

FY  
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DELAWARE VALLEY REGIONAL PLANNING COMMISSION  40 YEARS OF REACHING MILESTONES

FY2005 | *Annual Report*



## Reaching Milestones

The 1960s ... it was a time of crisis with the assassinations of national leaders; a time of exhilaration over the space race; and a time of change for generations as the music, communication, and transportation industries surged forward. In 1965, in a quiet way, change was also occurring within the Delaware Valley as a compact was signed between the State of New Jersey and the Commonwealth of Pennsylvania to form the Delaware Valley Regional Planning Commission (DVRPC).

The creation of DVRPC followed a heritage that began here in 1928 with the formation of the Regional Planning Federation of the Philadelphia Tri-State District. The Southeastern Pennsylvania Regional Planning Commission followed in 1952, but failed to survive. The success of the Penn-Jersey Transportation Study, organized in 1958, led to the creation of a permanent regional planning agency.

DVRPC's initial charge was to provide continuous, cooperative and comprehensive area-wide planning. The Commission has progressed from this original task to meeting the demands of a new generation ... to a reality that is issue-oriented, innovative and all-inclusive. Forty years have demanded that we at DVRPC be imaginative, forthright and compassionate in our work and in our concern for the citizens of the Delaware Valley. It is a responsibility that we intend to take seriously as we travel together through the next 40 years.

*Ben Franklin Parkway, circa 1960*





*Ben Franklin Parkway, 2005*



## ABOUT THE REGION

- The nine-county Philadelphia metropolitan area is the fifth largest in the country, comprised of approximately 4,000 square miles and more than 5.8 million residents.
- Philadelphia was founded by William Penn in 1682 and laid out in a simple grid pattern, making it the first “planned city” in North America.
- Philadelphia has the nation’s largest concentration of people who walk to work.
- Nineteen Fortune 500 companies and 37 Fortune 1000 companies are headquartered in the region.
- One in five physicians in the United States have received training in a Greater Philadelphia medical school or hospital.
- Greater Philadelphia offers three times the national average of engineers, architects, scientists, and computer professionals.
- Eighty percent of the world’s largest pharmaceutical companies are headquartered within 50 miles of Philadelphia.
- Over 80 colleges and universities are located in the region.
- Over 11 million people visit the region each year.
- The Port of Philadelphia, run by the Philadelphia Regional Port Authority, is the oldest operating port in the nation.
- The Delaware Valley is the home of many “firsts,” including the first public library, first volunteer fire department, first university in America, first public bank, first stock exchange, first mint, first art school and art museum, first zoo, and first municipal water system.



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.



## Who We Are and What We Do

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.



## MESSAGE FROM THE EXECUTIVE DIRECTOR AND BOARD CHAIR



**John J. Coscia**  
Executive Director



**Joanne R. Denworth**  
FY 2005 Board Chair

### HOW WE IMPACT PEOPLE'S LIVES IS OFTEN A MEASURE OF HOW VALUABLE WE ARE AS AN AGENCY.

DVRPC's role in the region and in the local community has changed and evolved during the years since this Commission was formed in 1965. Forty years is a long time for any organization to survive. DVRPC has not only survived, the Commission has thrived — through innovation, through responsible leadership, and through common goals shared with the citizens who make the Delaware Valley their home.

### LET US SHARE WITH YOU A FEW EXAMPLES OF THE WAY WE DO BUSINESS.

Throughout the country, planning officials are realizing what DVRPC has been advocating for years — that successful and sustainable transportation improvements can only be achieved if projects are integrated with local land use, economic development and environmental concerns. In March 2005, DVRPC organized a conference on behalf of Secretary Allen Biehler of the Pennsylvania Department of Transportation and Commissioner Jack Lettiere of the New Jersey Department of Transportation to develop comprehensive solutions to community needs. Entitled *Transportation Solutions*, the conference brought together key transportation and community development officials from eleven states and two Canadian provinces, as well as Federal Highway Administrator Mary Peters and her staff. This forum provided an opportunity for leaders to explore the integration of land use and transportation, to develop ideas and recommendations for crafting a new direction, and to make specific recommendations for consideration in the rule-making for the new SAFETEA-LU legislation.

Utilizing our 18th Annual Board Retreat in December 2004 as a means of connecting to the region's airport and freight communities, DVRPC examined its role in shaping a sound economic future for the region while managing freight and aviation issues. We looked at the global challenges that will shape our transportation network in the future, and considered how to securely move passengers and cargo in an increasingly busy and competitive environment. More than 140 regional leaders gathered at the Philadelphia Airport Marriott to hear updates from the U.S. Department of Homeland Security, Southwest Airlines, US Airways, the Philadelphia International Airport, the Pennsylvania Motor Truck Association, NJDOT, and the Philadelphia Regional Port Authority. Such opportunities to brainstorm and to resolve issues form the backbone of sound planning for the future.

Another means of bringing people together to network and to conduct business is through the Commission's Annual Dinner. Rewarding those who impact the Delaware Valley through strong leadership and clear vision is what makes this event worthwhile. More than 300 gathered at The Four Seasons Hotel in June 2005 to celebrate regional excellence and to honor a number of different projects and individuals.

Partnering with federal, state, county and local governments, fostering cooperation, sharing our expertise with the private and public sectors, meeting the needs of the region's citizens ... these are the traits that have led us through good times and challenging moments. May the next 40 years prove to be equally rewarding.



