN PENNSYLVANIA



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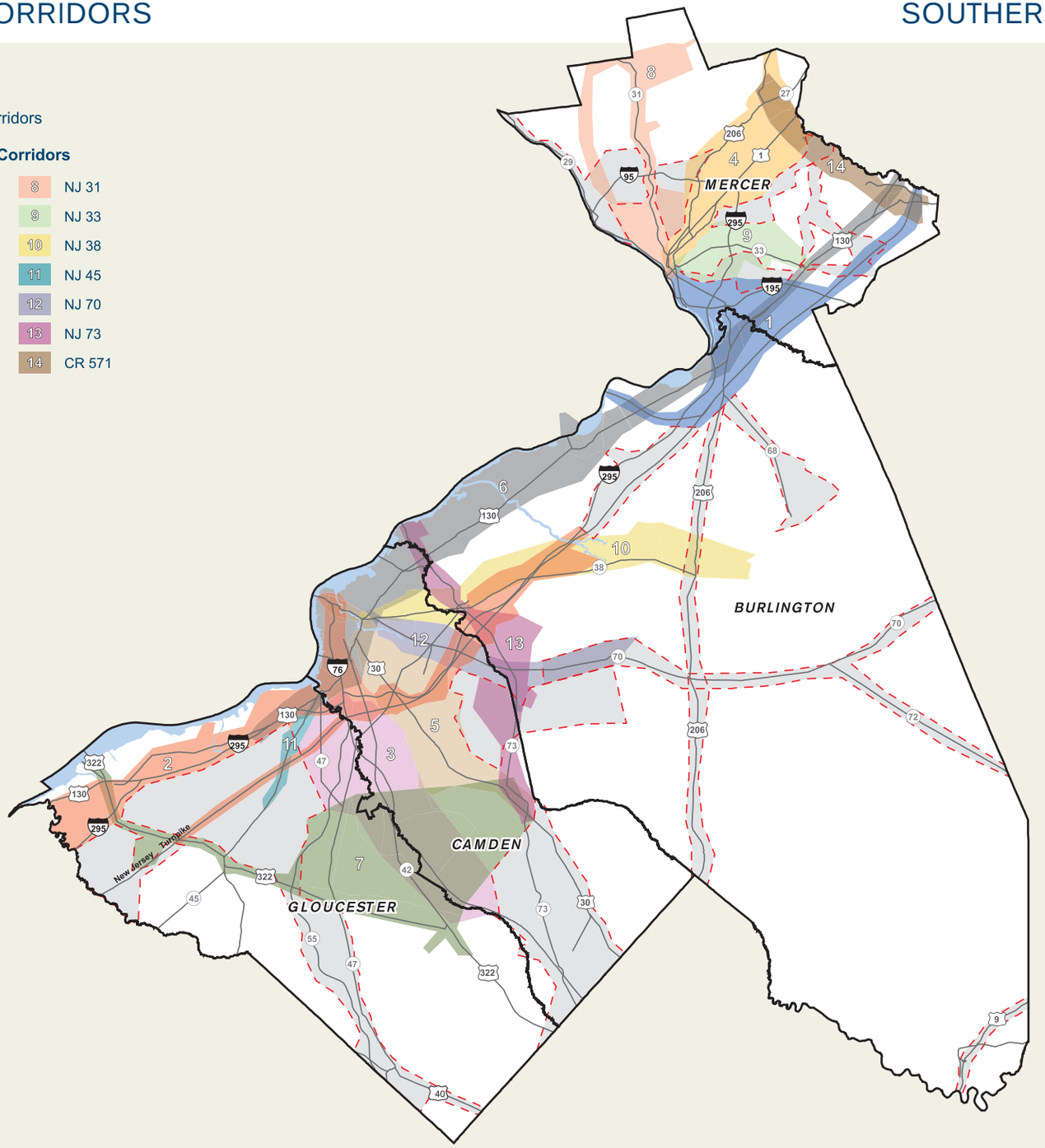
CONGESTED CORRIDORS

