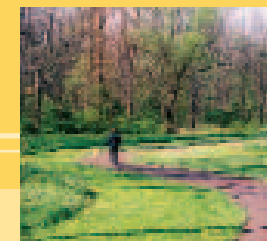
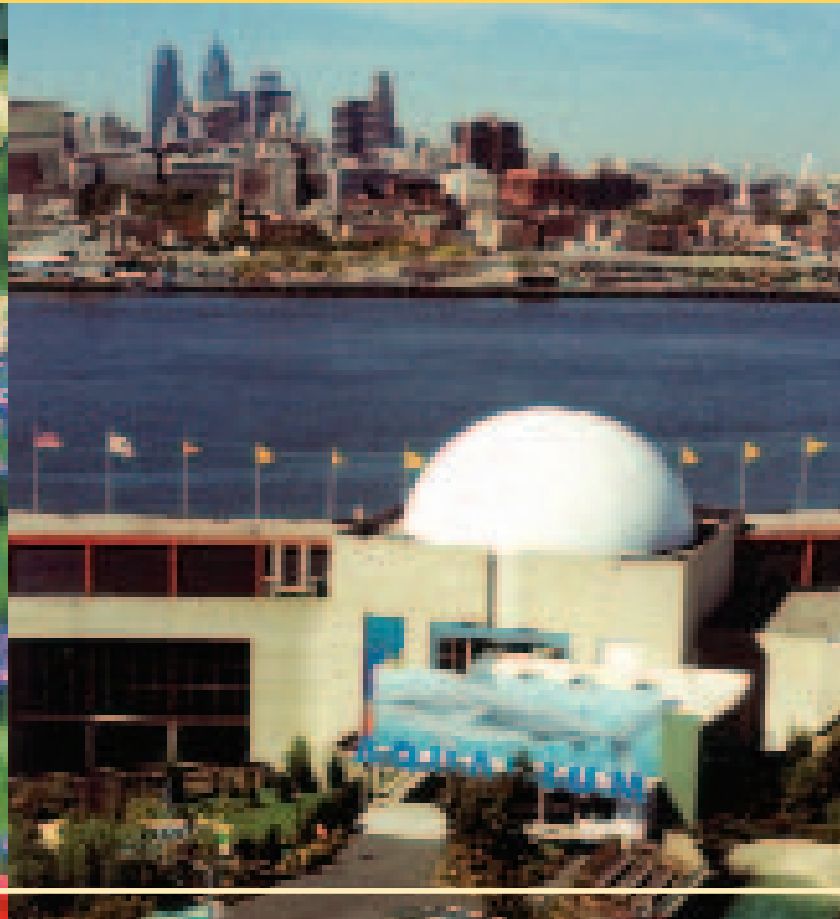
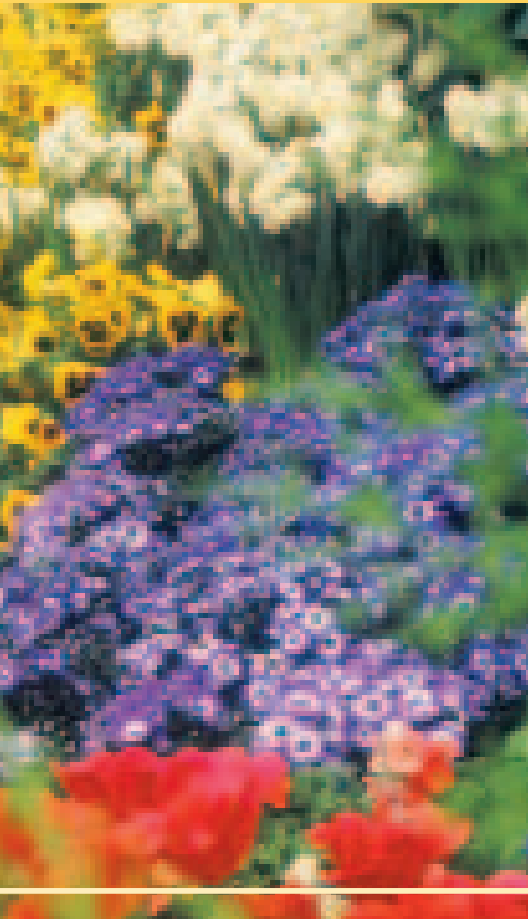




***Delaware Valley Regional Planning Commission***



DVRPC FY 2004 Annual Report > **Creating Tomorrow Today**



## OUR MISSION

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 and DVRPC.

## > Who We Are and What We Do

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. Our region includes Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey.

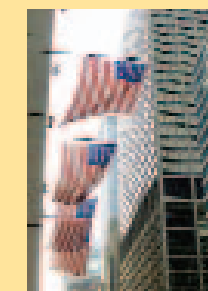
Our goal is to address current and ongoing issues while fostering cooperation among member governments, private sector organizations and the general public. To do so, we work closely with a variety of groups, including the Pennsylvania and New Jersey departments of transportation, community affairs and environmental protection agencies, the federal government, and regional transportation providers. We also partner with a wide variety of non-profit organizations in the areas of community and economic development, environmental protection, and land use.

All of our activities are directed by an 18-member Board that establishes regional policy, defines committee duties, and adopts the annual work program. A 10-member Executive Committee oversees general operations and fiscal matters. Financial support for our activities comes primarily from federal transportation funding through the Pennsylvania and New Jersey departments of transportation. Additional financial resources are provided by funding from other state or federal agencies, counties, cities, operating agencies, foundations, and the private sector.

*DVRPC does not discriminate based on race, color, age, sex, disability or national origin in any of its programs, pursuant to Title VI of the Civil Rights Act of 1964.*

## > A View of the Region

- The nine-county Philadelphia metropolitan area is the sixth largest in the country, comprised of approximately 4,000 square miles, more than 5.4 million residents, and over 2.8 million jobs.
- Philadelphia is the largest fresh water port in the world, and the Port of Philadelphia, run by the Philadelphia Regional Port Authority, is the oldest operating port in the nation.
- Philadelphia has the nation's largest concentration of people who walk to work.
- 80% of the world's largest pharmaceutical companies are headquartered within 50 miles of Philadelphia.
- The first computer was built at the University of Pennsylvania in 1946.
- The region boasts the second largest concentration of health resources in the nation, including: 7 schools of medicine, 24 teaching hospitals, 115 hospitals, and numerous advanced research institutions.
- The nation's first bank, built in 1794, created an architectural standard.