**CENTER CITY COMMUTERS DREAM**  
**PARK FREE: SPECTRUM**  
**RIDE THE SUBWAY 10 MIN. TRIP**

*Follow this Sign*

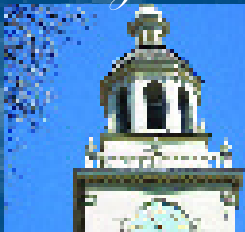
## *Our Mission*

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.





*40 years of Reaching Milestones*



Building on the Past

While Philadelphia may seem to be firmly rooted in William Penn's plan for a community of "Green Country Squares," the reality is that the city and the region are progressing rapidly toward a high-tech future while preserving the best of the past. DVRPC plays an integral role in this juxtaposition of old and new by incorporating a number of programs and funding sources that allow for both to coexist compatibly.



**TRANSPORTATION ENHANCEMENTS, HOME TOWN STREETS, AND SAFE ROUTES TO SCHOOL PROGRAMS**

Helping to revitalize communities through much-needed improvements are the Transportation Enhancements, Home Town Streets, and Safe Routes to School Programs, which build upon existing communities and preserve original character. Transportation Enhancements (TE) are transportation-related improvements funded by federal highway and transit funds that typically include bicycle and pedestrian trails, restoration of historic train stations, and downtown and streetscape improvements. The Hometown Streets (HTS) program funds, with federal dollars, new sidewalks, planters, benches, street lighting, pedestrian crossings, and other visual elements. Through the Safe Routes to School Program (SRS), crosswalks, bike lanes, curb extensions and traffic diversion improvements secure the welfare of local children, ensuring that they have a safe trip to school. Built upon a unique cooperative agreement between

the federal government, PennDOT and DVRPC, these programs rely upon a competitive process for selection of projects. Each year, workshops are held and applications sought to disburse the available funding.

**TRANSPORTATION AND COMMUNITY DEVELOPMENT INITIATIVE (TCDI)**

Also serving communities by providing dollars for the challenges that face them is DVRPC's Transportation and Community Development Initiative (TCDI), which is intended to reverse the trends of disinvestment and decline in the region's core cities and first-generation suburbs. While most parts of the region continue to grow and prosper, there are still communities that face ongoing issues. There are a number of older townships, boroughs, and cities that have seen a loss of population or jobs, and now need directed investment to seed and support their redevelopment efforts.



TCDI grants in the past have funded projects that included redevelopment plans, transit-oriented development, commercial district revitalization, and streetscape designs to improve the overall character and quality of life within these communities. Another goal is to retain and attract business and residents to help to reduce the pressure for further sprawl and expansion into the growing suburbs. In FY05, the TCDI program distributed \$1 million in grants to 17 municipalities in Pennsylvania, and \$500,000 to nine municipalities in New Jersey.

### CITY/SUBURB COLLABORATIVE

Cooperation and interaction between the region's cities and suburbs may sound like a logical idea, but in practice, there can be a real disconnect between the interests of these two distinct entities. The Commission is easing reciprocity and communication through a collaborative effort that has focused on the cities of Philadelphia and Camden as a first step. In FY05, a study entitled *Crossing Boundaries* defined and evaluated the barriers and opportunities for greater

collaboration between the two cities and their adjacent suburbs. The study included a proactive outreach and coordination process with city, county, township and borough officials, as well as with non-profit and private organizations. A survey and interview with municipal and agency representatives provided an inventory of current and

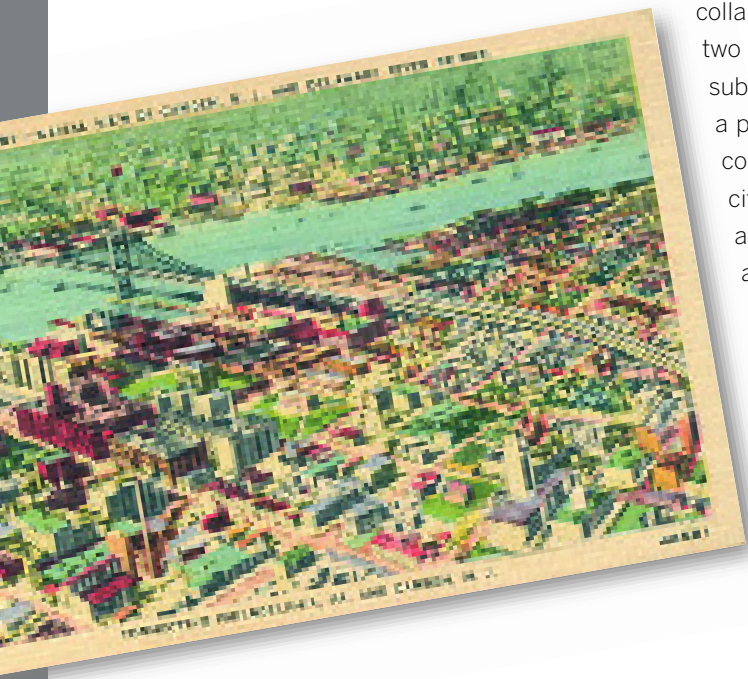
potential inter-governmental and inter-agency collaborative activities such as issues, plans, and programs. The survey responses provided information about past and current collaborative activities, and the comments of local officials and staff provided a solid record of potential barriers that need to be overcome, as well as helpful lessons to guide future collaborative endeavors.

### MUNICIPAL OUTREACH AND NEIGHBORHOOD PLANNING

DVRPC always keeps the big picture in mind, while focusing on the challenges that face many of our communities. The Commission is able to think regionally but also act locally to assist individual municipalities with land use planning responsibilities. During FY05, DVRPC provided a variety of municipal outreach opportunities that offered information on land use and transportation management techniques to the region's municipal officials and planners. These included a series of American Planning Association audio conferences, forums on a variety of topics, and a municipal implementation tool brochure series.



