Fiscal Year 2025 Unified Planning Work Program

March 2024

Commonwealth of Pennsylvania
Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia, City of Chester

State of New Jersey
Burlington County, Camden County, Gloucester County, Mercer County, City of Camden, City of Trenton

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

The Delaware Valley Regional Planning Commission (DVRPC) is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.

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Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call 215.592.1800, or email public_affairs@dvrpc.org.

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

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January 25, 2024

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), we are pleased to present the Fiscal Year 2025 Unified Planning Work Program (UPWP) as adopted by the DVRPC Board on January 25, 2024. This document details the work to be completed by DVRPC and our member governments during FY 2025, which runs from July 1, 2024, through June 30, 2025.

As the federally designated Metropolitan Planning Organization (MPO) for the Greater Philadelphia Metropolitan Area, DVRPC has the responsibility to undertake a performance-based planning and programming approach to making investments in our transportation system. DVRPC develops the UPWP by following the direction and guidance provided by the federal Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments (CAAA); identifying the region's priority planning initiatives as provided by the DVRPC Board; and engaging with area residents, businesses, and partners.

The planning activities identified in the FY2025 UPWP allow DVRPC to address a variety of issues in our diverse region and bring us closer to realizing our vision for an equitable, resilient, and sustainable Greater Philadelphia. Key issue areas for the Commission in FY 2025 include the safety and resiliency of the region's transportation infrastructure; the efficiency and operations of our roads and transit systems; the performance of our transportation assets; the growth and revitalization in our older communities; the protection of our air, land, and water resources; and the centering of equity into transportation, land use, and infrastructure investment decisions. Enhanced engagement with our stakeholders and general public on the implementation of our long-range plan, *Connections 2050*, continues to be a top priority and is vital to the design and planning of the resulting UPWP initiatives.

The Commission believes that the FY 2025 work program responds to the changing planning and implementation context and addresses the critical issues identified by the leadership and residents of the region. Your comments and suggestions are invited.

Eric Powers
Board Chair

Ariella Maron
Executive Director

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

ADOPTION OF THE
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2025 UNIFIED PLANNING WORK PROGRAM

BE IT RESOLVED, that the Board of the Delaware Valley Regional Planning Commission (DVRPC):

1. Approves and adopts the Fiscal Year 2025 Unified Planning Work Program (UPWP), consisting of the Regular DVRPC Planning Work Program, the Supportive Regional Highway Planning Program and the Transit Support Program, as recommended by the Board Work Program Committee; and

2. Approves the actions to amend or modify the FFY 2024 TIP for New Jersey and the FFY 2023 TIP for Pennsylvania as required.

3. Authorizes and directs Ariella Maron, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2025 UPWP with appropriate funding agencies; to prepare and file the required applications; to negotiate, execute, and/or delegate the negotiation and execution of the necessary contracts, grant agreements, and/or modifications thereto, on behalf of the DVRPC with and in the form required by a local government, operating agency, state agency, or Federal agency to aid in financing the work described in the approved and adopted Fiscal Year 2025 UPWP; and

4. Authorizes and directs Ariella Maron, Executive Director, to execute and file with such applications, contracts and agreements, such assurances as may be required or any other document concerning compliance with Title VI of the Civil Rights Act of 1964 and all other pertinent directives and requirements thereunder; and

5. Authorizes and directs Ariella Maron, Executive Director, to set forth and execute Disadvantaged Business Enterprise policies and establish and administer procedures as may be required to ensure utilization of disadvantaged businesses to the maximum extent feasible in connection with the procurement needs of the projects described in the adopted Fiscal Year 2025 UPWP; and

6. Designates Ariella Maron, Executive Director, as the authorized representative of the Commission, to provide such additional information, documents and certifications as may be required in connection with all matters pertaining to any application, grant agreement or project contained in the Fiscal Year 2025 UPWP; and

7. Authorizes and directs Renee Wise, Recording Secretary, and/or her delegate to impress the official seal of the Commission and attest same on all documents as may be required.

Adopted this 25th day of January, 2024
by the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY24-004.

Renee Wise

Renee Wise, Recording Secretary

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Chapter 1 Introduction

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Delaware Valley Regional Planning Commission
FY 2025 Unified Planning Work Program

Introduction

The FY 2025 Unified Planning Work Program (UPWP) for the Delaware Valley Regional Planning Commission (DVRPC) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2024 through June 30, 2025. A Unified Planning Work Program (UPWP) is developed annually by DVRPC with its planning partners to reflect the region's short-range planning needs.

Federal laws and regulations require the formation of a metropolitan planning organization (MPO) for each urbanized area with a population of more than 50,000. The MPO designated for each urbanized area is obliged to carry out a continuing, cooperative and comprehensive, performance-based, multi-modal transportation planning process. For MPOs such as DVRPC with a population greater than 200,000, a designation of Transportation Management Area (TMA) is assigned. This designation brings with it additional planning requirements. The Delaware Valley Regional Planning Commission (DVRPC) is the federally-designated TMA MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery counties and the City of Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

The federal laws and regulations that require the formation of MPOs also provide for the formula allocation of federal funds to support the required planning activities of the MPOs. These federal regulations require an MPO to document the metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. in a unified planning work program (UPWP). Each MPO, in cooperation with the state(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPO.

In addition to its formula funds, DVRPC is fortunate to receive other federal, state, local, foundation, and private funds to conduct a robust and comprehensive slate of regional planning activities. It is this full complement of financial resources that provides the support for the priority planning activities proposed by our member governments and stakeholders and spelled out in this FY 2025 Unified Planning Work Program.

Planning Priorities Facing the Region

The metropolitan planning regulations promulgated through the FAST (Fixing America's Surface Transportation) Act and continued through the IIJA (Infrastructure Investment and Jobs Act) stipulate that each MPO shall develop a UPWP that includes a discussion of the planning priorities facing the metropolitan area. The planning priorities facing the DVRPC region are easily identified by looking at the annual requests for new planning projects as submitted by the DVRPC Board and other stakeholders during the UPWP development process. For the FY 2025 Work Program, many planning study requests covered similar topics, such as improving the effectiveness of and access to public transit, Transportation Systems Management and Operations, bicycle and pedestrian infrastructure improvements, transportation/land use connections, freight planning, data to enable data-driven analyses, and touched upon similar themes, including housing, climate action, resiliency, air quality, equity, and healthy communities. These planning priorities track closely with the FAST Act Planning Factors and the State Departments of Transportation (DOT's) emphasis areas.

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

UPWP Development Process

DVRPC staff initiates the development process in the July-September time period as initial individual coordination meetings are scheduled with the member governments, state DOT's, and transit operators. These coordination meetings are a helpful way for the partners to begin thinking about their potential project ideas and how those ideas relate to current projects or other emerging planning issues. Partners are encouraged to consider ideas of a regional nature in addition to ideas for planning studies that address localized issues. Throughout September and mid-October, staff works with our partners to refine and submit brief write-ups of their project ideas considering emerging local and regional priorities as well as continuation of ongoing priority projects. At a Board Work Program Committee meeting in October, project ideas are presented by the partners and priority projects are short-listed for initial selection. During November, staff works with the partners to refine the scopes of the selected projects as they consider potential sources and amounts of funding. In early December, staff present the Draft UPWP document at the DVRPC Board Meeting. The Board is requested to approve the release of the document for public comment. The public comment period remains open for 30 days, during which time, DVRPC staff prepare a response to all comments submitted by our partners, advocacy organizations, or the general public. Staff presents the comments, responses, and final document to the Board for

adoption at the January Board meeting. Following Board adoption, staff incorporates responses to comments, editorial corrections, and final funding tables into a final document that is submitted to our funding agencies in March. Work on the adopted UPWP begins on July 1, 2024, and unless otherwise stated for a given task, is expected to be completed by June 30, 2025.