SOUTHERN NEW JERSEY

Emerging Corridors

Regionally Significant Corridors

1	I-295 & NJ Turnpike (N)	8	NJ 31
2	I-295 & NJ Turnpike (S)	9	NJ 33
3	AC Expressway/NJ 42	10	NJ 38
4	US 1 & US 206	11	NJ 45
5	US 30	12	NJ 70
6	US 130	13	NJ 73
7	US 322 & Cross Keys area	14	CR 571



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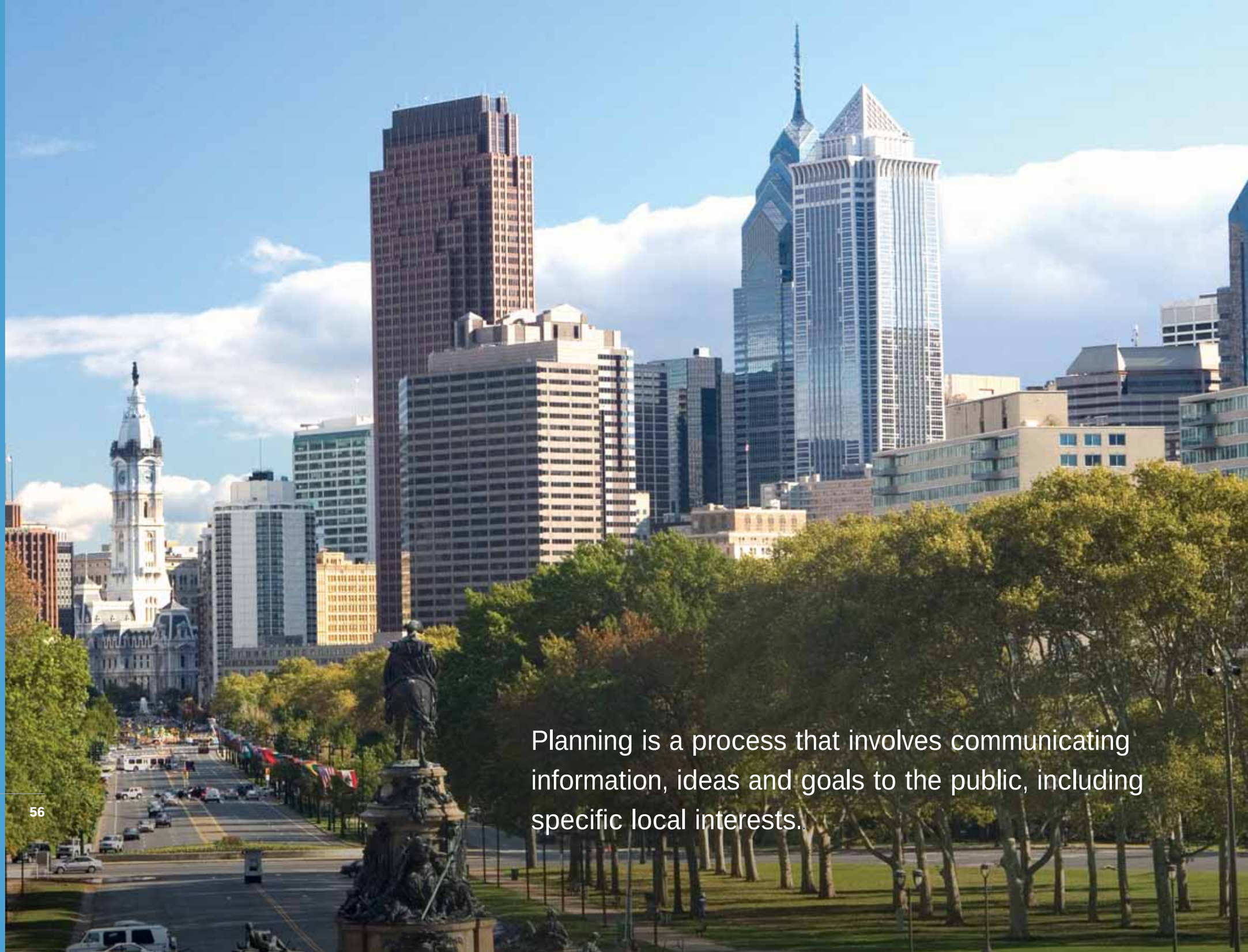