- Over 80 colleges and universities are located in the Delaware Valley, which gives the region the highest per-capita concentration of higher education institutions in the country.
- Nineteen of the Fortune 500 companies are headquartered in the region.

## > Message from the Executive Director and Board Chair



John J. Coscia  
*Executive Director*

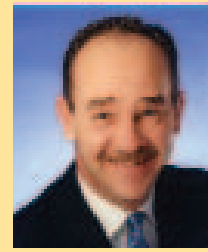
Since DVRPC's inception almost forty years ago, we have tried to create liveable plans for the Delaware Valley, while keeping our sights on the individuals and families that form the foundation of the region. Where people live, how they get to work, and what qualities they seek in their communities are all important factors as we plan for our common future.

We believe that it's important to match the faces of each community to a regional plan for tomorrow. Whether we're working on quality of life issues, building a better highway, or protecting our environment, there is no "one size fits all" plan. Everything we consider at DVRPC takes into account the people who will be living with our decisions.

Over the past year, we have forged ahead with many innovative ideas for the future of the Delaware Valley. We have allocated over \$4 billion in funding for major highway and public transit investments through the *Transportation Improvement Program*, helped the region retain young workers with the *Stay Invent the Future* campaign, and worked with communities in both New Jersey and Pennsylvania to revitalize our older towns and suburbs. In May, we celebrated the accomplishments of seven regional leaders at our third Annual Dinner, which is designed to recognize regional excellence.

During the past few months, we've also started work on a new long-range plan, entitled *Destination 2030*. When completed, the plan will create a roadmap to the Delaware Valley of the future—the region that your children and grandchildren will enjoy. We take this responsibility seriously, and have gathered ideas from local government and business leaders, transit agencies, and citizens to ensure that *Destination 2030* meets the standards of those who know the region best.

We're proud of our commitment and contributions to the Delaware Valley. Together, we are creating tomorrow, today.

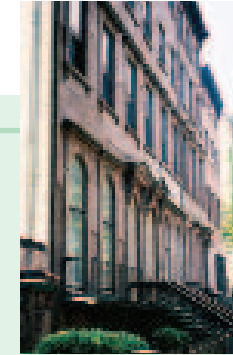


Thomas J. Gurick  
*Fiscal Year 2004  
Board Chair*

**Whether we are serving as a source of information, focusing on bringing the region's leaders together to resolve issues, or providing insights into the needs of our citizens, we have the clear mission to lead. DVRPC is the only agency to fill the role of regional forum, regional resource and regional thinker.**



## > Strengthening communities



DVRPC recognizes that today's communities are tomorrow's legacy to our children. We are also aware that this agency has a prime role to play in developing opportunities for the region's municipalities. The Commission actively works with elected officials and business leaders to create plans for stronger communities and to strengthen the region as a whole.

One way we encourage communities to rehabilitate and grow is by increasing pedestrian options surrounding existing transit stations. This strategy, known as **Transit-Oriented Development (TOD)** helps municipalities to fully capitalize on proximity to rail stations. Over the past year, DVRPC has completed four station area plans for Girard, Lansdale, Thorndale and Woodbury. This work is part of the larger *Linking Transit, Communities and Development Study* that profiled 45 transit stations throughout the Delaware Valley with

potential for TOD. Transit-oriented development encourages intensified, mixed-use, pedestrian-friendly development surrounding existing rail stations, and is intended to encourage transit ridership. While automobiles are accommodated, bicycle and pedestrian paths are given equal importance as a means of promoting multi-modal access. The goal of our study was to inventory the region's rail stations to determine a priority list of "opportunity sites" for future TOD planning.

DVRPC's commitment to the revitalization of the region's core cities and older suburbs is evident through many of our programs, including the **Transportation and Community Development Initiative (TCDI)**. Since 2002, DVRPC has provided funding for projects that will assist in revitalizing and rejuvenating what we refer to as "first generation suburbs" and older cities. In April 2004, DVRPC, in conjunction with the Philadelphia-area

chapter of the Urban Land Institute, hosted the **Community Development Marketplace**, which highlighted local communities that have received funding for revitalization plans through the TCDI program. The Marketplace served as an opportunity to witness the effects of TCDI funding in fourteen communities. Funded projects included redevelopment plans, transit-oriented development, wayfinding programs, and waterfront master plans. Each of the participating municipalities displayed innovative ideas for developers and investors that resulted from the initial planning done through the TCDI program. The Community Development Marketplace offered each of the communities a chance to display the assets and advantages of investing in the region's older suburbs, as well as to promote specific locations within the municipality that are prime for reinvestment.



Photo: Raymond W. Holman, Jr.

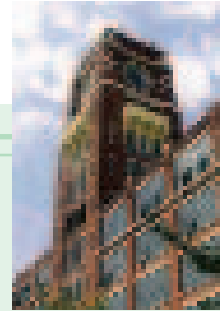
**While the Delaware Valley as a whole continues to grow, some communities face ongoing challenges. DVRPC is committed to redevelopment and revitalization.**

Much of the region's progress in achieving the long-range goals that DVRPC has identified rests in the hands of 352 individual municipalities and their ability to implement regional planning strategies. In recent months, DVRPC has developed a series of brochures aimed at moving the region's municipalities toward this objective. DVRPC is pleased to offer a series of nine **Municipal Implementation Guides**.



Designed to aid municipalities in identifying useful planning tools, these guides focus on topics ranging from multi-municipal planning to parking strategies to historic preservation. These guides are free to municipal officials and are used to implement DVRPC's long-range plan.

Building better communities is only part of the solution—we are also actively reaching out to young people, urging them to live and work in the Delaware Valley. DVRPC and the Greater Philadelphia Chamber of Commerce have undertaken an ambitious effort to attract and retain young workers as part of Pennsylvania's **Stay Invent the Future** program. Our initiative derives from the premise that a region must not only have ample job opportunities but also be viewed as an interesting and stimulating place to live if it is to be a destination spot for today's youth. With that premise in mind, DVRPC and the Chamber have developed a strategy to make the Delaware Valley's communities more competitive. We have identified a list of desirable amenities and conveniences, including transit access, employment opportunities, recreational facilities, affordable housing, cultural attractions,



and a community of other young people, to determine ideal

neighborhoods. DVRPC then used census data and mapping tools to target towns and neighborhoods with the highest concentration of these amenities. The results of this analysis identified ten communities in southeastern Pennsylvania for the beginning of a regional marketing initiative. [www.GreaterPhillyLife.com](http://www.GreaterPhillyLife.com) is now online, with information about the region and these first ten communities. A regional marketing effort will help to promote the website and the region's older communities. DVRPC also plans to link the information from this effort to some of the Commission's other outreach efforts, including the Transportation and Community Development Initiative (TCDI).