Working with a wide variety of public, private and non-profit partners and stakeholders, DVRPC completed comprehensive plans in three Philadelphia neighborhoods in FY05. Funded by the William Penn Foundation, DVRPC worked with outside planning teams to create plans for Mt. Airy, Chinatown, and West Powelton. The three neighborhoods are economically, socially and physically diverse, and are well-served by community development corporations (CDCs) that have successfully undertaken projects and programs within each community. Plans developed for each community will be owned by them, and will provide a framework and blueprint for implementation actions. Each of the CDCs has already used the plans to pursue additional project grants and they have been widely distributed throughout the neighborhoods and elsewhere. 

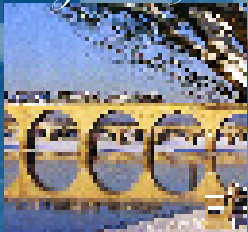




DVRPC always keeps the big picture in mind, while focusing on the challenges that face many of our communities.



*40 years of Reaching Milestones*



Planning for the Future

Shaping a comprehensive vision for the Delaware Valley is one of DVRPC's major responsibilities as the Metropolitan Planning Organization (MPO) for the region, and it's one of the most crucial ways in which the Commission makes decisions that will impact future generations.



### DESTINATION 2030: THE LONG-RANGE PLAN

DVRPC has an expanded role in linking transportation, land use, and the environment, culminating in our Long-Range Plan, entitled *Destination 2030*. Presenting an integrated land use/transportation vision for the Delaware Valley and listing priority actions/projects for the future of the region is the major component of this planning effort. To achieve this, DVRPC's staff assessed potential regional, national, and global issues and used a scenario planning technique to determine future alternatives and their implications for the region.

Population and employment forecasts serve as the backbone of DVRPC's planning efforts for the Delaware Valley, its counties, and their municipalities. These forecasts are used in DVRPC's sophisticated transportation models, which in turn are used to estimate future travel demand and evaluate individual highway and transit projects.

The Commission's planners estimate that there will be almost 700,000 new residents and nearly 500,000 new jobs in the region by the year 2030. For both population and employment, the greatest growth is expected to be in Chester and Bucks counties in Pennsylvania, and in Gloucester and Burlington counties in New Jersey. Less robust growth is expected in highly developed Montgomery County in Pennsylvania, and in Mercer and Camden counties in New Jersey. The population in Delaware and Philadelphia counties is projected to remain relatively static. If current land use development trends continue, future growth will consume an additional 250,000 acres of land. However, by directing a small amount of new growth as infill to existing communities and modestly increasing the net density of new development, all of the forecasted growth can be accommodated in just 110,000 acres.



Also highlighted in the Plan is the diversity of communities in the Delaware Valley, which are represented by the Core Cities of Philadelphia, Camden, Trenton and Chester; Developed Communities including the inner ring older suburbs and scattered boroughs; Growing Suburbs that now represent the face of suburban sprawl; and Rural Areas,

where farming and agriculture still provide a unique character and quality of life. For each of these areas, specific policies of redevelopment and renewal, stabilization and revitalization, growth management and urban design, and land preservation and limited development guide the transportation investments of the plan.

The *Destination 2030* Long-Range Plan assumes that over \$57 billion, split almost evenly between highway and transit projects, will be available for transportation projects over the life of the Plan. The *Destination 2030* Plan adopts a “Fix It First” policy that allocates the majority of anticipated funding to rebuilding the region’s transportation infrastructure. Both Pennsylvania and New Jersey departments of transportation have adopted a similar stance.

The Long-Range Plan also identifies over 100 major, regionally significant highway and transit projects. Major highway projects include the Pennsylvania Turnpike and I-95 interchange, reconstructing and/or widening several portions of US 202, and separate projects to add missing movements and provide a direct connection for I-295 in the vicinity of the NJ 42 Freeway. On the transit side, major initiatives include the Schuylkill Valley Metro/R6 Extension, Route 100 Spur to King of Prussia, new rail lines to Quakertown and Gloucester County, and a Bus Rapid Transit service to serve the US 1 corridor in central New Jersey. Additionally, over half a billion dollars has been allocated to improve the operations of our highway and transit facilities by incorporating Intelligent Transportation System (ITS) elements.



#### AIRPORT PLANNING

A healthy and efficient airport system is also essential to the economy and mobility of this region, and plays a major role in any discussion of future transportation modes. In addition to direct economic contributions from the airports themselves, many businesses rely on the aviation system to support their daily business activities.

DVRPC is responsible for planning for a complete airport system across twelve counties in four states: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; Burlington, Camden, Gloucester, Mercer and Salem in New Jersey; Cecil County, Maryland; and New Castle County, Delaware. As such, the Regional Airport System Plan (RASP), updated for 2030, includes a number of highlights worth noting:

- The Plan recommends airport capacity improvements to Philadelphia International Airport (PHL) that will yield a 30% operating capacity increase.
- The Plan calls for an additional commercial service airport to serve the region in the next 25 years, or an increase in capacity and airline service at outlying small commercial airports that could serve the region in the future.
- The Plan suggests the conversion of Willow Grove Naval Air Station to a civilian jet port, if the military downsizes the facility.
- The Plan would extend runways, build hangars, and publicly acquire selected airports in the Pennsylvania and New Jersey suburbs.