UPWP Document Organization

The FY 2025 Unified Planning Work Program is divided into six chapters with two appendices:

- Chapter One serves as an introduction to DVRPC's operations and relationships to other transportation and planning organizations in the Delaware Valley region.
- Chapter Two provides details of the Program Areas and Projects that DVRPC will be undertaking during FY 2025.
- Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively. These programs provide funding from DVRPC for our member governments to support their participation in the regional planning process.
- Chapter Five includes other projects funded through the UPWP to be carried out by member governments.
- Chapter Six provides a summary of New Jersey Transportation Improvement Program (NJ TIP) funded projects that span over multiple fiscal years due to the scope of work, consultant selection process, and extent of involvement required from various NJ member governments and municipalities.
- Appendix A contains Schedule A, which provides a detailed breakdown of funding sources from New Jersey.
- Appendix B contains a list of acronyms commonly used in DVRPC's regional planning process.

Planning Emphasis Areas

The products produced through this UPWP include technical analyses, policy recommendations, and planning services for member state and local governments. The Program Areas and Projects outlined in this document are informed by priority Planning Emphasis Areas (PEAs) as identified by our federal and state partners. Emphasis areas have evolved over time, and much of the ongoing work in this document reflects that history; prior emphasis areas on topics such as equity, data collection, cross-region collaboration, and many other topics remain relevant today. FHWA and FTA announced New Planning Emphasis Areas in January 2022. These are summarized below, along with examples of responsive work in this UPWP.

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Transportation plans and infrastructure investments should help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. The transportation planning process should be used to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shifting to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Examples of projects and programs in this UPWP which reflect this emphasis area:

- Energy and Climate Change Initiatives (25-33-030)
- Regional Electric Vehicle Planning Program (25-34-190)
- Regional Transit Planning Program (25-52-010)

Equity and Justice40 in Transportation Planning

Federal, state, and regional partners and providers of public transportation should advance racial equity and support for underserved and disadvantaged communities. Ensuring public involvement in the planning process will help plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. The following strategies are encouraged: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Examples of projects and programs in this UPWP which reflect this emphasis area:

- Title VI and Environmental Justice (25-23-040)
- Supporting Communities Program (25-52-160)

Complete Streets

Federal, state, and regional partners and providers of public transportation should review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. Partners should plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Examples of projects and programs in this UPWP which reflect this emphasis area:

- Bicycle and Pedestrian Planning Program (25-52-020)
- Increasing Safe and Accessible Transportation Options (25-52-130)
- PennDOT Connects Resurfacing Program (25-52-150)

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision making process. Partners should increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Examples of projects and programs in this UPWP which reflect this emphasis area:

- Public Participation, Involvement, and Outreach (25-23-030)
- Mobility Analysis and Design Program (25-52-030)

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

Partners should coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because

many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the state and MPO areas covered by these route analyses.

Examples of projects and programs in this UPWP which reflect this emphasis area:

- Regional Congestion Management Program (25-34-040)

Federal Land Management Agency (FLMA) Coordination

Partners should coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting state and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Examples of projects and programs in this UPWP which reflect this emphasis area:

- Environmental Planning (25-33-040)
- PA Coastal Zone Management Implementation Program (25-33-120)

Planning and Environment Linkages (PEL)

Partners should implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of

information. This results in transportation programs and projects that serve the community's transportation needs more effectively, while avoiding and minimizing the impacts on human and natural resources.

Examples of projects and programs in this UPWP which reflect this emphasis area:

- Transportation Improvement Program (TIP) (25-34-080)
- Environmental Planning (25-33-040)

Data in Transportation Planning

Partners should incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of topics, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the state, MPO, regional, and local levels for all parties.

Examples of projects and programs in this UPWP which reflect this emphasis area:

- Data Coordination and Analysis (25-23-070)

Federal Legislation Requirements

As the federally designated metropolitan planning organization for the region, DVRPC must respond to the planning requirements of two federal laws: the current transportation authorizing legislation–the Infrastructure Investment and Jobs Act (IIJA)–as promulgated under Title 23 CFR Parts 420 and 450, and the Clean Air Act Amendments of 1990 (CAAA). The $1.2 trillion IIJA bill was signed into law in November 2021. It reauthorizes the nation's surface transportation, drinking water, and wastewater legislation and dedicates billions to programs in transportation, energy transmission, resilience, broadband, and other areas. Many of the Program Areas and Projects set forth in this UPWP work directly to continue the implementation of past reauthorizations, including MAP 21 and the FAST Act, as well as the new IIJA.

Under current authorizing legislation, the MPO is a partner in the planning for the use of all federal transportation funds allocated within its region. The IIJA also requires the MPO to produce and oversee a Transportation Improvement Program, the region's short-range capital investment plan, which must be consistent with and serve to implement the region's Long-Range Plan. The TIP prioritizes the Delaware Valley's transportation-related projects within the constraints of federal funding that our Pennsylvania and New Jersey counties can reasonably expect to receive within four years.

The Metropolitan Planning Regulations included in the IIJA and previously outlined in the FAST Act identify ten planning factors that must be considered in the metropolitan planning process. The ten

planning factors listed below are integrated within the tasks of the Program Areas and Projects detailed in Chapter Two of this Unified Planning Work Program.

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

The Metropolitan Planning Regulations also require that MPO's with a population over 200,000 must undergo a certification review conducted jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) at least every four years to determine if their metropolitan transportation planning process meets the federal planning requirements. Federal certification of the planning process is a prerequisite to the approval of federal funding for transportation projects in their area. DVRPC's most recent certification review was completed in 2023, with the site-visit portion of the review in October 2022, and receipt of the Final Certification Review Report in February 2023. With the preparation and distribution of the Final Report, the FHWA and FTA certified DVRPC's metropolitan transportation planning process.

The requirements of the Clean Air Act Amendments (CAAA) establish a program and set a timetable for improving the nation's air quality. The Philadelphia area has been classified as a non-attainment area for ground-level ozone and portions of the region are in maintenance for the fine particulate matter standards. The region must attain or continue to maintain the mandated air quality standards for these factors. Although the responsibility for attaining the standards falls directly on the states, DVRPC plays a key role in developing many of the programs relating to air quality attainment or maintenance. The projects in the region's TIP and the Long-Range Plan must conform to the states' air quality implementation plans. These projects must not lead to any further

violation of the federal clean air standards or impede the region's progress toward meeting those standards.

Coordination with Member Governments and Other Planning Partners

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

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

DVRPC also responds to the needs of other partners, including state and federal agencies, operating authorities, nonprofit foundations, and community-based organizations. Consequently, DVRPC annually undertakes a number of special projects funded under a variety of programs to address pressing regional issues. DVRPC continues to implement programs such as coordination with the region's environmental protection and open space organizations; reporting on the region's locally funded open space programs; and promoting linkages between active transportation and healthy communities. DVRPC continues its involvement in the Pennsylvania Department of Transportation (PennDOT) Connects Program and continues energy, climate change and resiliency initiatives in both states that include coordination, analyses, management, tool development, facilitation of joint procurement purchases for energy conservation, and technical assistance to local governments.

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

Supportive Regional Highway Planning Program (SRHPP), Transit Support Program (TSP), and Geographic Information System (GIS) Pass-Through Funding

In order to support its member governments' participation in the regional planning process, DVRPC passes federal funds to those partners to develop and maintain their planning programs and data

as well as to participate in the region's key planning efforts such as development of the Transportation Improvement Program (TIP), Long-Range Plan, Congestion Management Program, Transportation Performance Management activities, and other regional planning efforts. During FY25, the SRHPP programs in Pennsylvania and New Jersey will be funded by their respective TIPs. The funding source for the PA SRHPP will be the urban allocation of the Surface Transportation Program (STP/STU), while the NJ SRHPP will be funded from the Surface Transportation Block Grant Program (STBGP). Both the PA TSP and the NJ TSP will be funded from DVRPC's allocation of formula based federal Metropolitan Planning (PL) funds. In addition to their core planning functions, the SRHPP and the TSP programs offer a limited amount of funding for special planning studies to address current areas of need for member governments. DVRPC also passes federal funds to member governments that enable them to expand their GIS capabilities as necessary to maintain a level of technical sophistication that guarantees interoperability and compatibility among the partners across the region. Both the PA and NJ GIS Programs are funded from their respective TIPs.