Planning is a process that involves communicating information, ideas and goals to the public, including specific local interests.

Implementation

How Can the Plan Be Achieved?

Through a constructive dialogue, planners and the public can share their opinions and mutually shape a vision for a neighborhood, community, county or region. Key stakeholders in the planning and implementation process include: (1) elected or appointed officials; (2) the development community; (3) local interests, such as the chamber of commerce or other business groups, civic and neighborhood associations, community development corporations and environmental and historic preservation and affordable housing advocacy organizations; and (4) the general public.

Public agencies and organizations involved in the regional planning and implementation process include local, county and regional planning commissions and agencies; the state Departments of Environmental Protection; the state Department of Transportation; the Office of Smart Growth and the Department of Community Affairs (in New Jersey) and the state Department of Community and Economic Development; the Office of Housing and Community Revitalization and the Department of Conservation and Natural Resources (in Pennsylvania); SEPTA, Pottstown Urban Transit, PATCO and NJ Transit; sewer and water authorities (or companies); local zoning hearing boards; redevelopment authorities (for urban renewal projects); school districts and other special-purpose boards and commissions.

DVRPC will continue to work with all of these partners and the public to make the vision of the plan a reality. By "thinking regionally but acting locally," DVRPC is able to achieve coordinated and cooperative action across municipal, county and state lines; across local, county, state and federal agencies; and across the public and private sectors. Tracking selected performance measures during the coming years will monitor progress toward the attainment of the vision and goals of *Destination 2030*.

Environmental justice stems from the fundamental concept that all individuals have a right to live in a healthy community. We all expect to live in a community where our families are safe from the harms of polluted water, polluted air and polluted soil. Unfortunately, that is not a reality for some Americans. Environmental justice recognizes that, historically, minority and low-income communities have suffered from a disproportionate distribution of negative environmental impacts. The goal of achieving and maintaining environmental justice is to, as one society, recognize the mistakes of our past and ensure a healthy environmental future for all people.

The federal government defines environmental justice as, "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 socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies."

As we learn more about communities that have borne the burden of environmental degradation, we become more committed to ensuring that all people regardless of race, color, national origin, or socioeconomic status can expect to live in environmentally sound communities. At DVRPC we plan for the responsible growth of the Delaware Valley. As the metropolitan planning organization for the Southern New Jersey and Southeastern Pennsylvania region, we are committed to making environmental justice a part of our planning process.

At DVRPC we plan for the responsible growth of the Delaware Valley. As the metropolitan planning organization for the Southern New Jersey and Southeastern Pennsylvania region, we are committed to making environmental justice a part of our planning process.

On the horizon, we see a Delaware Valley with an enhanced quality of life and a healthy environment for all of its residents.

DVRPC's work program contains many projects that implement the goals of the Long Range Plan.

DVRPC Programs

DVRPC strives to implement the vision set forth in the *Destination 2030* Plan through its work program and projects. Specific planning and implementation programs at DVRPC related to the *Destination 2030* vision areas include:

Urban Revitalization

- The Transportation and Community Development Initiative (TCDI) provides grants to local governments for revitalization planning; local area and corridor planning studies that develop integrated solutions for the transportation and land-use needs of an area; economic development and land-use plans to support redevelopment and reinvestment in our cities and older suburbs; and extensive outreach and education efforts that facilitate better communication and information sharing across the region.
- The Regional Housing Committee provides a regional forum for housing issues facing the Delaware Valley and directs housing research and planning activities by DVRPC staff. The committee makes recommendations to the DVRPC Board and staff on housing-related issues to be addressed in the annual work program; keeps DVRPC Board and staff apprised of current and emerging citizen concerns relating to housing; and serves in a technical review capacity on all housing-related studies being conducted by DVRPC staff.