DVRPC has always been the leader in shaping a comprehensive vision for the future of the Delaware Valley.

## *Planning for the Future*

In addition, DVRPC's Aviation staff worked with PennDOT in FY05 to do a prototype analysis of zoning/land use and municipal decision-making for suburban airports in Bucks, Chester and Montgomery counties. Acknowledging that airports must work with their neighbors if they are to achieve compatibility, this analysis identified issues and process deficiencies as well as land use conflicts. The information resulting from the study will be used to develop strategies and incentives for implementing municipal zoning/land use laws and policies that will protect airports while optimizing the land owners' use of their properties. DVRPC's study results are now providing guidance to the statewide analysis, which is being completed by PennDOT's consultants.



### FREIGHT PLANNING



Since economic prosperity, quality of life, and traffic patterns are integrally linked to goods movement, the development of the 2030 Long-Range Plan called for the inclusion of a complementary section addressing freight. The resulting module advances economic development through freight transportation infrastructure, investment, and policies. The key strategies include maximizing air, rail, ship, and truck modal contributions to the flow of goods, elevating projects that promote efficient freight movement, and integrating freight facilities and operations with community goals.

The freight module is further defined by focusing efforts on major north-south and east-west freight corridors. In terms of projects, \$2 billion in port improvements and \$785 million in rail freight improvements have been identified. These improvements augment additional projects contained in the highway, transit, and aviation portions of the 2030 Transportation Plan, which also facilitate the safe and efficient flow of freight. Public-private partnerships will be key to funding and constructing these improvements. DVRPC's Delaware Valley Goods Movement Task Force, which spearheads DVRPC's freight planning program, was highly involved in the formulation of the 2030 freight plan module over the course of FY 2005.

Also during FY05, a visiting team from DVRPC's sister agency, the Atlanta Regional Commission, traveled to Philadelphia to participate in a Peer-to-Peer Exchange on freight planning. Sponsored by the Federal Highway Administration (FHWA), the workshop focused on integrating freight into all aspects of the metropolitan planning process, freight advisory committees, and current freight studies. A highlight of the event was the involvement of the Greater Philadelphia Chamber of Commerce.

In addition, DVRPC staff organized tours of local freight facilities for attendees of the American Association of State Highway and Transportation Officials (AASHTO) and the Council of Logistics Management (CLM) national conferences held in Philadelphia. Members of the Delaware Valley Goods Movement Task Force's Shippers Subcommittee hosted these guests at port, rail, air cargo, refinery, and warehouse facilities and offered expert narration.



### BICYCLE AND PEDESTRIAN PLANNING

“Complete streets” and “context-sensitive solutions” are concepts that have gained currency among the public and with public officials. Transportation planners and designers are increasingly putting these concepts into practice. In essence, they embody the notion that streets and highways should be designed to accommodate all users; and that they enhance the character of the surrounding community. New facilities that reflect these design philosophies provide people with more transportation options — particularly walking and biking. The Bicycle and Pedestrian module of the 2030 Long-Range Plan calls for DVRPC to work with its member governments to ensure that bridge and highway design considers all users.

Each year many miles of roadway throughout the region are resurfaced. In some instances the road is wide enough to include bike lanes; but because routine resurfacing doesn't include a design phase, opportunities have been lost. In FY05, DVRPC and PennDOT District 6 began collaborating to increase the region's bike lane mileage by screening resurfacing projects, and forwarding a limited number for bike lane design work.

During FY05, DVRPC began work on a regional bicycle travel survey to collect data on bicyclists and bicycle trips. Targeted to reach 1,800 bicyclists and 220 bicycle trips, this survey is the first of its kind in the region, and may be the largest ever undertaken in the United States.

In addition, the Commission presented officials in Northampton Township, Bucks County, with a draft plan to prioritize the installation of sidewalks throughout that growing suburban community. The plan was the product of a unique analysis using GIS to rank streets based on several location characteristics.