SRHPP eligible activities include tasks related to regional planning coordination and meetings for programs such as the TIP, Long-Range Plan, Congestion Management Program, Transportation Operations Master Plan, and Regional Transportation Safety Analysis and Plan. Detailed scopes of work for each sub-recipient in the SRHPP are found in Chapter Three of this Unified Planning Work Program. Scopes of work may vary but must adhere to the comprehensive planning, programming, monitoring, and coordination of roadway and bicycle/pedestrian networks within a jurisdiction.

TSP eligible activities include tasks related to promoting transit planning and coordination for programs such as TIP, Long-Range Plan, and Congestion Management Program. The detailed scopes for each sub-recipient that receives TSP funds are found in Chapter Four of this Unified Planning Work Program. Scopes vary but must adhere to the comprehensive planning, programming, monitoring, and coordination of transit services within a jurisdiction.

GIS eligible activities include tasks related to the use of GIS in transportation planning including upgrading capabilities and developing and sharing transportation data. A detailed scope is developed for each organization but it must adhere to the project description found in Chapter Five of this Unified Planning Work Program. Scopes may vary to some degree, but tasks must relate to the comprehensive planning, programming, and monitoring to promote information sharing and maintenance of regional transportation GIS data.

UPWP Budget and Funding

DVRPC's FY2025 total budget is $38,580,282, which includes $24,369,532 for internal operating expenses and $14,210,750 for passthrough programs to member governments as outlined in Table 2- Project Funding by Source. The total operating budget of $24,369,532 represents a reduction of $168,667 or a 1% decrease compared to the FY2024 amended operating budget. Total pass-

through funding for member governments in FY2025 is $14,210,750 vs. $7,858,052 in the FY2024 amended passthrough budget, which represents an increase of $6,352,698 (81%). This increase is driven by a number of passthrough programs and other member government projects that are funded on a bi-annual or multi-year basis, such as the PA Transportation and Community Development Initiative (TCDI) program ($1,200,000), PA Transportation Demand Management (TDM) Base Program ($2,310,000), Travel Options Program- TOP ($948,000), and other member government projects funded by NJ CRRSAA ($2,497,500). See Table 2 for more information.

Additionally, DVRPC continues to manage various on-going programs that are multi-year in duration, such as NJ Transportation and Community Development Initiative (TCDI) program, NJ Local Concept Development, NJ Signal Retiming Initiatives, and other initiatives funded by the New Jersey Highway Infrastructure Program - Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA) funds.

In addition to the annual formula planning funds allocated by the Pennsylvania Department of Transportation and New Jersey Department of Transportation, DVRPC strives to seek additional competitive funds from other sources to support planning activities and programs. The funds come from varied sources including federal agencies, state agencies, member governments, foundations, and private sector organizations. Below is a sample of federal and non-federal sources:

- Federal Highway Administration (FHWA) Metropolitan Planning Funds- Formula funds that are allocated to DVRPC as a regional MPO. These are shown in project funding tables as “Highway PL Program” funds. Allocation of funds are determined by distribution formulas in the authorizing legislation and regulations.
- Federal Transit Administration (FTA) Metropolitan Planning Funds- Formula funds that are allocated to DVRPC as a regional MPO. These are shown in project funding tables as “Transit PL Program” funds. Allocation of funds are determined by distribution formulas in the authorizing legislation and regulations.
- Federal Increasing Safe and Accessible Transportation Options (ISATO).
- Federal Aviation Administration (FAA) Funding- Federal Aviation Administration grant.

The following funding sources are listed under “OTHER PROGRAMS” in Table 1 and Table 2; these funds mainly consist of non-Metropolitan Planning (PL) funds:

- PA/NJ Transportation Improvement Program (TIP) Funds- Regional TIP funds for transportation improvement initiatives approved by counties and member governments.
- PennDOT Connects (State Planning and Research) Funding- Competitive grants from PennDOT for transportation system and community collaboration planning.
- PennDOT State Funds- State Motor License (SML) fund distributed by PennDOT.
- PA Department of Environmental Protection (PA DEP) Funding- PA DEP grants for various eligible projects such as Coastal Zone Management planning and programming.

- Economic Development Administration (U.S. EDA)- Grant from EDA to DVRPC as a designated Economic Development District (EDD).
- U.S. Department of Environmental Protection Agency (U.S. EPA).
- DVRPC Local Initiatives- Local revenues from PA or NJ for various initiatives and projects.
- William Penn Foundation Grants- Private foundation grants for trail, climate, and environmental planning related projects.

Member Government Contributions, those from county and city contributions, are used to support the following funding categories:

- General Fund – The General Fund is paid by the city and county member governments, and is used to cover a variety of expenses not eligible for the use of federal funding, including certain legal services, match, equipment or consultant costs. The General Fund contribution is determined based on the relative share of the regional population, last updated using 2020 Census data.
- Comprehensive Planning – The city and county member governments also contribute Comprehensive Planning funds, which are used either alone or in combination with available federal funds, to support Work Program projects beyond the MPO transportation planning mandate. The Comprehensive Planning contribution is also determined based on the relative share of regional population according to the 2020 Census data.
- Highway and Transit Match – In Pennsylvania only, the city and county member governments provide part of the required local match to the federal Highway and Transit funds DVRPC receives as the region's MPO. In addition, PennDOT contributes State funds toward that local match. In New Jersey, NJDOT covers that local match in full via their available toll credit funds.

Each Program Area and Project contains a Project Cost and Funding table indicating its source of funds. As applicable, these tables show their previous years of funding levels, going back up to three years.

Table 1: Funding Summary shows DVRPC's overall revenue by source to be applied to personnel and operating costs associated with UPWP activities and funding to be granted via pass-through projects and programs associated with member governments, transit agencies, and others.

Table 2: Project Funding by Source shows the budget and funding sources for each individual Program Area and Project.

Table 1: Funding Summary

FUNDING SOURCES	GENERAL FUND	HIGHWAY PL PROGRAM	TRANSIT PL PROGRAM	COMP PLANNING	OTHER PROGRAM	TOTAL
PA FTA	$0	$0	$2,094,000	$0	$106,000	**$2,200,000**
PA FHWA	0	5,278,000	0	0	196,000	**5,474,000**
PA Safe & Accessible					138,000	**138,000**
PA State Motor License		685,000				**685,000**
PA LTAP					30,000	**30,000**
PA District 6	0	0	0	0	300,000	**300,000**
PennDOT Connects					750,000	**750,000**
PA FHWA TIP- Federal					3,383,400	**3,383,400**
PA FHWA TIP- State					449,600	**449,600**
DVRPC Local Match	0	188,000	0	0	0	**188,000**
NJ FTA	0	0	1,055,849	0	0	**1,055,849**
NJ FHWA	0	3,256,116	0	0	0	**3,256,116**
NJ Safe & Accessible	0	0	0	0	81,364	**81,364**
NJ FHWA TIP- Federal					1,001,000	**1,001,000**
NJ CRRSAA Funds					555,000	**555,000**
FAA					160,000	**160,000**
WILLIAM PENN					315,000	**315,000**
PA DEP					25,000	**25,000**
MISC					2,770,438	**2,770,438**
PA LOCALS	**$153,127**	**$446,500**	**$305,500**	**$419,324**	**$0**	**$1,324,451**
Bucks County	23,471	44,350	36,348	64,272	0	**168,441**
Chester County	19,400	84,263	48,465	53,126	0	**205,254**
Delaware County	19,756	70,959	36,348	54,101	0	**181,164**
Montgomery County	31,095	66,524	48,465	85,150	0	**231,234**
City of Philadelphia	58,221	177,395	133,278	159,434	0	**528,327**
City of Chester	1,184	3,009	2,596	3,241	0	**10,030**
NJ LOCALS	**$60,805**	**$0**	**$0**	**$166,509**	**$0**	**$227,314**
Burlington County	16,766	0	0	45,913	0	**62,679**
Camden County	16,397	0	0	44,903	0	**61,300**
Gloucester County	10,975	0	0	30,051	0	**41,026**
Mercer County	10,762	0	0	29,472	0	**40,234**
City of Camden	2,606	0	0	7,137	0	**9,743**
City of Trenton	3,299	0	0	9,033	0	**12,332**
Total DVRPC Operations	**$213,932**	**$9,853,616**	**$3,455,349**	**$585,833**	**$10,260,802**	**$24,369,532**
PASSTHROUGH GRANTS- Member Governments, Transit Agencies, and Others						
PA FTA	$0	$0	$920,000	$0	$0	**$920,000**
PA FHWA TIP- Federal	0	0	0	0	7,046,000	**7,046,000**
PA Local match	0	0	230,000	0	462,000	**692,000**
NJ FTA	0	0	406,600	0	0	**406,600**
NJ FHWA TIP- Federal	0	0	0	0	2,547,000	**2,547,000**
NJ Local Match	0	0	101,650	0	0	**101,650**
NJ CRRSAA Funds	0	0	0	0	2,497,500	**2,497,500**
Total Passthrough Grants	**$0**	**$0**	**$1,658,250**	**$0**	**$12,552,500**	**$14,210,750**
GRAND TOTAL	**$213,932**	**$9,853,616**	**$5,113,599**	**$585,833**	**$22,813,302**	**$38,580,282**