**The Commission is working to capitalize on its resources and knowledge of the region to establish the Greater Philadelphia area as an ideal place for new graduates and young workers to settle.**

Photo, page 7: Raymond W. Holman, Jr.



The region's many resources should provide ample reason for young people to reside here, work here, and raise their families here. The Delaware Valley ranks sixth in the nation in terms of high-tech employment.

## > Bringing people together



DVRPC provides leadership and facilitation skills in dealing with regional issues. That talent and our unique staff are strong components in bringing together citizens, governments, businesses and stakeholders to create plans, share opinions and build relationships.

Although DVRPC is officially responsible for the nine counties that comprise the Delaware Valley region, planning issues don't stop at county or state borders. Eight of DVRPC's counties (all but Philadelphia) share boundaries with areas governed by other planning organizations. While DVRPC authority extends outside the region for a few functional planning activities, such as air quality and aviation management, no standard framework exists for communication and coordination with adjacent regions on most issues. Our **Planning at the Edge** initiative aims to facilitate communication and coordination across boundary

lines. DVRPC staff has facilitated outreach meetings with other agencies; analyzed pertinent demographic, development and travel trends; and has formed a Study Advisory Committee to identify issues and to review study products.

DVRPC has collaborated with representatives of the Wilmington Metropolitan Area Planning Council, North Jersey Transportation Planning Agency, South Jersey Transportation Planning Organization, and the Lehigh Valley, as well as Berks County and Lancaster County Planning Commissions. Additional members of the Study Advisory Committee included the Pennsylvania, New Jersey, Delaware and Maryland departments of transportation, and pertinent public transit agencies.

One of DVRPC's most successful examples of cross-boundary planning is the **Central New Jersey Transportation Forum**. Founded in 1999 to resolve

concerns that arose from the Millstone Bypass Congestion Management Study, the Forum brings together federal, state and local officials, business owners, and metropolitan planning organizations (MPOs) to develop appropriate planning strategies to address critical land use and transportation issues and concerns. Since that time, the Forum has established itself as a shining example of collaboration and understanding among private and public entities of neighboring municipalities. This year, the Forum was able to reach a consensus to further pursue the possibility of a Bus Rapid Transit (BRT) system as an alternative to driving along the Route 1 corridor stretching from North Brunswick through Princeton, NJ.

**Public participation** is a key element in our planning successes. DVRPC encourages interested citizens to become involved regularly through the Regional Citizens Committee (RCC).

Since its conception in 1999, the Central Jersey Transportation Forum has evolved into an interactive meeting ground for stakeholders to identify and discuss major transportation and land use issues.



The RCC is an active group of more than 80 individuals that meets monthly to make recommendations to DVRPC's Board on environmental, transportation and land use issues. Public meetings, legal notices, *DVRPC in the News*, and our website also provide information to those who take the time to play a role in the planning process.

New in FY 2004, as a means of **communicating with our citizens**, was the production of a video/CD, entitled *Creating Tomorrow Today*, which focused on our mission and our talent as a regional forum, and which was distributed to more than 1,000 organizations and individuals throughout the region. The Commission also published a Resource Guide that thoroughly describes our products and services. This document supplements our Citizens Guide as a means of conveying our interest in the

needs of regional constituents.



Photo: Raymond W. Holman, Jr.

We at DVRPC acknowledge that, historically, not everyone has had equal representation when it comes to regional decisions. We have, therefore, made **Environmental Justice** an integral part of our mission. DVRPC is regionally mapping demographically based indicators of disadvantage and quality-of-life factors, and using that information when considering projects for our long-range plan and the TIP.

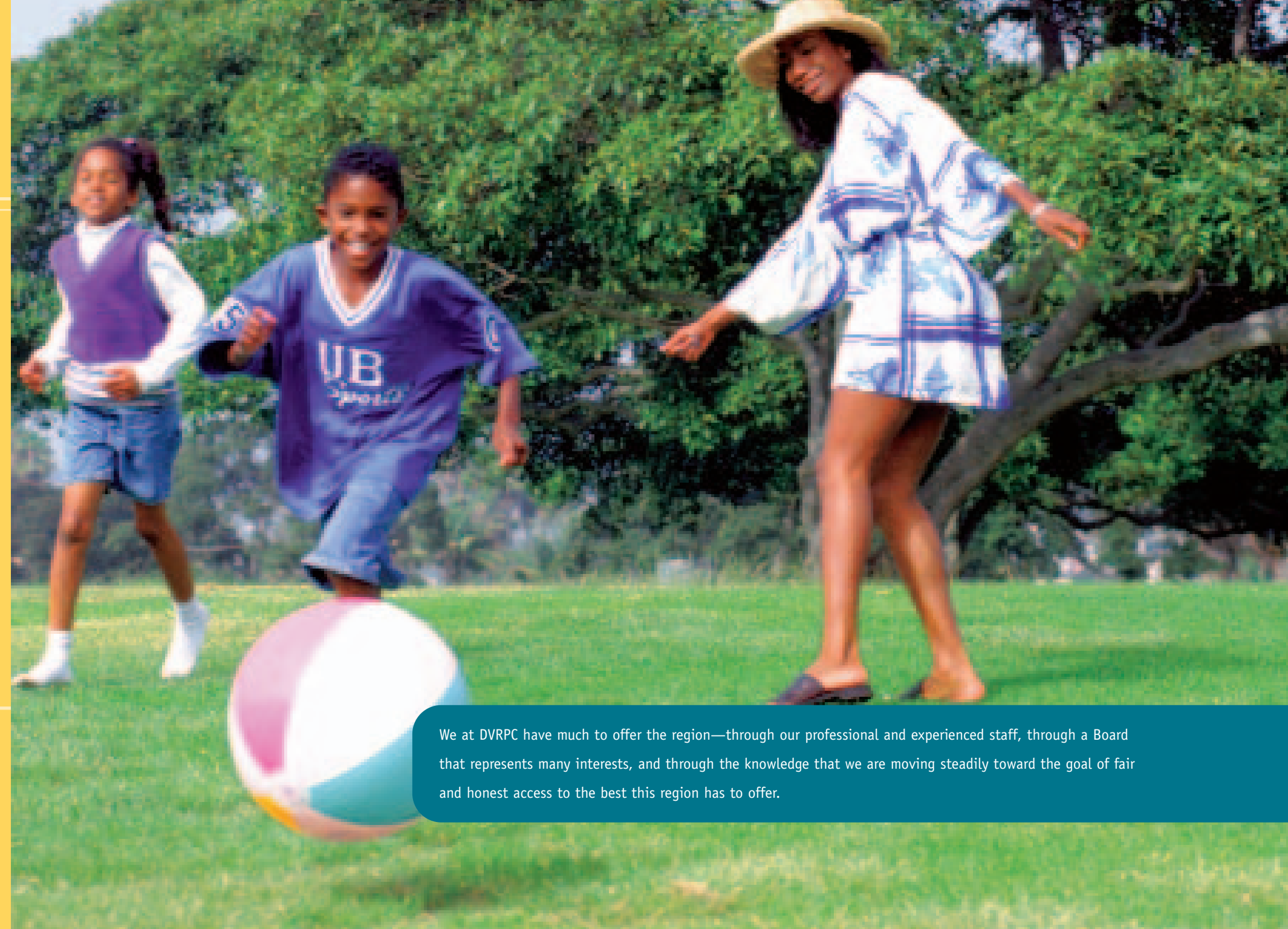
In addition, we have two committees to address Environmental Justice issues in our region. The Environmental Justice Technical Committee, comprised of various transportation and environmental agencies, is responsible for reviewing staff's technical work. Meeting quarterly, the Environmental Justice Public Involvement Task Force is a focus group representing minority, low-income, disabled, government, economic, senior, religious, housing, environmental and educational groups,