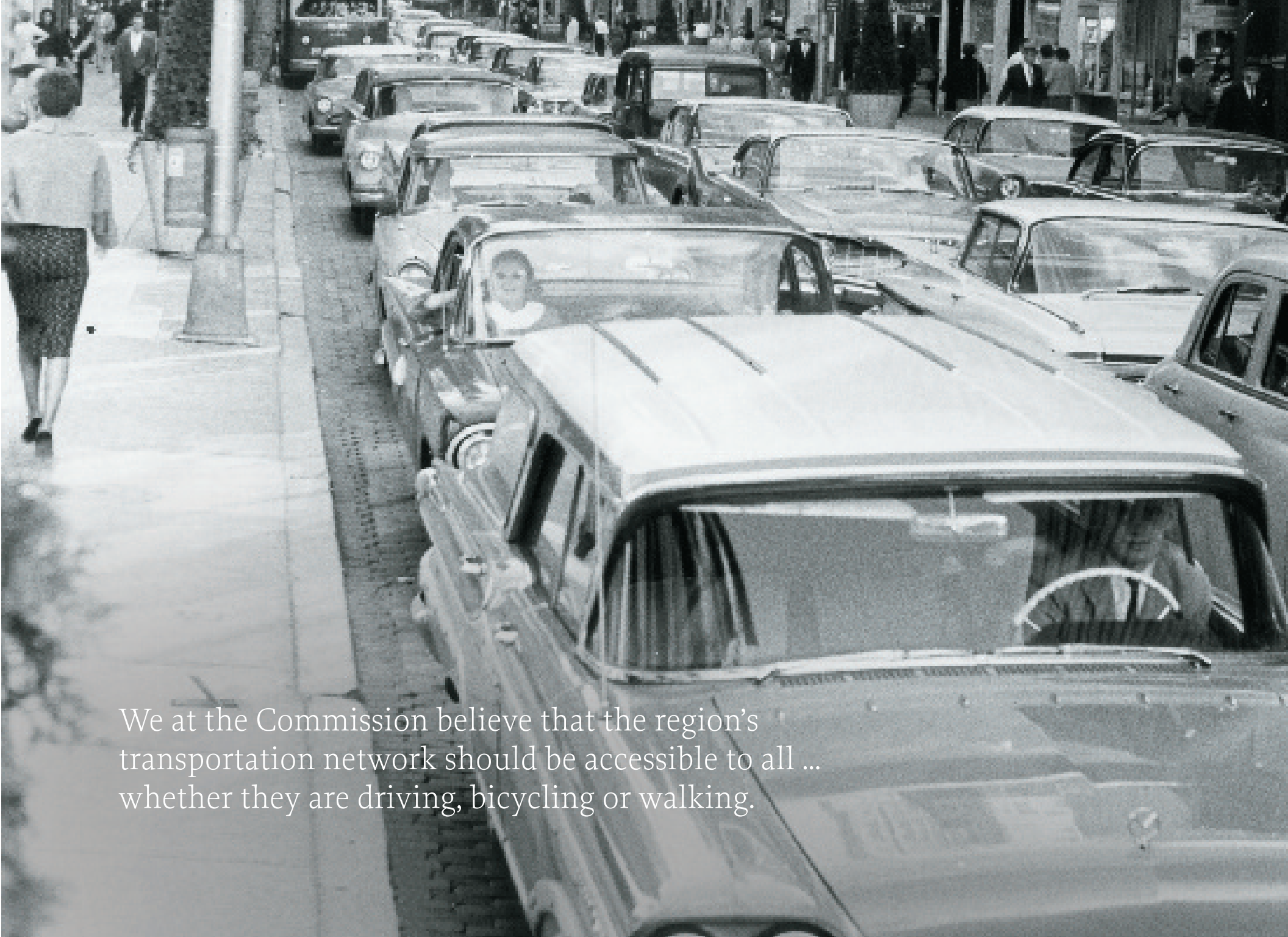
### THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is often referred to as the short-term arm of the long-range plan because it prioritizes transportation projects, including bridge, roadway and transit projects as well as bicycle, pedestrian and freight initiatives for the immediate future. Working closely with our member counties, transit operators, and the Pennsylvania and New Jersey departments of transportation, DVRPC develops a TIP every year that covers the four New Jersey counties of the Delaware Valley region and every other year for the five Pennsylvania counties.

During FY05, DVRPC's Board adopted the FY2006 Transportation Improvement Program (TIP) for New Jersey, giving the green light to nearly 130 projects totaling \$1.1 billion in state and federal funds. Work had been ongoing for a number of months on the NJ TIP, including gathering input on project needs, building consensus among the region's planning partners, and insuring that all federal requirements are met, such as those concerning financial constraint, air quality and public participation. Some of the regionally significant projects in the NJ TIP are: construction of I-295 “missing moves” and “direct connections” in Burlington and Camden counties; rehabilitation of Route I-295 in Gloucester and Mercer counties; and various Rail System Support projects and River Line Operating Assistance for NJ Transit.

In addition to the TIP and the *Year 2030 Plan*, the Commission's Board adopted the air quality conformity finding in June 2005. Because the Philadelphia area has been designated as a non-attainment area by the U.S. Environmental Protection Agency (EPA), the transportation conformity process must establish a major connection between transportation planning and emissions reductions from transportation sources.

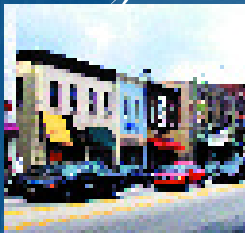
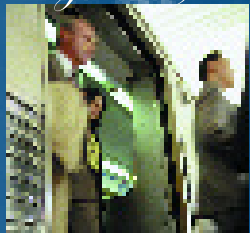
The conformity process ensures that DVRPC's plans and programs that receive federal funding are consistent with national, state, and regional air quality goals. 



We at the Commission believe that the region's transportation network should be accessible to all ... whether they are driving, bicycling or walking.

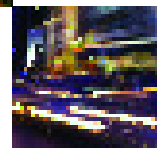


*40 years of Reaching Milestones*



Meeting the Region's Needs

Merging land use and transportation decisions is probably one of the smartest choices made by municipalities, counties, regions and states in recent years. It reflects thinking that shows the interconnection of the environment, our everyday lifestyles, and the Delaware Valley's placement of development and infrastructure.



It is not easy to meet the very natural demands of citizens who want mobility, easy access to their jobs, schools and homes, and a desirable quality of life within the framework of existing facilities. DVRPC, however, has found a balance that puts individual needs at the forefront while implementing change.

#### **TRANSIT-ORIENTED DEVELOPMENT**

For example, the Delaware Valley region has more than 340 rail stations, many of which lack pedestrian and bicycle access. We at DVRPC believe that one way to meet the region's needs is by making the best use of these stations and by encouraging development around them. The concept, known as transit-oriented development (TOD), encourages intensified, mixed-use, pedestrian-friendly development surrounding transit stations. It also revitalizes communities, increases transit ridership, and promotes healthier living through pedestrian-friendly design. While automobiles are accommodated, bicycle and pedestrian paths are given equal importance to encourage multi-modal access. In FY05,

DVRPC took an in-depth look at three potential TOD sites — North Wales, Warminster, and Ellsworth-Federal in Philadelphia. The case study is part of a multi-year effort to analyze the region's rail stations. It includes recommendations in such areas as zoning, land use, comprehensive plans/master plans, access, development opportunities, and more.