Table 2: Project Funding by Source

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY25 BUDGET	Highway PL Planning	Transit PL Planning	Comprehensive Planning	Other
	Chpt. Two-Sect. A	**DVRPC PROGRAM AREAS**					
47	25-23-010	Regional Forum	$ 330,000	$ 236,100	$ 91,400	$ 2,500	
49	25-23-020	Work Program Administration	398,367	274,573	106,294	7,500	10,000
51	25-23-030	Public Participation, Involvement and Outreach	459,500	329,458	127,542	2,500	
54	25-23-040	Title VI and Environmental Justice	236,500	168,694	65,306	2,500	
57	25-23-050	Data Visualization and Communication	647,500	464,990	180,010	2,500	
59	25-23-060	Web Development and Database Management	927,500	666,846	258,154	2,500	
61	25-23-070	Data Coordination and Analysis	372,500	266,738	103,262	2,500	
64	25-23-080	Technical Assistance to Member Governments	438,490	292,504	113,236	12,750	20,000
67	25-33-010	Smart Growth	515,500	313,958	121,542	40,000	40,000
70	25-33-020	Community & Economic Development	708,500	489,141	189,359	30,000	
73	25-33-030	Energy and Climate Change Initiatives	381,508	271,430	105,078	5,000	
77	25-33-040	Environmental Planning	367,000	364,500	-	2,500	
81	25-33-050	Geographic Information Systems	379,400	269,911	104,489	5,000	
83	25-34-010	Long-Range Planning	662,000	455,618	176,382	30,000	
86	25-34-020	Freight Planning	425,750	305,127	118,123	2,500	
89	25-34-030	Travel and Land Use Modeling	512,250	364,783	141,217	6,250	
92	25-34-040	Regional Congestion Management Program	268,500	191,763	74,237	2,500	
96	25-34-050	Air Quality Planning	275,500	196,810	76,190	2,500	
100	25-34-060	Performance-Based Planning and Programming	345,000	228,890	88,610	27,500	
104	25-34-070	Socioeconomic and Land Use Analytics (SLUA)	247,500	174,822	67,678	5,000	
107	25-34-080	Transportation Improvement Program (TIP)	796,250	569,523	220,477	6,250	
111	25-52-010	Regional Transit Planning Program	450,000	-	325,000	35,000	90,000
114	25-52-020	Bicycle and Pedestrian Planning Program	369,750	262,053	101,447	6,250	
117	25-52-030	Mobility Analysis and Design Program	712,250	498,152	192,848	5,250	16,000
120	25-52-040	Transportation Safety	447,500	320,807	124,193	2,500	
125	25-52-050	Transportation Operations	609,200	156,222	60,478	2,500	390,000
130	25-52-060	Competitive Program and Project Management	1,354,750	159,500	-	5,250	1,190,000
132	25-52-070	PA TDM Base Program Administration and Commuter Services (TripSmart PA)	325,000		-	-	325,000
135	25-53-010	Travel Monitoring	864,500	634,500	-	5,000	225,000
		Subtotal	**$ 14,827,965**	**$ 8,927,413**	**$ 3,332,552**	**$ 262,000**	**$ 2,306,000**
	Chpt. Two-Sect. B	**DVRPC PROJECTS**					
	22-33-200	William Penn- Completing the Circuit #284-21*	50,000				50,000
	22-34-080	Regional Aviation System Planning*	50,000				50,000
	23-34-100	Regional Aviation System Planning*	50,000				50,000
	23-52-230	Regional Vision Zero (RVZ) 2050 Action Program*	200,000				200,000
	24-52-180	Tech Assist- Transportation Alternatives Set-Aside (TASA)*	125,000				125,000
	24-33-210	Climate Pollution Reduction Grant_U.S. EPA*	150,000				150,000
	24-33-230	Regional Clean Energy Activation_NREL*	150,000				150,000
	24-33-240	Regional Hub for Federal Climate Funding- William Penn Foundation*	200,000				200,000
	24-33-250	Regional Trail Program Regrants- William Penn Foundation*	65,000				65,000
	24-33-260	Regional bench marking DOE/ Clearly Energy*	120,000				120,000
	24-34-100	Regional Aviation System Planning*	60,000				60,000
	24-10-010	General Fund	213,932				213,932
141	25-33-100	Regional Transportation GIS Coordination	400,000				400,000
143	25-33-110	Local Technical Assistance Program (LTAP)	30,000				30,000
145	25-33-120	Pennsylvania Coastal Zone Management Implementation Program	50,000				50,000
147	25-33-130	Healthy Communities Planning	152,500	86,510	33,490	6,500	26,000
150	25-33-140	PA/NJ Local Planning Initiatives	100,000			50,000	50,000
152	25-33-150	A More Resilient Delaware Estuary Coastal Zone	50,000				50,000
154	25-33-160	Rethinking Parking Requirements	150,000				150,000
156	25-33-180	Regional Affordable and Accessible Housing	220,000	158,601	61,399		-
158	25-33-190	Economic Development District (EDD) Program	140,000			70,000	70,000
160	25-33-200	Regional Trails Program	269,000	269,000			-