that reviews the Commission's public involvement process and has helped draft a protocol for staff and other public agencies that deal with environmental justice issues.

In the midst of these activities, we think it is important to step back and celebrate the region's success stories. This year over 350 DVRPC Board Members, distinguished leaders, private sector representatives, and other guests helped us celebrate regional excellence at our **third Annual Dinner**, which was held May 19, 2004, at the Four Seasons Hotel, Philadelphia. Eight honorees were recognized for their outstanding contributions to the Delaware Valley. The Annual Dinner is just one more way that we bring people together to build relationships and strengthen our ties throughout the region.



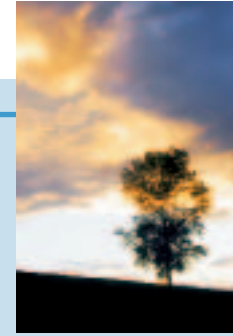
**The right to fair treatment, the value of a good quality of life, and the mutual goal of providing a legacy for our children ... each of these is something that we share and cherish.**



We at DVRPC have much to offer the region—through our professional and experienced staff, through a Board that represents many interests, and through the knowledge that we are moving steadily toward the goal of fair and honest access to the best this region has to offer.



## > Sharing responsibility



We all have a stake in keeping the region beautiful and livable. Our air, water and open space are precious resources that we will pass on to future generations. At DVRPC, we do our part through community education, environmental protection, and management programs.

After almost a decade of providing forecasts and advisories for ground-level ozone each summer, DVRPC's air quality program expanded its focus this year to include year-round forecasting for particle pollution. In keeping with these changes, the Ozone Action Partnership became the **Air Quality Partnership**. This year the Partnership's outreach focused on educating the public about the health risks associated with these two pollutants, and encouraging voluntary actions to help reduce pollution-forming emissions. The ozone forecasting season officially began on May 24, 2004,

with a joint media event featuring the Partnership and Philadelphia's Diesel Difference program. Administered by DVRPC, the Air Quality Partnership is a coalition of business, government and environmental groups, from Delaware, New Jersey and Pennsylvania, that work collaboratively to inform the public of ways in which to improve the region's air quality.

DVRPC also helps keep the air clean by encouraging commuters to get out of their cars and use transit. DVRPC's **TransitChek** program rewards employees and their employers with tax breaks for using public transportation for their commute to work. Initiated in 1991, the TransitChek program recently reached a milestone \$100 million in sales. Currently more than 600 employers offer TransitChek benefits to their employees, and tens of thousands of commuters are enjoying tax

breaks of up to \$400 a year. TransitCheks can be used for SEPTA, PATCO, NJTransit (buses and the new River LINE), DART-First State and Capital Area Transit.

In an effort to minimize congestion, **Share-A-Ride (SAR)** is a computerized commute match program, available at no charge to any area commuter who works in southeastern Pennsylvania. By submitting a brief application, commuters can be matched with others making similar trips to work and establish car pools or van pools to save time and money. SAR can also be utilized by employers, through Mobility Alternatives Program (MAP), to match employees at a given work site or sites. MAP and SAR are funded through the Pennsylvania Department of Transportation.



**TransitChek**



Sometimes getting to work can be the hardest part of the workday. We at DVRPC recognize the challenges of commuting, and we have programs in place to make the ride to work a little easier.





In New Jersey, DVRPC serves as the designated Water Quality Planning Agency for Burlington, Camden and Gloucester counties. DVRPC interacts with New Jersey's **Tri-County Water Quality Board**, comprised of representatives from each of the three counties, as well as the City of Camden, to tackle the complex environmental issues that result in cleaner water. The primary responsibility of the Tri-County Board is to maintain the Tri-County Water Quality Management Plan through review and recommendation of plan amendments.

At the Commission, we also plan for **open space protection**. One means of doing so is by maintaining an inventory of protected public and private open space in the Delaware Valley. The inventory tracks federal, state, county and municipally owned lands, preserved farmland and privately owned preserved open spaces. Last year, we updated this inventory

as a means of pointing out to regional leaders the trends that affect decision-making.

For localities in New Jersey, DVRPC continues to offer **Open Space and Natural Resources Planning Services**. Through this program, our planners help municipalities with environmental protection, preservation of open space and smart growth.

We help municipalities to find the best fit when it comes to growth and development. Innovative planning based on **Smart Growth principles** fosters distinctive, attractive communities, and produces more choices and fair opportunities for development. Services offered to each municipality through this program include assistance in identifying the current state of resources, help with bringing together leaders and citizens to articulate a community vision for the future, and development of specific municipal tools to achieve that vision. DVRPC published the *Camden*

*County Open Space and Farmland Preservation Plan* in May 2004, along with several municipal natural resource inventories and open space plans during the year. These services are subsidized in part by DVRPC's Open Space and Greenways Program, which reduces the expense to municipalities.