#### **REALIZING DENSITIES: STRATEGIES FOR COMPACT SUBURBAN DEVELOPMENT**

Also dealing with land use issues are recent analyses throughout the Delaware Valley that have revealed a trend toward lowering land development densities in suburban areas. Fewer people are living on more acreage and this has resulted in increased land consumption and higher costs for providing municipal services, such as sewer and water infrastructure, schools, roads, and transit. As many regions of the country are accepting higher densities, the Delaware Valley lags behind in this thinking.

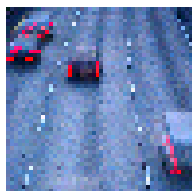


DVRPC took a look at how density is perceived and what it means for the region. The Commission found that higher densities can yield a greater sense of community, the preservation of open space and recreational facilities, less costly infrastructure investments, and can facilitate more affordable housing. It can also lead to more transportation choices and minimize the need for major investments in new roadways. The study found that encouraging good design is one of the most important factors in implementing higher densities.

### CORRIDOR STUDIES

DVRPC's two major divisions, Regional Planning and Transportation Planning, now both conduct corridor studies — many times examining the impacts of transportation decisions on adjacent land uses.

Much of this work is done in collaboration with the state departments of transportation (DOTs) to study select corridors that are critical to the movement of people and goods in the region. Corridor studies provide a more detailed transportation planning effort for those highway segments identified in the Long-Range Plan. In FY05, Phase 2 studies have been completed on NJ Route 70 and NJ Route 168, and Phase 1 work has been undertaken for NJ Route 30 and NJ Route 33. In each instance, a multi-modal, multi-disciplinary, multi-jurisdictional task force has been assembled to guide the initiative. Problems were identified within each corridor and an array of strategies has been developed to improve access, mobility and safety within the transportation system as well as to promote sound land use practices. As a result of the collaboration between DVRPC and the DOTs on corridor studies, a number of projects from our studies have been identified to be “fast tracked” through the DOTs’ pipeline.



The point of our corridor studies, intelligent transportation and land use planning is *people*. The citizens of this region suffer the consequences of bad decisions and reap the rewards of the progress we make.

### INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Helping to ease congestion and to share information is also one of DVRPC's priorities for the region's travelers. If you are driving on an unfamiliar highway and you hear on the radio that a major accident has closed the highway ahead, what do you do? It's five o'clock, time to leave the office, and you wonder what your best alternative is for traveling home. Where do you find this information? In the past, availability of travel information was haphazard, reflecting a lack of real-time information. With Intelligent Transportation Systems (ITS), highway departments and transit agencies are able to continually monitor travel conditions and disseminate real-time travel information to the public.

One of DVRPC's major ITS regional initiatives is funding to expand PennDOT's Emergency Service Patrol outside the City of Philadelphia. Emergency service patrol vehicles are tow trucks that patrol expressways, providing assistance to motorists who experience vehicle break downs, run out of gas, or are involved in minor accidents. They have the capability to perform minor repairs, push vehicles onto the shoulder or off the expressway. Just as important, they can provide traffic control, preventing accidents. Currently, emergency service vehicles patrol I-76, I-95 and I-676 inside Philadelphia. DVRPC is providing \$2.5 million to enable PennDOT to extend coverage for I-76 from Philadelphia to the PA Turnpike, I-95 from the PA Turnpike down to the Delaware State Line, I-476 from I-95 to the PA Turnpike, US 202 from I-76 to US 30, and US 422 from US 202 to Royersford.





As an organization, DVRPC is taking a look at where we've been and where we're going.

### RIMIS AND INCIDENT MANAGEMENT

When incidents occur on our expressway system, we believe that efficient management and quick clearance of vehicles is critical to reducing congestion and enhancing the safety of motorists. In FY05, DVRPC enhanced its Incident Management Program by assisting in the development of new Incident Management Task Forces; one on I-95 in Bucks County and another along US 1 in Chester/Delaware counties. The Commission played a critical role in the earlier formation of the I-76/I-476 and the I-295/I-76/NJ 42 Incident Management Task Force.




These two task forces have increased their coverage by adding members from the emergency responder community. The I-295/I-76/NJ 42 Task Force also developed, produced and distributed a manual which set the policies and procedures for emergency response on the expressways within their coverage area. DVRPC is now assisting the I-76/I-476 Task Force in developing a similar manual.

In addition, DVRPC staff hosted two incident management training courses for the regions' emergency responders in FY05, and presented our Incident Management Program at the Annual Meeting of the I-95 Corridor Coalition's Coordinated Incident Management Program Track. Thanks to a nomination by the I-95 Corridor Coalition, DVRPC's Incident Management Program received a national award from the National Association of Regional Councils (NARC).

The Commission is also in the forefront on the region's initiative to interconnect traffic, transit, emergency responders, and transportation reporting services. Known as Regional Integrated Multi-modal Information Sharing (RIMIS), the projects's goal is to provide an exchange network for transportation operators to share real-time information about the status of the transportation system

and incidents, such as accidents that impact operations. During the past year a consultant team has developed a Concept of Operations, which is the first step toward developing software. This Concept of Operations identifies and prioritizes needs, which, in this case, includes messaging to notify other agencies about incidents and unusual events, mapping capability to show the "big picture," and a calendar listing future construction and maintenance activities. The next step in RIMIS's development is to begin defining its functional requirements.