Table 2 Continued

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY25 BUDGET	Highway PL Planning	Transit PL Planning	Comprehensive Planning	Other
163	25-34-120	I-95 Planning Assistance	100,000				100,000
165	25-34-130	Enhance and Maintain Travel Forecasting Tools	670,000			5,000	665,000
169	25-34-140	District 6 Modeling Assistance	460,000				460,000
171	25-34-160	I-95 Traffic Forecasts	155,000				155,000
173	25-34-170	PA Air Quality Action Supplemental Services	125,000	-	-		125,000
175	25-34-180	NJ Air Quality Action Supplemental Services	50,000	-	-	10,000	40,000
177	25-34-190	Regional Electric Vehicle Planning Program	150,000				150,000
179	25-52-100	Regional TOP Competitive Program Administration (PA and NJ)	300,000	72,091	27,909	20,000	180,000
182	25-52-110	Philadelphia Pedestrian Bridge Study	150,000				150,000
184	25-52-130	Increasing Safe and Accessible Transportation Options	219,364				219,364
187	25-52-140	Pottstown Station Concept Plan	75,000	75,000			-
190	25-52-150	PennDOT Connects Bike-Friendly Resurfacing Program	250,000				250,000
193	25-52-160	Supporting Communities Program	250,000	50,000			200,000
195	25-52-170	Transportation Systems Management and Operations (TSMO)	554,000				554,000
199	25-53-020/025	HPMS and Functional Classification System (PA & NJ)	215,000	215,000	-		-
201	25-53-030	PennDOT District 6-0 Traffic Volume Data	300,000				300,000
203	25-59-700	Member Government Special Studies	1,146,944				1,146,944
205	25-59-701	New Projects and Misc. Carryover	820,827			162,333	658,494
207	25-59-702	NJ CRRSAA Technical assist, Contracts Admin and Trenton Area Safe Streets Supports	555,000				555,000
		Subtotal	**$ 9,541,567**	**$ 926,203**	**$ 122,797**	**$ 323,833**	**$ 8,168,734**
		SUBTOTAL DVRPC PROGRAM	**$ 24,369,532**	**$ 9,853,616**	**$ 3,455,349**	**$ 585,833**	**$ 10,474,734**
		***Carryover Projects**					
		MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH					
	Chapter Three A & B	**Supportive Regional Highway Planning Program**					
213-228	A: 25-60-010 to 25-60-051	PA Supportive Regional Highway Planning Program	$ 828,000	$ -			$ 828,000
233-257	B: 25-61-010 to 25-61-100	NJ Supportive Regional Highway Planning Program	624,000	-			624,000
		Subtotal	$ 1,452,000	$ -			$ 1,452,000
	Chapter Four A & B	**Transit Support Program**					
263-282	A: 25-63-001 to 25-63-009	PA Transit Program	$ 1,150,000		$ 1,150,000		-
287-302	B: 25-63-020 to 25-63-026	NJ Transit Program	508,250		508,250		-
		Subtotal	$ 1,658,250		$ 1,658,250		-
	Chpt. Five A	**Passthrough Grants and Other Member Government Projects**					
307	25-33-170	Aerial Imagery (5-Years)	$ 1,100,000				$ 1,100,000
309	25-34-200	2025 On-Board and Household Travel Surveys - Phase I	1,500,000				1,500,000
312	25-53-300	PA/NJ Regional GIS Implementation	300,000	-	-		300,000
314	25-62-100	New Jersey Local Concept Development- (3 Years)	400,000	-	-		400,000
316	25-64-100	New Jersey Signal Retiming (2 Years)	380,000				380,000
318	25-67-100	PA Transportation and Community Development Initiative (TCDI)- (2 Years)	1,200,000				1,200,000
320	25-70-100	PA Transportation Demand Management Base Program - TripSmart PA (2 Years)	2,310,000				2,310,000
322	25-70-300	Pennsylvania Transportation Demand Management (TDM) I-95 Corridor (2 Years)	465,000				465,000
324	25-80-100	Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Years)	948,000				948,000
		Subtotal	$ 8,603,000	$ -	$ -		$ 8,603,000
	Chpt. Five B	**Other Member Government Projects- CRRSAA**					
331	23-23-085	Technical Assistance and Coordination of NJ CRRSAA Funds (4 years)	$ 360,000				$ 360,000
333	23-23-086	Procurement and Contracts Administration - NJ Programs (4 years)	1,125,000				1,125,000
335	23-23-087	Trenton Area Complete & Safe Streets for All Implementation (4 years)	1,012,500				1,012,500
		Subtotal	$2,497,500				$2,497,500
		SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES	**$ 14,210,750**	**$ -**	**$ 1,658,250**	**$ -**	**$ 12,552,500**
		GRAND TOTAL	**$ 38,580,282**	**$ 9,853,616**	**$ 5,113,599**	**$ 585,833**	**$ 23,027,234**

Agency Roles and Responsibilities

DVRPC, as the federally-designated MPO, has a requirement to carry out a continuing, cooperative, and comprehensive, performance-based, multimodal transportation planning process. The member agencies that comprise the DVRPC Board and Regional Technical Committee (RTC) also play key roles in this process, as described below.

The coordination of this planning process with the many involved partners and stakeholders is critical to the successful completion and implementation of the region's plans and programs. The member organizations that make up the DVRPC Board were identified in the legislation that originally created DVRPC in 1965.

The DVRPC Board is comprised of eighteen voting members representing the following organizations: Pennsylvania Department of Transportation, New Jersey Department of Transportation, Pennsylvania Governor's Policy and Planning Office, New Jersey Department of Community Affairs, Pennsylvania Governor's Appointee, New Jersey Governor's Appointee, Bucks County, Chester County, Delaware County, Montgomery County, Burlington County, Camden County, Gloucester County, Mercer County, City of Chester, City of Philadelphia, City of Camden, and City of Trenton.

The Commission receives input and guidance from fifteen additional non-voting Board member organizations. They are Federal Highway Administration - PA Division, Federal Highway Administration - NJ Division, Federal Transit Administration - Region II, Federal Transit Administration - Region III, US Department of Housing and Urban Development, US Environmental Protection Agency - Region II, US Environmental Protection Agency - Region III, PA Department of Environmental Protection, NJ Department of Environmental Protection, NJ Office for Planning Advocacy, PA Department of Community and Economic Development, Southeastern Pennsylvania Transportation Authority, New Jersey Transit Corporation, Delaware River Port Authority, and Port Authority Transit Corporation.

The Board gives direction and oversight to the work of DVRPC and is responsible for approving and adopting the Transportation Improvement Program, Long Range Plan, Unified Planning Work Program, Public Participation Plan, performance measures and targets, and amendments to any of the above. The Board also approves, adopts, accepts, or acknowledges other plans or documents, as needed.

DVRPC Board - Voting Members

State Departments of Transportation (DOTs) – DVRPC works cooperatively with the Pennsylvania and New Jersey Departments of Transportation (PennDOT and NJDOT) in carrying out all of its transportation planning and programming activities. PennDOT and NJDOT representatives serve on all transportation related committees and the DVRPC Board. Although outside our MPO boundary,

staff from the Delaware and Maryland Departments of Transportation serve on DVRPC committees responsible for planning activities around freight, aviation, transportation-related air quality issues, and climate action planning.

The state DOTs are responsible for a number of activities that affect the metropolitan planning process. They are charged with development of statewide long-range plans, which include coordination with the long-range transportation plan developed by DVRPC. Each state DOT also develops a Statewide Transportation Improvement Program (STIP), which must embody the appropriate sections of DVRPC's regional TIP. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in DVRPC's TIP. DVRPC will coordinate with the respective state DOTs on any actions related to FHWA STIP-review findings through the UPWP program areas of Performance-based Planning and Programming and Transportation Safety. For the FY 25 UPWP, this will respond specifically to the findings pertaining to the FY24 New Jersey STIP on Safety Planning, Programming, and Project Delivery, and Integration of Transportation Performance Management.

As initially designated in MAP-21, carried over into the FAST Act and updated per the Bipartisan Infrastructure Law, the state DOTs have the lead responsibility for developing a State Freight Plan, statewide asset management systems, and a Strategic Highway Safety Plan. Development of these plans and systems involves extensive consultation with DVRPC and other MPOs and helps DVRPC to identify transportation needs and recommendations for addressing them.

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

City and County Planners – The nine counties (Bucks, Chester, Delaware, Montgomery, Philadelphia, Burlington, Camden, Gloucester, and Mercer) and three cities (Chester, Camden, and Trenton) that comprise the DVRPC region and whose representatives sit on the DVRPC Board are key partners in the regional planning process. Using some of the federal planning funds made available to DVRPC, resources are passed through to the member governments to support their transportation planning work and the extensive coordination needed to prepare and maintain a regional planning process. Member governments also have seats on DVRPC's working committees, identify and prioritize projects for the TIP, contribute needed input into the development of the Long-Range Plan, and provide the local knowledge and perspective needed to integrate with the regional planning process.

NJ Department of Community Affairs – DCA is a State agency created to provide administrative guidance, financial support and technical assistance to local governments, community development organizations, businesses and individuals to improve the quality of life in New Jersey. DCA offers a wide range of programs and services that respond to issues of public concern,

including community planning and development, housing production, fire and building safety, and local government management and finance.