But our community outreach and education is not limited to environmental issues. We strive to help you and your family enjoy the region safely. Our **Share the Road** campaign has encouraged both bicyclists and motorists to be aware of their responsibilities to each other. During FY 2004, outreach focused on three communities—University City and Ogontz Avenue in Philadelphia, as well as Doylestown in Bucks County—to teach residents to share the road. By building community-based coalitions of bicycling organizations, police departments, transportation organizations and businesses, the campaign was able to offer bike-safety courses, route maps, and school programs.



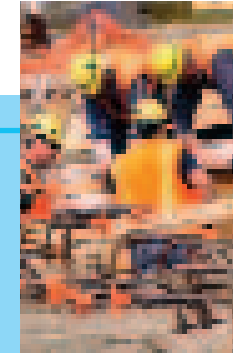
DVRPC strives to protect the region's natural resources for future generations of Delaware Valley residents.



**The Mobility Alternatives Program (MAP) offers education on the benefits of employee trip reduction to employers in southeastern Pennsylvania. By using one or more alternate commute options like carpooling, preferred parking for ridesharing, transit or telework, employers can offer employees greater flexibility to get to and from work.**



## > Moving forward



DVRPC keeps the Delaware Valley moving toward the future with improvements to high-traffic corridors and transit, with transportation funding, and with a focus on goods movement and aviation issues in the region.

In FY 2004, our Board authorized over \$4 billion in funding for major highway and public transit investments through the adoption of the Fiscal Year 2005 **Transportation Improvement Program (TIP)** for Pennsylvania and New Jersey. The TIP is the regionally agreed upon list of priority transportation projects, including bicycle, pedestrian and freight initiatives, in addition to traditional highway and transit projects. With the help of comments from the region's residents, businesses, and municipal and state leaders, more than 510 projects and almost \$3.5 billion in federal and state funds were programmed in Pennsylvania for Bucks, Chester, Delaware, Montgomery and

Philadelphia counties. Nearly \$812 million was allocated to over 135 projects in New Jersey for Burlington, Camden, Gloucester and Mercer counties. DVRPC develops a TIP every year for the four New Jersey counties in the DVRPC region, and every other year for the five Pennsylvania counties. Work has been ongoing since the fall of 2003 on this TIP update. This has included gathering input on project needs, building consensus among the region's planning partners, and ensuring that all federal requirements are met.

Among the many types of projects funded by the TIP are **Intelligent Transportation Systems (ITS)**. ITS allows officials to manage our transportation system better, through the use of advanced technologies, and shared, real-time travel information. In FY 2004, DVRPC planners were specifically involved in the RIMIS (Regional Integrated Multi-Modal Information Sharing) Project. RIMIS' primary

objectives are to improve inter-agency coordination, share real-time incident, traffic and transit information among operation centers, and manage events through resource sharing.

RIMIS is envisioned as a decentralized network over which messages and real-time data will be shared by regional agencies and stakeholders. DVRPC worked with a stakeholder committee to develop a Request for Qualifications to select a Systems Manager. A Request for Proposals was issued to a short-list of consultant teams, and a contractor was then chosen with work commencing to develop the RIMIS Concept of Operations.

DVRPC also works with municipalities to create plans to increase mobility, encourage economic development, and improve pedestrian access in highly congested corridors.



Throughout the process of drafting this year's **Transportation Improvement Program (TIP)**, the Commission sought input from our citizens and member agencies to help prioritize projects.



Over the past year, we have proposed land use and transportation strategies for a three-mile stretch of **PA Route 413/513** in lower Bucks County, an eight-mile stretch of **NJ Route 70** between the Airport Circle in Camden County and the Marlton Circle in Burlington County, and the **White Horse Pike** as it traverses eight communities in Camden County. In all three corridors, our planners assembled teams of municipal leaders, county planners, and local officials to assess each area's unique potential and its challenges. Corridor studies are also commencing on Route 70 and US 30 in Camden County; Route 33 in Mercer County; and Route 113 in Bucks and Montgomery counties. From this information and analysis, we are able to work with stakeholders to develop strategies for redevelopment and revitalization, including enhanced pedestrian and public transit facilities,

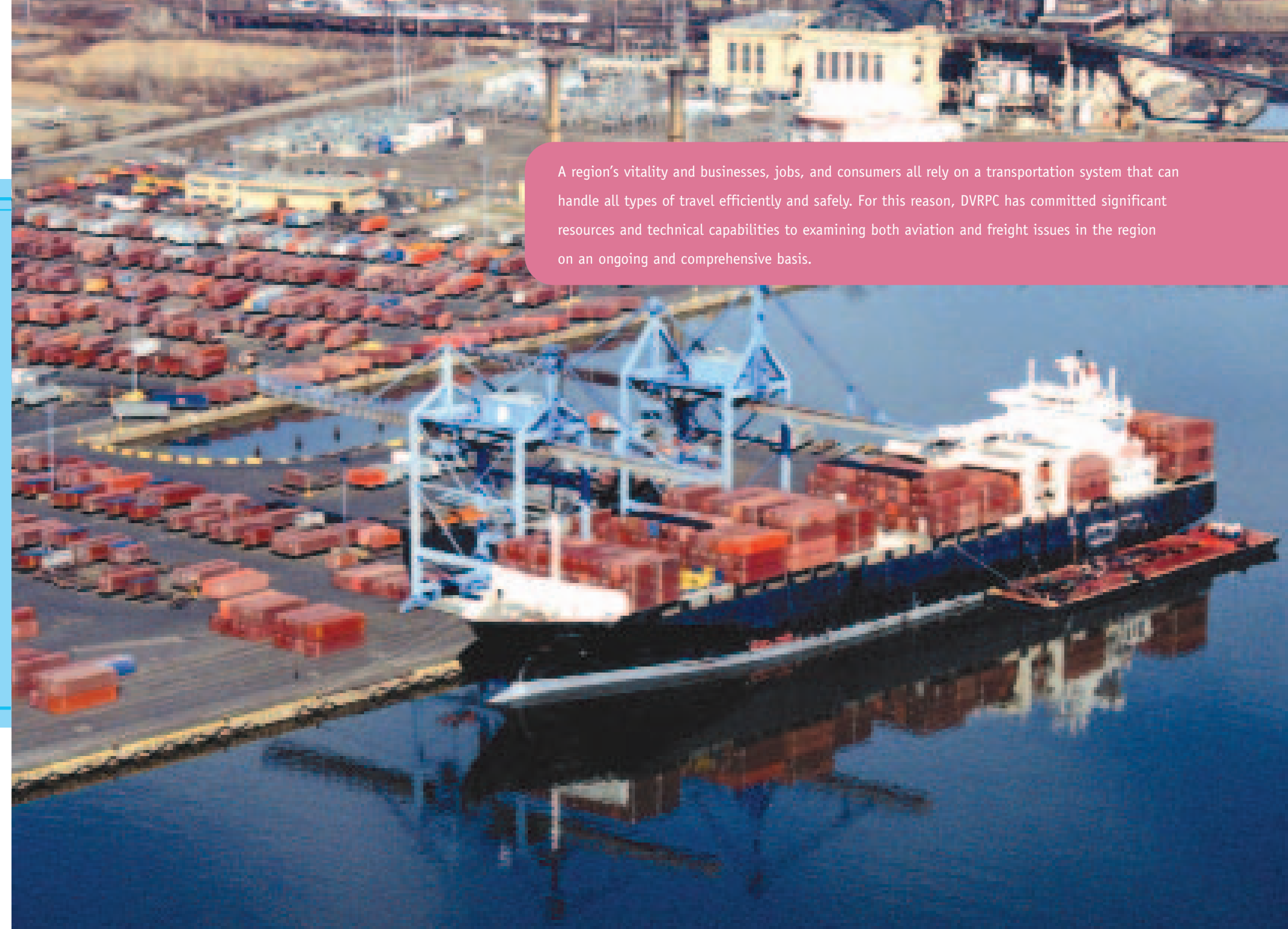
traffic calming techniques, tax incentives, and consistent zoning and land use policies. Our studies also offer suggestions for how to implement these strategies, based on a prioritized timeline. These cooperative planning efforts support our multi-municipal planning policies, as well as state Smart Growth planning initiatives.