Growth Management

- Municipal Implementation Tools is an ongoing series of "how to" brochures available to assist municipalities in implementing the region's long range plan. Eight brochures have been produced to date on: Transit-Oriented Development, Main Street Programs and Business Improvement Districts, Multi-Municipal Planning, Residential Infill Development, Impact Fees, Parking Management Strategies, Historic Preservation, and Transfer of Development Rights.
- Corridor Studies involve DVRPC working together with groups of communities along a corridor to consider what impacts new transportation infrastructure or improvements will have on the land-use patterns in an area, developing a vision and plan, and taking steps to manage future growth.
- Planning at the Edge involves DVRPC staff outreach to adjacent metropolitan planning organizations and counties with the goal of achieving cooperative solutions on interregional issues and projects.

The Environment

Water Quality

- The Tri-County Water Quality Management Board is administered by DVRPC to maintain the Tri-County Water Quality Management Plan for Burlington, Camden and Gloucester counties. The board and working group staff meet on an as-needed basis to review and coordinate activities related to wastewater management plans, water supply and regional stormwater management plans in the Tri-County area.
- The Coastal Zone Management Program (CZM) is administered by DVRPC in the Commonwealth of Pennsylvania for the tidal region along the Delaware River. DVRPC assists with CZM grant applications, providing municipal assistance along the Delaware Estuary, and hosting the Urban Waterfront Action Group, which provides "one-stop shopping" for information about waterfront development permits.

Open Space, Farmland and Natural Resource Protection

- Open Space and Natural Resource Planning Services are provided directly to New Jersey municipalities on a subsidized fee basis. Services offered include production of Environmental Resource Inventories, Open Space and Recreation Plans, Farmland Preservation Plans including Planning Incentive Grant applications, Conservation Elements of the Master Plan, Greenway Plans, build-out analyses, and environmental protection ordinances such as Conservation Subdivision, stream corridor protection, steep slopes, and septic management.
- Natural Resource Protection Tool Usage in the region is monitored by DVRPC to gauge which municipalities are using which tools, so that underutilized tools can be targeted to communities that would benefit. Sample ordinances are also collected and posted on the DVRPC web site for municipalities to utilize.

Air Quality

- The Air Quality Partnership is a public-private coalition of businesses and organizations that promote better air quality through voluntary actions to reduce air pollution. The partnership is administered by DVRPC and provides a daily air quality forecast for the region and tips to protect your health through a broad-based outreach effort.
- ECommute is a pilot program administered by DVRPC to test how incentive programs can encourage businesses in southeastern Pennsylvania to implement telework options.

Economic Development

- DVRPC houses the most up-to-date census and other data; state-of-the-art Geographic Information Systems (GIS); aerial photography; and various other economic, employment, housing, environmental and transportation reports and information, such as the Economic Development Resource Guide. The Information Resources Exchange Group (IREG) provides a forum to discuss the creation, use, and exchange of planning-related information in the Delaware Valley region. IREG also promotes knowledge sharing in the methods and technology for data analysis, synthesis, and presentation. In the coming year, DVRPC will be initiating the Transportation and Economic Development Coordinating Council, which will convene transportation and economic development professionals in the region to coordinate and integrate their planning efforts.