DVRPC's Board voting membership also includes a representative from the PA Governor's Policy Office and a PA Governor's appointee as well as an NJ Governor's appointee. These voting members provide input into the regional planning process from a guidance and policy development perspective. In addition to the organizations that formally make up the voting members of the DVRPC Board, coordination with several other federal and state partners and operating agencies is essential for the development of plans and programs which identify and implement the priority transportation investments in the region. Those agencies are identified below.

DVRPC Board - Non-Voting Members

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

Federal Highway Administration – As a bi-state MPO, DVRPC is served by FHWA Division Offices in both Pennsylvania and New Jersey. The FHWA Division Offices are local field offices that provide leadership, guidance, and direction to state Departments of Transportation and MPOs in the planning, construction, and maintenance of transportation projects. Working collaboratively with state partners, FHWA Division Offices ensure that the nation's roads, bridges, and tunnels are safe and continue to support economic growth and environmental sustainability.

Federal Transit Administration – The FTA field offices, organized by region, help transit operators, MPOs, and state DOTs plan, apply, execute, and complete transit projects in their region. Their primary role is to oversee federal funding, provide grant support and program management, and offer guidance on environmental, planning and other critical elements of transit projects. The DVRPC region straddles parts of Region II (New York and New Jersey) and Region III (Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia).

US Department of Housing and Urban Development – HUD's mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to

strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; and build inclusive and sustainable communities free from discrimination. The DVRPC region falls into both Region II (New York and New Jersey) and Region III (Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia), and therefore receives support from two separate regional offices.

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

PA Department of Community and Economic Development (DCED) – The mission of DCED is to foster opportunities for businesses to grow and for communities to succeed and thrive in a global economy. The Department seeks to improve the quality of life for Pennsylvania citizens while ensuring transparency and accountability in the expenditure of public funds.

NJ Office of Planning Advocacy – The office staffs the New Jersey State Planning Commission and the New Jersey Brownfields Redevelopment Task Force. Through the State Development and Redevelopment Plan, the office works to improve the efficiency and reduce the costs of land development and infrastructure in New Jersey by expanding areas of coordination and cooperation among State and local agencies.

Delaware River Port Authority – DRPA is a regional transportation agency that serves as the steward of four bridges that cross the Delaware River between Pennsylvania and New Jersey. Through its Port Authority Transit Corporation (PATCO), DRPA also operates a transit line between Camden County, New Jersey, and Center City Philadelphia. DRPA operates, maintains, improves, and protects key transportation infrastructure for the benefit of the region’s residents and workers.

Additional Transportation Planning Partners

There are several other agencies and authorities that have jurisdiction over important components of the region’s transportation system. It is important that DVRPC coordinates and shares information on our plans and programs with these organizations so that all stakeholders may make informed transportation investment decisions, including the key regional agencies and authorities identified below.

PA Turnpike Commission – The PA Turnpike consists of a 552-mile system of highways and bridges that are an integral component of the regional, state-wide, and national ground transportation network that must be maintained, protected and constantly improved. The Turnpike Commission strives to operate a safe, reliable, customer-valued toll road system that supports national mobility and commerce.

New Jersey Turnpike Authority – The Turnpike Authority is dedicated to the safe and efficient movement of people and goods over two of the busiest toll roads in the United States -- the New Jersey Turnpike (148 miles) and the Garden State Parkway (173 miles). The Authority's highways are a critical link in the transportation network of the Northeast I-95 Corridor. Every day, they provide the safest, quickest, and most convenient routes for hundreds of thousands of commuters, truckers, and recreational travelers.

South Jersey Transportation Authority (SJTA) – The SJTA was established by the New Jersey Legislature in June 1991 to assume operational responsibilities for the 44-mile long Atlantic City Expressway, Atlantic City International Airport terminal, and parking facilities in Atlantic City. SJTA also operates several shuttles in their region providing access to employment and shopping sites, rail stations, and educational institutions. The SJTA serves six counties – Atlantic, Camden, Cape May, Cumberland, Gloucester, and Salem.

Delaware River Joint Toll Bridge Commission – DRJTBC's 140-mile jurisdiction extends from the Philadelphia-Bucks County line to the New Jersey/New York state border. In addition to its 20 Delaware River crossings (7 tolled, 13 non-tolled), DRJTBC owns and operates an additional 34 approach structures (smaller overpass/underpass type bridges) throughout its region.

Port of Philadelphia (PhilaPort) – PhilaPort is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance, marketing, and promotion of port facilities along the Delaware River in Pennsylvania, as well as strategic planning throughout the port district. PhilaPort works with its terminal operators to improve its facilities and to market those facilities to prospective port users around the world. Port cargoes and the activities they generate are responsible for thousands of direct and indirect jobs in the Philadelphia area and throughout Pennsylvania.

South Jersey Port Corporation (SJPC) – The South Jersey Port Corporation was created in 1968 to operate marine shipping terminals in the South Jersey Port District, which consists of seven counties: Burlington, Camden, Gloucester, Salem, Cumberland, Mercer and Cape May. The SJPC is a quasi-state agency that reports through the Department of Treasury to the Governor of New Jersey. The SJPC owns and operates the Joseph A. Balzano and Broadway Marine Terminals in the Port of Camden, the Salem Marine Terminal at the Port of Salem, and the Paulsboro Marine Terminal at the Port of Paulsboro.

It is the ongoing coordination and history of cooperation among all these organizations that has led to an efficient transportation planning process in this region. This continues to result in priority investments aimed at preserving, maintaining, operating, and enhancing a seamless multimodal regional transportation network.

DVRPC's Working Committees

One of the primary roles of DVRPC is to coordinate its planning programs and those of its member governments, with other organizations and residents of the region. To accomplish this objective, DVRPC facilitates several committees to address the regional issues of transportation, land use, air quality, freight, long range planning, natural resources, community health, and other resident concerns. These committees enhance the regional forum provided by the Board and extend it so that interested and involved parties can discuss and provide direction for policy on regional planning in the Delaware Valley. These working committees include:

The Regional Technical Committee (RTC) serves as an advisory unit, reporting directly to the DVRPC Board, in reference to (1) Transportation Planning initiatives, (2) the development and maintenance of the Transportation Improvement Program, (3) the development of the Long-Range Plan, (4) the development of the Unified Planning Work Program, and (5) all other transportation planning as directed by the Board.

The Public Participation Task Force (PPTF) provides ongoing access to the regional planning and decision-making process, reviews timely issues, serves as a conduit for DVRPC information to organizations and communities across the region, assists the Commission in implementing public outreach strategies, and empowers residents to get involved in regional planning. Members are chosen through an application process with the membership aiming to represent all the member cities and counties of the DVRPC region. In addition to geographic diversity, the PPTF strives to represent the racial, ethnic, cultural, gender, age, education, and economic diversity of the region, with members from throughout Greater Philadelphia bringing their own individual experiences to the planning table.

The Delaware Valley Goods Movement Task Force (DVGMTF) was established to maximize the Delaware Valley's goods movement capability by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy. It advises the DVRPC Board on all goods movement issues, studies, and projects.

The Information Resources Exchange Group (IREG) provides a forum for the exchange of ideas, practices and experiences among regional data managers.

The Regional Safety Task Force (RSTF) is an interdisciplinary team of safety stakeholders that offers guidance and direction to the Commission's transportation safety planning program. The focus of

the task force is diverse and addresses all users and operators of the transportation network, as well as all modes. The Task Force provides valuable input in the development of the Regional Transportation Safety Analysis & Plan, and identifies and discusses strategies to help advance DVRPC's Regional Vision Zero (RVZ) goal for 2050.

The Transportation Operations Task Force (TOTF) is the focal point of regional ITS and operations coordination. The Task Force is a forum for agencies to share information on ITS deployments, develop a consensus on regional operations issues, and respond to federal and state initiatives. It has the ability to establish subcommittees to tackle specific issues as they arise. As a technical-level group, it informs DVRPC's ITS and Transportation Systems Management and Operations planning activities that in turn support the Task Force.