We're also looking at ways to encourage appropriate freight activity in our region. The effort is spear-headed by DVRPC's freight advisory committee, the **Delaware Valley Goods Movement Task Force**. This forum of transportation professionals meets four times a year to ensure that *Freight Votes!*, and to gain this community's unique perspectives and recommendations as transportation plans, programs, and studies are being formulated.

Promoting **Freight as a Good Neighbor** is a recurring theme of DVRPC's planning approach.

This entails identifying and implementing strategies and programs that simultaneously benefit freight and business interests, and enhance the quality-of-life for residents within their local neighborhoods. This topic was comprehensively treated in a recent publication, *Integrating Freight Facilities and Operations with Community Goals* (NCHRP Synthesis 320), which DVRPC staff supported.

Since the movement of freight is often global and national in scope, DVRPC continued to actively support many planning initiatives that go beyond the agency's traditional boundaries. Some of these initiatives are: the New Jersey Comprehensive Statewide Freight Plan, the Mid-Atlantic Rail Operations Study, the Port Inland Distribution Network, the Pennsylvania Agile Port, and the Wilmington-Harrisburg Freight Study.



A region's vitality and businesses, jobs, and consumers all rely on a transportation system that can handle all types of travel efficiently and safely. For this reason, DVRPC has committed significant resources and technical capabilities to examining both aviation and freight issues in the region on an ongoing and comprehensive basis.

**Through proper planning, the Delaware Valley region is enhancing its role as an international distribution center for the global economy. Building on these strengths and moving freight forward in the transportation planning process provides the region with an exciting and unprecedented opportunity.**



Maintaining a strong aviation system is vital to the long-range health of this region. DVRPC is responsible for planning for the viability of our airports while balancing the concerns of our citizens.



Improving the region's aviation facilities is another goal that stimulates the economy and provides mobility and capacity for goods and passengers alike. Recognizing the interdependency of airport systems, the FAA, Eastern Region, invited DVRPC during the past year to participate with the New York State Department of Transportation and the Port Authority of New York and New Jersey in a **three-state, nine-airport systems study**. The study will redefine market areas and determine if passengers can be redistributed more optimally throughout New Jersey, the New York City area, and southeastern Pennsylvania airports. The study will proceed in two phases: first, to define potential airport markets geographically, and second, to determine capacity potential and needed service modification. It is anticipated that this work will continue into 2008.

During FY 2004, PennDOT's Bureau of Aviation (BOA) asked DVRPC to provide a regional **Airport Capital Improvement Program (ACIP)** as input to guide its annual grant distribution effort. While DVRPC has made general recommendations for funding in the past, this reflects the first time that DVRPC has provided project-specific direction for distributing grants. For the upcoming 2004 Pennsylvania ACIP, DVRPC anticipates an even greater role. While DVRPC's recommendations were used as a guide last year, this year DVRPC planners will actually develop the 2004 PA ACIP for all eligible airports in the five PA counties in our region. This change will give the BOA planners and engineers more time to tend to lesser-represented airports in the state, without compromising the interests of the Delaware Valley Region airports. This DVRPC initiative will support the BOA staff and help represent Pennsylvania's most active regional airports in the competition for state and national project funding.

Finally, in light of security and terrorism issues, the Federal Aviation Administration (FAA) provided DVRPC with funding during this past year to complete a security-related study of all 22 general aviation and reliever airports in the region, as well as Capital City Airport in the Harrisburg region. As part of this Safety Study, existing security procedures were inventoried and evaluated. Deficiencies in airport facilities and procedures were identified as well, and strategies to lower risk, both procedural and construction-related, were suggested. Through the preparation of this regional security profile, DVRPC hopes to negotiate with the Transportation Security Administration (TSA) to avoid federally unfunded mandates requiring expensive capital expenditure or restricted aircraft movements, which could shut down small airports and drive aviation business out of the region.

**The aviation needs and goals for the region are defined in the 2025 Regional Airport Systems Plan (RASP). Progress toward these goals, through selected capital grants from the FAA, states, and private operators, are documented each year. This data, along with trends in the aviation market, policy concerns like security, and new legislative initiatives, are factored into DVRPC's aviation systems analysis, resulting in a continuously updated RASP.**



We at DVRPC are steering the region toward a sound and successful future. Over the past year, we've worked hard to shape a comprehensive vision for the next 25 years with our new long-range plan, **Destination 2030**.