Transportation Facilities

- Hometown Streets and Safe Routes to School is intended to improve the quality of life in our communities. The Pennsylvania Department of Transportation recognizes that the streets that run through the centers of our cities and towns provide vital connections. Sprucing up these streets will bring people back to our town centers and promote healthy living. PennDOT can also contribute to the safety of our children by making improvements to the routes children take to school.
- The Regional Safety Task Force is an interdisciplinary team of safety stakeholders/professionals that offer guidance and direction to the Commission's safety-conscious planning program. Through the sharing/pooling of resources, regional safety strategies can be identified, developed, prioritized and implemented as we work to drive down the number of fatalities, serious injuries and crashes in the region.
- TransitChek is a commuter benefit program that employers can offer to their employees to help pay for commuting on transit. It saves employers and commuters money because the program takes advantage of federal legislation that allows tax-free dollars to pay for transit fares. DVRPC also offers Share-A-Ride, a free, comprehensive, computerized commute match service that can put employees in touch with the most convenient transit options or other commuters going their way.
- The Regional Aviation Committee provides technical and policy guidance concerning regional airport systems planning to the Federal Aviation Administration, the states, and DVRPC. Membership is open to all aviation-related professionals, local governments, consultants and interested citizens.

Transportation Operations

- The Delaware Valley Goods Movement Task Force is open to all freight practitioners and experts including trucking, railroad, port, airport, shipper, freight forwarder, economic development, and member government representatives. By involving the Task Force in DVRPC's activities, including the Long Range Plan, Transportation Improvement Program, and Work Program, the committee serves as a national model of a regional, multi-sector freight partnership.
- The Intelligent Transportation Systems Task Force (ITS), hosted by DVRPC, helps foster regional ITS planning and interagency coordination. DVRPC also supports continued ITS training for those involved in ITS operations in the region by sponsoring conferences and training courses.
- Travel Smart is a travel advisory service for the Delaware Valley Region. Construction delays and special events are listed and updated on a monthly basis.

Transportation Finance

- Congestion Mitigation and Air Quality (CMAQ) is a federal funding category that seeks transportation-related projects that can help the region reduce emissions from highway sources and meet national Clean Air Act standards.

DVRPC houses the most up-to-date census and other data; state-of-the-art Geographic Information Systems (GIS); aerial photography; and various other economic, employment, housing, environmental and transportation reports and information.

The Regional Citizens Committee (RCC) provides citizen access to, and participation in, the regional planning and decision-making process.

- Transportation Enhancements (TE) is another competitive federal funding category that finances "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements.

Equity and Opportunity

- The Regional Citizens Committee (RCC) provides citizen access to, and participation in, the regional planning and decision-making process. The RCC chairman sits as a non-voting member of the DVRPC Board and reports the RCC recommendations to the Board for its appropriate action.
- The Environmental Justice (EJ) Public Involvement Task Force meets quarterly to share and review effective public participation strategies and techniques. Encouraging a dynamic exchange of information between private and public sector groups, the EJ Committee represents social service, private sector, community, neighborhood, religious, housing, senior and educational organizations.
- The Job Access and Reverse Commute (JARC) program was established as part of the Transportation Equity Act for the 21st Century (TEA-21) to address transportation challenges faced by welfare recipients and low-income persons seeking to obtain and retain jobs. The JARC program involves two types of grants: Job Access grants and Reverse Commute grants. Job Access grants fund projects to get low-income and welfare recipients to and from jobs, training programs, and education facilities. Reverse Commute grant-funded services expand mass transit into areas that public transit does not serve and is otherwise inaccessible. The Delaware Valley Regional Planning Commission has adopted a regional access-to-jobs strategy by which projects are prioritized. All services funded through the JARC grant program must support our strategies as well as provide critical transit connections.

Destination2030
THE YEAR 2030 PLAN FOR THE DELAWARE VALLEY

DVRPC does not discriminate based on race, color, age, gender, sexual orientation, disability or national origin in any of its programs, pursuant to Title VI of the Civil Rights Act of 1964. All DVRPC meetings are held in locations that are transit accessible and ADA compliant. And, with prior notification, services are available for those individuals who are non-English speaking and/or who have special needs.

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***As of June, 2006*

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