The Urban Waterfront Action Group (UWAG) was created in 1980 through the PA Coastal Zone Management (CZM) Program to provide "one-stop" shopping for information about waterfront development permits in the Delaware Estuary in Pennsylvania.

The Healthy Communities Task Force was first convened in 2014 to bring together public health, planning, and related professionals in the Greater Philadelphia area. The Task Force provides a venue for people interested in fostering healthy communities to learn about other communities, both near and far, that are successfully integrating planning and public health including active transportation. It serves as a way for professionals in these fields and stakeholders in our communities to deepen their understanding of healthy communities and build the relationships to achieve them.

The Climate Change Forum periodically brings together professionals, academics, non-profits, and advocates to share knowledge and discuss approaches to advance climate change mitigation and adaptation goals. It meets approximately twice a year to foster partnerships and inform planning and implementation efforts across the region.

The Futures Group provides subject matter experts a forum to use exploratory scenario planning to understand how various forces (social, technological, environmental, economic, or political) are shaping the region, and to identify ways to better respond to, or benefit from, those forces.

The Regional TDM Advisory Committee includes representatives from DVRPC's member cities and counties, transit agencies, neighboring MPOs, state DOTs, and FHWA divisions. The Committee oversees strategy and project prioritization for DVRPC's regional Transportation Demand Management (TDM) programs, including the PA TDM Base Program (TripSmart PA) and the competitive Travel Options Program (TOP).

UPWP Program Areas

This Unified Planning Work Program continues a basic structure begun in FY 2008 that organizes many of our related planning tasks and ongoing programs into larger Program Areas; these Program Areas are supplemented with standalone projects that change from year to year at the direction of the Board. Each Program Area's concept allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board's direction. Tasks and activities identified within the Program Areas seek to address the planning priorities facing the region. Program Areas are summarized below in the order in which they appear in the UPWP, including samples of key products to be undertaken within the Program Areas during FY 2025. Individual Projects are described within the document (Chapter 2B). Successful completion of the planning activities within these Program Areas and Projects may require the purchase of equipment or services.

Regional Forum

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

Key Products: Agendas and minutes of Board and Executive Committee meetings

Work Program Administration

Preparation of the Unified Planning Work Program includes undertaking significant outreach to member governments and other stakeholders to gather input on the region's planning priorities; refining existing and developing new scopes of work for the selected planning projects that will be conducted in the next fiscal year; and identifying/securing the required funding to support DVRPC and member government staff to undertake the regional planning process.

Key Products: FY 2025 Unified Planning Work Program.

Public Participation, Involvement, and Outreach

DVRPC is committed to reaching audiences both familiar and unfamiliar with the regional planning process. This program supports DVRPC's responsibilities related to legal and public noticing, public information requests, and maintaining the Commission's website and social media platforms. This program also supports project-specific public outreach and meeting facilitation, agency-wide earned media, government relations, and public affairs. DVRPC's current ongoing forum for public involvement is the Public Participation Task Force (PPTF). The mission of the PPTF is to provide ongoing access to the regional planning and decision-making process; review timely issues; serve as a conduit for DVRPC information to organizations and communities across the region; and assist the Commission in implementing public outreach strategies.

Key Products: DVRPC FY2024 Annual Report, Monthly e-Newsletter, and agendas and meeting documentation for the Public Participation Task Force.

Title VI and Environmental Justice

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination in federally funded activities under Title VI of the 1964 Civil Rights Act and the 1994 President's Executive Order on Environmental Justice. Civil Rights and environmental justice issues are an integral focus of the transportation planning and programming process. This commitment is reflected in DVRPC's Work Program, products, communications, public involvement efforts, and general operations.
Key Products: Refined and updated Indicators of Potential Disadvantage Compliance Tool, ongoing evaluation of Commission's efforts, and updated Title VI Compliance Plan and associated policies.

Data Visualization and Communication

This effort provides information and data to the public and decision-makers that is clearly understood and used, by applying graphic design and visualization techniques that explain and enhance the technical analyses and that presents materials in an attractive and accessible format.
Key Products: Campaigns, publication design, graphic resources for staff, ads, web application design, and graphic review for all DVRPC products.

Web Development and Database Management

This program ensures that DVRPC's website is constantly up-to-date and accessible. Accessing current, reliable, and relevant data is critical to planners and decision-makers. Web applications developed by DVRPC staff provide data visualizations and analyses not possible with traditional print products. As the region's MPO, DVRPC, through our website, provides an immense amount of information and offers a wide variety of products and services.
Key Products: Interactive data and GIS mapping applications, and online content for the DVRPC website.

Data Coordination and Analysis

This program supports new and ongoing internal and external data coordination activities. DVRPC will continue to strengthen relationships with its planning partners, such as the state DOTs and transit agencies, in an effort to streamline data sharing workflows and improve general information and knowledge sharing about agency datasets. Along with Census products like the American Community Survey (ACS) and the Census Transportation Planning Package (CTPP), this program also includes reviewing and assessing other public and private data sources. Internal coordination efforts aim to improve communication among staff; identify and support staff stewards of planning data to improve data development, maintenance, and sharing activities; and improve data discovery and dissemination. Additional program tasks include maintaining DVRPC's regional online information data tools; coordinating with the Census Bureau; and administering the Commission's Information Resources Exchange Group (IREG).

Key Products: Updated Data Center and data discovery tools, Project Needs and Recommendations Information System.

Socioeconomic and Land Use Analytics

The Socioeconomic and Land Use Analytics program area includes new and ongoing data analysis in support of the Long-Range plan and other Commission efforts by collecting and assessing data, identifying its importance and relevance, and disseminating research results through reports, web applications, presentations, and other means. This program area supports the Office of Long-Range Planning's forecasting and scenario planning efforts, and the use of indicators to track progress on the vision and goals set in the region's long-range plan.

Key Products: Updated Tracking Progress indicators, 2020 and 2023 Land Use Analytical Data Report.

Geographic Information Systems

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

Key Products: Updated and new web mapping applications

Smart Growth

The Smart Growth work program is designed to support communities across the region as they coordinate land use and transportation planning. Through this program, DVRPC strives to advocate and promote smart growth principles that enhance sustainability, housing affordability and accessibility, transportation choice, community resilience, and public health.

Key Products: TOD station analyses and outreach resources, analysis of regional parking standards that address the impact of climate change, and ongoing technical assistance on Smart Growth planning.

Community and Economic Development

This program provides technical assistance and support to stakeholders to ensure the economic vitality of the region's individual communities and neighborhoods. Revitalization strategies are developed through retail and land use analysis and the promotion of multi-modal access to tourism destinations throughout the region. Long range plan goals are furthered through the Transportation and Community Development Initiative Grant Program.

Key Products: Award PA TCDI Grant Program; Manage NJ TCDI awards; Municipal Funding Resource; TCDI Direct databases, including the Consultant Qualification System; Retail District Inventory and Analysis; Educational events that strive to build municipal capacity; and coordination with America250 PA to ensure multimodal access to tourist destinations.

Energy and Climate Change Initiatives

This program focuses on developing regional policies and supporting local actions to reduce energy use and associated greenhouse gas emissions by promoting greater energy efficiency, energy conservation, the electrification of buildings and vehicles, and the use of renewable energy sources. Leadership, coordination, and technical assistance is provided to stakeholders and partners to respond to ongoing and projected impacts of climate change.

Key Products: Presentations and products related to the Regional Energy Use and Greenhouse Gas Emissions Inventory, Presentations, Technical Assistance for the Regional Streetlight Procurement Program, and Coordination with stakeholders.

Environmental Planning

This program focuses on the development and implementation of strategies that maintain healthy ecological systems, improve water quality, protect open space and natural areas, mitigate risks posed by natural hazards, reduce pollution, promote environmental justice, and incorporate environmental stewardship principles into transportation investments.