### CENTRAL JERSEY TRANSPORTATION FORUM

One of DVRPC's strengths is in convening divergent groups to work toward a common goal. The Central Jersey Transportation Forum is one example of this talent. Created in January 1999 by DVRPC and the New Jersey Department of Transportation (NJDOT), the Forum works to develop appropriate planning strategies to address critical transportation issues and concerns in an area comprised of 21 municipalities in Middlesex, Somerset and Mercer counties. The Forum, consisting of federal, state and local public officials along with private sector organizations, accomplishes its goals through the implementation of an action plan. Currently, the Forum's two highest priority action items include preparing packages of practical, relatively low-cost improvements for a few existing regional east-west corridors and finding funding for them; and moving ahead with the Route 1 Bus Rapid Transit (BRT) Study and its recommendations. During FY05, the Forum had a productive year, as reflected in its growing meeting attendance and state-level recognition. On behalf of the Task Force's membership, DVRPC sent letters of support for a few carefully selected small projects that could improve east-west access, as well as letters of support for reauthorization of the Transportation Trust Fund and property tax reform. And, the Commission supported the technical and public outreach efforts of the BRT Study, which was led by NJ Transit and STV Engineers. 



# Fulfilling the Mandates



With the long-awaited adoption of the national transportation legislation, known as SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users), two facts have become apparent. First, SAFETEA-LU provides more funding than ever for safety conscious planning.



And second, the role of DVRPC, as the metropolitan planning organization (MPO), has expanded to take on even greater significance by integrating safety into the transportation system for all modes and all users.

While safety considerations have been implicit in DVRPC's past work, all future projects and programs will reflect a renewed emphasis on transportation safety. To lead that charge, the Commission has formed an internal Safety Committee comprised of representatives from all units within the agency. Safety is also prominently noted in the vision statements of the *Destination 2030* Long-Range Plan for both transportation facilities and operations.

In addition, the Transportation Safety Program, a new project for the Commission, is expected to become an ongoing effort. The first phase of the program calls for the establishment of a Regional Safety Task Force, an interdisciplinary team of professionals to offer guidance and direction on safety efforts. Staff will also

prepare for more specific implementation of safety-focused programs in future years and will develop a comprehensive safety action plan for the region.

## ENVIRONMENTAL PLANNING

DVRPC strives to protect the region's natural resources for future generations of Delaware Valley residents. Working closely with local governments and community organizations, DVRPC planners promote smart growth and smart conservation throughout the region by steering specific projects, coordinating committees, and conducting special studies. On the local level, DVRPC has completed Environmental Resource Inventories, which outline available natural resources and reasons to protect them in the communities of Bordentown, Ewing, Mantua, and Harrison. At the regional level, the Commission has continued tracking open space issues and displayed up-to-date data on the DVRPC web site.

Protected open space across the region increased by almost 40,000 acres since 2002, for a total of 427,000 acres of permanently protected lands by the end of 2004. As of late spring 2005, 94 out of the region's 352 municipalities and 7 out of the 8 suburban counties have dedicated funds for open space protection.

DVRPC also works to preserve the quality of the air we breathe. Our region does not meet current EPA standards for ground level ozone (smog) and particle pollution (soot) — the two most prevalent forms of air pollution. In response, DVRPC administers the Air Quality Partnership, which is a year-round initiative to increase public awareness about the harmful health and environmental effects of air pollution. This coalition consists of over 350 public and private businesses that work collaboratively to inform the public of ways to improve the region's air quality. Forming the basis of the program are Air Quality Alerts, which are sent to partners on days in which air quality is poor. The alerts encourage individuals to take voluntary actions to help reduce pollution-forming emissions.



Environmental stewardship is one of DVRPC's many roles and is crucial to the overall success of our region.

**TRANSITCHEK**

Tying all of these initiatives together is the TransitChek program, which promotes transit ridership, thus resulting in less congestion on the region's highways, safer roads, and improved air quality. Created by DVRPC in 1991, TransitChek provides an opportunity for employers to offer their employees a means of underwriting the cost of commuting via 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. More commuters than ever are taking advantage of this benefit. In FY2005, TransitChek hit the \$100 million mark in sales. 🚗



# Finding Strength in Numbers



DVRPC has long been in the forefront of planning organizations throughout the country when it comes to public participation. Believing that every voice should be heard and that two-way communication is crucial to sound decision-making, the Commission has invested much time and effort in targeting its many audiences, disseminating information, and listening to the comments received.

## HOW TO GET INVOLVED

DVRPC encourages interested citizens to become involved regularly through the Regional Citizens Committee (RCC), an active group of more than 70 individuals that meets monthly to make recommendations to DVRPC's Board on environmental, transportation and land use issues. We also have made Environmental Justice an integral part of our mission by creating two committees to address Environmental Justice issues in the region. The Environmental Justice Technical Committee, comprised of various transportation and environmental agencies, is responsible for reviewing staff's technical work. 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. This Environmental Justice Protocol, as well as a revised Public Participation


Plan, were the focus of a 45-day public comment period during the past fiscal year. The Plan, which was adopted in September 2001, now includes a formal Public Disclosure Policy.