Our work on *Destination 2030* began with the development of potential "What If" Scenarios—an outline of possible regional, national and global changes that could impact the Delaware Valley in a number of ways over the next twenty-five years. After an initial study of twelve scenarios, selected to define a wide range of possible futures, five were chosen for more in-depth study. These five scenarios were selected to create a balanced overview of possible outcomes (both positive and negative), along with consideration of their likelihood to occur. The five scenarios included regional population loss; increased sprawl; regional population growth; success of DVRPC's

Year 2025 Plan; and recentralization of the region's population to urban centers.

This exercise helped us to identify potential needs for the long-range plan and to make broad policy recommendations for the future. Recommendations include emphasizing partnership and cooperation among involved entities and stakeholders, and incremental implementation of future plans by means of prioritized Transportation Improvement Program [TIP] projects. The strategy also helped to lay the framework for development of a long-range plan linking economic development, land use and transportation.

The scenario results will serve as a foundation for our planners and the citizens of the Delaware Valley as we develop a vision for the Year 2030. Building on this information, DVRPC's board members, invited guests and staff spent December 3, 2003,

drawing a map to the Year 2030 at the **17th Annual Board Retreat**. Held at the Lafayette Yard Marriott Conference Hotel in Trenton, NJ, the Retreat was designed to encourage discussion and debate of the current and future status of the economy, environment, transportation network, and area communities, and to launch *Destination 2030*. DVRPC is required by the federal government to maintain a long-range plan with a 25-year window. Well-known former news anchor and commentator Larry Kane challenged attendees to create a plan for a viable, sustainable future. Participants also brainstormed ideas to attain our objectives in a series of visioning sessions.

In April and June, 2004, the Commission continued the long-range plan work by involving private and public sector representatives, business leaders, and citizens from throughout the region in two **Destination 2030 Forums**.

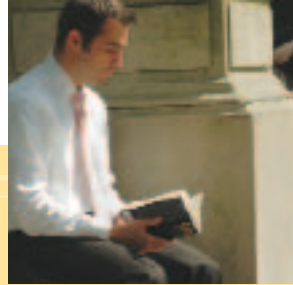


Photo: Raymond W. Holman, Jr.



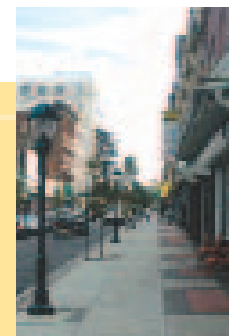
DVRPC has always been the leader in shaping a comprehensive vision for the future of the Delaware Valley. Our reputation for commitment and determination in providing for the needs of the region's citizens will drive our decisions for the Year 2030.

> Creating tomorrow today





As we harness our energies for the future, we pledge to continue to listen to the voices of our citizens and planning partners, to direct our talents to the future challenges and opportunities that will face us in the years ahead, and to maintain the standards that guarantee our place as one of the top metropolitan planning organizations in the country.



These forums were designed to contemplate transportation priorities. The Delaware Valley has developed a number of initiatives for transit projects over the past several years but has not moved these plans forward either because of funding issues or because of a lack of consensus. DVRPC recognizes the importance of prioritizing various transit proposals in order to promote them to support the region's overall transportation vision. Through panel discussions and peer exchange, local officials and interested stakeholders discussed project proposals that varied from new transit lines to increased service to instituting new types of transit in the region. The brainstorming sessions examined the issues of leadership, the role of planning, homeland security, governance, regional tax solutions, freight, modernization of the transit system, public/private ventures, and building public support. The results of these visioning sessions are being incorporated into the staff's work on Destination 2030. The goal is to

assess where the region is today, where we want to be in the future, and to establish a framework and priorities on which future land use and transportation decisions will be based.

Destination 2030 ensures that sufficient planning for open space and improvements to travel corridors remain a priority. **Land use initiatives** include revitalization of existing developed areas, managing growth around existing transit to encourage transit use and control sprawl, and preservation of farmlands and open space. These land use goals tie directly to the Plan's approach to transportation. The **Destination 2030 Transportation Plan** will focus on rebuilding and modernizing the existing highway and transit system, based on the priorities set at our forums. Also included in the transportation portion of this work are aviation system planning, goods movement planning, and bicycle and pedestrian issues.

Technical work and extensive public involvement continue on Destination 2030; we expect our Board to adopt the new long-range plan in June of 2005.

To ensure that we communicate our message to as many individuals and organizations as possible, the Commission, in FY 2004, produced a video about the programs we manage and the opportunities for public involvement, particularly as related to the long-range plan. That video launched the slogan, "**Creating Tomorrow Today.**" Throughout its 11-minute length, the video captures the essence of how DVRPC functions, who we are, and how the public can have an impact upon the future of this region. We don't have a crystal ball, but we believe that a sincere effort to build a consensus among our citizens will result in a future that is beneficial for us, our environment, and our children.

**At DVRPC, we strive to learn from the lessons of the past to build a better, brighter tomorrow for the Delaware Valley. We are committed to tackling regional transportation, environmental and land use issues and moving the Delaware Valley forward through sound, proactive planning.**





## > Committee Structure

DVRPC's committees advise the Board on specific regional issues while ensuring that interested parties, including member governments and concerned citizens, have an opportunity to participate in the planning process. Meeting dates are on our website at [www.dvrpc.org](http://www.dvrpc.org). While only the Regional Citizens Committee is open to the general public for membership, anyone who wishes may attend any of the following committee meetings:

### Regional Transportation Committee (RTC) and Planning Coordinating Committee (PCC)

Advises the Board on issues concerning the long-range and short-range transportation plan, the Transportation Improvement Program, and other programs and policies. *Meets monthly.*

### Regional Air Quality Committee (RAQC)

Serves as a regional forum for air quality issues, and as a guide for transportation and air quality activities. *Meets quarterly.*

### Regional Aviation Committee (RAC)

Conducts aviation system planning activities by providing technical and policy guidance to the Federal Aviation Administration, the states, and the DVRPC planning program. *Meets quarterly.*

### Goods Movement Task Force (GMTF)

Works to maximize goods movement capability by sharing information and technology with public and private freight interests. Also promotes the region's intermodal capabilities and implements a regional goods movement strategy. *Meets quarterly.*

### Intelligent Transportation Systems Coordinating Council

Provides policy direction to the ITS Technical Task Force, which coordinates deployment of ITS technologies. *Meets as needed.*

### TransitChek Policy Committee

Provides policy direction and develops the annual budget of the TransitChek program and provides direction for marketing efforts. *Meets yearly.*

### Regional Housing Committee

Brings Board members together with state and local housing agencies, non-profit housing providers, and other citizen advocates to review and formulate a regional housing agenda. *Meets quarterly.*