## GETTING IN TOUCH

Additional outreach, targeted to such specific projects as the Transportation Improvement Program (TIP) and *Destination 2030: The Long-Range Plan*, also takes the form of formal public comment periods and public meetings. However, innovative ways to reach the public are also in the works. As early as December 2003, visioning sessions were held with various audiences to develop scenarios and to gather input for the plan. DVRPC staff met with more than 100 organizations to spread the word about the plan and to listen to suggestions and comments. In addition, a telephone survey was conducted in February 2005 to solicit public opinion regarding land use, transportation and environmental issues that affect the region.

DVRPC found that 74% of the 675 respondents drive alone to their place of employment, 9% take the train or bus, 10% walk, bike, or work at home, and 6% drive with others. A majority of the survey questions dealt with transportation issues, such as funding and improvements to the system. Forty-two percent of all respondents cited the need to reduce congestion as the most important transportation issue in our region at the present time. The most important environmental issue for the future was open-space preservation, cited by 36% of respondents.

DVRPC staff utilized these results and the comments provided at long-range plan and TIP public meetings to mold a vision for the future that answers many of the public's concerns.

The Commission also uses its quarterly newsletter, *DVRPC in the News*, marketing tools such as our video, *Creating Tomorrow Today*, the *DVRPC Resource Guide*, and our web site to provide information to those who take the time to play a role in the planning process. 





## 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 web site 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 that promotes knowledge sharing in the methods and technology of data collection, analysis, synthesis and storage among planners, data managers, IS/IT departments, webmasters, and geographic information professionals. 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
- Annual Work Program Adoption

## BOARD EXECUTIVE COMMITTEE

- Administration/Fiscal Matters
- Annual Budget Adoption
- Human Resources/Contracts
- Compensation Committee
- Salary/Fringe Benefit Review

## REGIONAL CITIZENS COMMITTEE

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

### BOARD ETHICS COMMITTEE

- Investigations/Hearings
- Advisory Opinions

### BOARD POLICY ANALYSIS COMMITTEE

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

### BOARD WORK PROGRAM COMMITTEE

- DVRPC Planning Work Program

### REGIONAL HOUSING COMMITTEE

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

### REGIONAL AIR QUALITY COMMITTEE

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

### REGIONAL AVIATION COMMITTEE

- Regional Airport Systems
- Heliports/Vertiports

### DELAWARE VALLEY GOODS MOVEMENT TASK FORCE

- 2025 Goods Movement Plan
- Industry Advocacy and Cooperation

### PLANNING COORDINATING COMMITTEE

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

### REGIONAL TRANSPORTATION COMMITTEE

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

### INTELLIGENT TRANSPORTATION SYSTEMS (ITS) COORDINATING COUNCIL

- Implements Regional ITS Strategy

### TRI-COUNTY WATER QUALITY MANAGEMENT BOARD

- Water Quality/Supply
- Wastewater Treatment Plans

### REGIONAL LAND USE AND DEVELOPMENT COMMITTEE

- 2025 Land Use Plan
- Project Review

### INFORMATION RESOURCES EXCHANGE GROUP

- Information Sharing
- IT Architecture
- GIS/Orthophotography
- Web Technologies
- Census Data

### ENVIRONMENTAL JUSTICE PUBLIC INVOLVEMENT TASK FORCE

- Supports and Enhances Public Participation Effort

### ENVIRONMENTAL JUSTICE TECHNICAL ADVISORY COMMITTEE

- Technical Guidance for Environmental Justice Issues



## DVRPC FY 2005 REVENUE BY SOURCE

	HIGHWAY PLANNING	PUBLIC TRANSIT	AIRPORT PLANNING	NON- PARTICIPATING	MISC. RECEIPTS	OTHER PROGRAMS	TOTALS
USDOT/PENNDOT	\$3,275,714	\$1,406,218	\$6,000	\$0	\$0	\$4,078,015	\$8,765,947
USDOT/NJDOT	1,850,000	566,255	0	0	0	3,539,146	5,955,401
USDOT/FAA	0	0	420,315	0	0	0	420,315
LOCAL	446,794	328,314	30,000	194,482	0	573,546	1,573,136
MISCELLANEOUS	0	0	0	0	105,550	2,185,269	2,290,819
<b>TOTALS</b>	<b>\$5,572,508</b>	<b>\$2,300,787</b>	<b>\$456,315</b>	<b>\$194,482</b>	<b>\$105,550</b>	<b>\$10,375,976</b>	<b>\$19,005,618</b>

## DVRPC FY 2005 EXPENDITURES

	HIGHWAY PLANNING	PUBLIC TRANSIT	AIRPORT PLANNING	NON- PARTICIPATING	MISC. RECEIPTS	OTHER PROGRAMS	TOTALS
SALARIES/WAGES/BENEFITS	\$2,160,524	\$616,224	\$240,507	\$26,842	\$26,293	\$3,647,679	\$6,718,070
CONTRACTUAL SERVICES	588,148	167,751	14,028	120,674	61,860	848,339	1,800,801
EQUIPMENT PURCHASES	17,410	4,966	0	0	0	31,761	54,137
SUBCONTRACTS	1,813,655	1,228,688	35,977	0	0	4,239,285	7,317,605
INDIRECT COSTS	992,770	283,158	165,803	18,942	17,397	1,608,912	3,086,981
PROGRAM OVERRUNS/PROFIT	0	0	0	28,024	0	0	28,024
<b>TOTALS</b>	<b>\$5,572,508</b>	<b>\$2,300,787</b>	<b>\$456,315</b>	<b>\$194,482</b>	<b>\$105,550</b>	<b>\$10,375,976</b>	<b>\$19,005,618</b>



*Signing the Interstate Compact, 1965*



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



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