### Land Use & Development Committee

Provides a forum for the discussion of land use and related issues and the development of the Year 2030 Long-Range Plan. *Meets quarterly.*

### Information Resource Exchange Group (IREG)

Provides a forum for the exchange of ideas and experiences among regional data managers. *Meets quarterly.*

### Tri-County Water Quality Management Board

Maintains the Tri-County Water Management Plan and coordinates water supply and wastewater treatment plans for Burlington, Camden, and Gloucester Counties. *Meets quarterly.*

### Regional Citizens Committee (RCC)

Provides the general public with access to, and participation in, the regional planning and decision-making process. This committee acts as an advisory group to DVRPC's Board. *Meets monthly.*

### Environmental Justice Technical Advisory Committee

Reviews and comments on technical products prepared by DVRPC as related to the development of the Regional Environmental Justice Policy Statement and Implementation Strategy. *Meets as needed.*

### Environmental Justice Public Involvement Task Force

Meets to share and review effective public participation strategies and techniques. Encourages dynamic exchange of information between public and private sector groups. *Meets quarterly.*

## > DVRPC's Committee Structure

### DVRPC BOARD

- » Commission Policy, Plans and Programs
- » Administration/Fiscal Matters
- » Annual Work Program Adoption
- » Annual Budget Adoption
- » Human Resources/Contracts

### REGIONAL CITIZENS COMMITTEE

- » Reviews and Comments on all DVRPC Policies, Plans and Programs
- » Enhances Public Awareness

### BOARD ETHICS COMMITTEE

- » Investigations/Hearings
- » Advisory Opinions

### REGIONAL HOUSING COMMITTEE

- » Reviews Assessment of Housing Studies and Related Issues
- » Formulates Recommendations on Regional Issues

### DELAWARE VALLEY GOODS MOVEMENT TASK FORCE

- » 2025 Goods Movement Plan
- » Industry Advocacy and Cooperation

### TRI-COUNTY WATER QUALITY MANAGEMENT BOARD

- » Water Quality/Supply
- » Wastewater Treatment Plans

### ENVIRONMENTAL JUSTICE PUBLIC INVOLVEMENT TASK FORCE

- » Supports and Enhances Public Participation Effort

### BOARD EXECUTIVE COMMITTEE

- » Compensation Committee
- » Salary/Fringe Benefit Review

### REGIONAL AIR QUALITY COMMITTEE

- » State Implementation Plan
- » Transportation Control Measures
- » Air Quality Plan

### PLANNING COORDINATING COMMITTEE

- » Land Use
- » Housing
- » Environment
- » Population/Employment Forecasts
- » Economic Development

### REGIONAL LAND USE AND DEVELOPMENT COMMITTEE

- » 2025 Land Use Plan
- » Project Review

### ENVIRONMENTAL JUSTICE TECHNICAL ADVISORY COMMITTEE

- » Technical Guidance for Environmental Justice Issues

### BOARD POLICY ANALYSIS COMMITTEE

- » Policy & Legislative Review
- » Impact Assessments
- » Board Position Formulation

### REGIONAL AVIATION COMMITTEE

- » Regional Airport Systems
- » Heliports/Vertiports

### INFORMATION RESOURCES EXCHANGE GROUP

- » Data Sources
- » Computer Systems/Mapping
- » GIS
- » Aerial Photography

### BOARD WORK PROGRAM COMMITTEE

- » DVRPC Planning Work Program

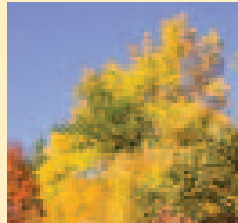
### REGIONAL TRANSPORTATION COMMITTEE

- » 2025 Transportation Plan
- » Congestion Management
- » TIP
- » Transportation Planning Work Program

### INTELLIGENT TRANSPORTATION SYSTEMS (ITS) COORDINATING COUNCIL

- » Implements Regional ITS Strategy

> DVRPC FY 2004 Revenue By Source



	HIGHWAY PLANNING	PUBLIC TRANSIT	AIRPORT PLANNING	NON- PARTICIPATING	MISC. RECEIPTS	OTHER PROGRAMS	TOTALS
USDOT/PENNDOT	\$3,230,173	\$1,352,791	\$6,000	\$0	\$0	\$3,960,373	\$8,549,337
USDOT/NJDOT	1,829,645	547,329	0	0	0	2,854,889	5,231,863
USDOT/FAA	0	0	404,670	0	0	0	404,670
LOCAL	431,824	308,372	44,964	194,482	0	621,452	1,601,094
MISCELLANEOUS	0	0	0	0	132,774	1,877,372	2,010,146
<b>TOTALS</b>	<b>\$5,491,642</b>	<b>\$2,208,492</b>	<b>\$455,634</b>	<b>\$194,482</b>	<b>\$132,774</b>	<b>\$9,314,086</b>	<b>\$17,797,110</b>

> DVRPC FY 2004 Expenditures

	HIGHWAY PLANNING	PUBLIC TRANSIT	AIRPORT PLANNING	NON- PARTICIPATING	MISC. RECEIPTS	OTHER PROGRAMS	TOTALS
SALARIES/WAGES/BENEFITS	\$2,749,435	\$662,746	\$227,462	\$50,423	\$31,121	\$2,773,008	\$6,494,195
CONTRACTUAL SERVICES	691,791	166,755	44,652	140,183	86,420	529,819	1,659,620
EQUIPMENT PURCHASES	46,128	11,119	0	4,570	0	47,138	108,955
SUBCONTRACTS	864,675	1,093,170	72,121	0	0	4,838,197	6,868,163
INDIRECT COSTS	1,139,613	274,702	111,399	24,908	15,233	1,125,924	2,691,779
PROGRAM OVERRUNS/PROFIT	0	0	0	-25,602	0	0	-25,602
<b>TOTALS</b>	<b>\$5,491,642</b>	<b>\$2,208,492</b>	<b>\$455,634</b>	<b>\$194,482</b>	<b>\$132,774</b>	<b>\$9,314,086</b>	<b>\$17,797,110</b>

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Assistant Director of  
Development and Planning

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Cureton, Caplan

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Transportation Planner

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Laura Pelzer  
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**DVRPC BOARD MEMBERS AND ALTERNATES AS OF JUNE 30, 2004**

(\*Members marked with an asterisk indicate members of the Executive Committee.)





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