Key Products: Generating Open Space Funds Through Earned Income Tax Report; Data for Burlington County Communities Environmental Resource Inventory; Climate metrics; and Technical assistance to municipal partners to ensure environmental stewardship

Long-Range Planning

The Long-Range Plan program works with the public and stakeholders to identify a vision to guide growth, development, and transportation investments in the region, and subsequently, to identify strategies to implement the vision. The program ensures that the region's transportation investments are linked to long-range land use, environmental protection, economic development, equity, and transportation goals, while providing guidance and a policy framework for numerous other DVRPC programs. The current Long-Range Plan, *Connections 2050*, was adopted in September 2021.

Key Products: Expanded web presence for the Update: Connections 2050 Plan including a Vision statement, technical memo on automated taxi and subsidized ride-hailing programs, financial plan documentation

Freight Planning

This program is intended to maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight and aviation communities and implementing regional strategies in accordance with state DOT and Federal guidance. This program will allow staff

to continue to maintain and update Philly Freight Finder, enhance aviation planning products, and pursue local technical studies that improve considerations of the economic and transportation impacts of freight and aviation.
Key Products: Regional Truck Parking Study, Regional Warehouse Vacancy Analysis, various technical and analytical support for partners on freight planning efforts and initiatives

Transportation Safety
This program supports the goals of DVRPC's Long-Range Plan, Regional Safety Analysis and Plan, and the DOTs' Strategic Highway Safety Plans. It incorporates the transportation safety Planning Factor, as required by federal metropolitan planning regulations, into the transportation planning process, and seeks to improve the safety of the region's transportation system, while maintaining acceptable levels of accessibility and efficiency. The program addresses transportation safety from a multipronged approach in which coordination and outreach are important factors.
Key Products: Final report for Vision Zero Corridor Analysis: Wissahickon Avenue Corridor Study, Regional Safety Task Force meeting materials and summaries, potential HSIP application, updated crash databases and tools

Regional Congestion Management Program
The Congestion Management Program (CMP) is a systematic process for managing congestion in the DVRPC region, through which DVRPC and its planning partners analyze the multimodal transportation system, identify and prioritize congested corridors, and agree upon strategies for each congested sub-corridor at a regional planning level. The CMP strengthens the connection between the Long-Range Plan, TIP, and other projects. It includes work with DOT, transit agencies, and county project managers and others to help make transportation investments more effective. Staff completed the most recent update of the CMP in January 2020.
Key Products: Reports on biennial PM3 reliability and traffic congestion measures and targets, before/after project evaluation analyses, best practices in CMP tech memo, reporting on latest travel time, speed and other delay measures by CMP corridor

Air Quality Planning
The Air Quality Planning Program Area improves air quality in the region through coordination of intra- and interregional policies, public education and demonstration of transportation conformity of the region's Long-Range Plan and transportation improvement programs.
Key Products: ALERT newsletters on air quality issues and activities, Transportation Air Quality Conformity Demonstration Report, technical reports to PA DEP on the year's air quality action activities

Technical Assistance to Member Governments
This Program Area ensures intergovernmental coordination, technical evaluation, and regional policy formulation on transportation issues, projects, and plans through monthly meetings of the

Regional Technical Committee (including meeting minutes and pertinent presentations, research and technical assistance activities). Special short-term studies and quick data collection activities are also included.
Key Products: Agendas and minutes from monthly meetings of the Regional Technical Committee

Transportation Improvement Program (TIP)
This program area provides for transportation financial planning, project development, and capital programming for the DVRPC region. Staff works with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program as well as the Long-Range Plan. Serving as the facilitator for the region's stakeholders, DVRPC both develops and maintains a regional Transportation Improvement Program for Pennsylvania and New Jersey, as mandated by federal regulations; identifies, evaluates, and selects transportation projects that address the needs of the region and advance the goals of the Long-Range Plan; documents modifications to the program; and provides information and documents related to those processes, funding, and capital programming issues. This information is provided to stakeholders and the public via meeting materials and postings on the DVRPC website. DVRPC will undertake an extensive public participation program that responds to any new requirements of IIJA as they become available and environmental justice concerns, as it relates to this program. Coordination with DOT program development and project development and delivery, including PennDOT Connects in Pennsylvania and Local Concept Development in New Jersey, will also occur. DVRPC staff along with significant input from our stakeholders will have worked on a TIP for PA to be adopted in Summer 2024. A similar process will be underway for a new NJ TIP targeted for adoption in Summer/Fall of 2025.
Key Products: Development of a new TIP for NJ and an updated and maintained TIP for PA

Transportation Operations
Transportation Operations is one of the transportation planning factors mandated by federal metropolitan planning regulations. It represents a broad array of short-term improvement strategies, employing training, technology, and interagency coordination that will address recurring and non-recurring congestion. The Transportation Operations program supports a variety of approaches including traffic incident management and upgraded signal re-timing.
Key Products: Continued best-practice trainings via eight traffic Incident Management Task Forces and updated traffic signal retiming implemented along selected corridors

Performance Based Planning and Programming
The IIJA continues the requirements established in MAP-21 and FAST Act for state DOTs and MPOs to establish and use a performance-based approach in transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The IIJA requires that the TIP and the Long-Range Plan include a description of anticipated effects of transportation investments and how they will

achieve the established performance targets, linking investment priorities to those performance targets. Within this Program Area, DVRPC will work closely with our state DOTs and transit operators to address the transportation performance management requirements by coordinating on and setting performance measure targets and making capital programming investment decisions that support achieving targets.
Key Products: Continued coordination with planning partners to address US DOT Transportation Performance Management requirements including monitoring and reporting of targets, and updates to the TPM webpage that reports current targets and transportation system and infrastructure performance relative to them.

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

Travel and Land Use Modeling
The Travel and Land Use Modeling program is intended to develop, enhance, maintain, and apply DVRPC's Land Use, Travel Demand, and Air Quality Models in support of a wide variety of planning activities. Short and long-range regional, corridor, and facility planning studies require accurate socioeconomic, land use, and travel forecasts. Certification of the long-range plan and planning process requires up to date models that address federal regulations. The models that produce these projections and perform these analyses need to be validated and calibrated with current data. Furthermore, refinement and revalidation of DVRPC's land use, travel simulation, and mobile source emissions models are needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments. In addition to the studies performed by DVRPC, staff will also provide support and assistance under this program to DVRPC's consultants.
Key Products: Summaries of screenline traffic volumes and transit riders; estimates of VMT by county and functional class; corridor travel times; base and future-year highway and transit networks; average annual growth factors; and PM2.5, ozone, and GHG emissions by county.

Regional Transit Planning Program

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

Key Products: Updated SEPTA Bus Stop Design Guidelines, continued coordination with SEPTA and local partners on SEPTA priorities: Bus Revolution, Reimagining Regional Rail, Trolley Modernization and other studies.

Bicycle and Pedestrian Planning Program

This program promotes transportation facilities and land use decisions that support active modes of transportation to make walking and biking more safe, convenient, affordable, and attractive transportation options throughout the region. Projects emphasize stakeholder outreach, the development and sharing of new data resources using bicycle and pedestrian counters, and the conduct of analysis to develop appropriate, safe, and context-sensitive bicycle and pedestrian facilities and "complete streets" in communities throughout the DVRPC region. This work includes an emphasis on bicycle and pedestrian policy, design and infrastructure that increases personal health, as well as the health of the environment and economic characteristics in the region.

Key Products: Summary report for the Baltimore Pike Active Transportation Master Plan, Local technical assistance for sidewalk project development, pedestrian and bicyclist counts for cyclical counting programs, before/after bicycle and pedestrian infrastructure projects, and planning project analysis.

Mobility Analysis and Design Program

This program seeks to balance the accessibility, efficiency, and safety of the existing transportation network for all modes. Work under this program draws on current best practices in transportation analysis and design, as well as stakeholder and public engagement, to identify context appropriate strategies to address transportation challenges. The process is designed to better inform regional transportation and land use decision making.

Key Products: Final report for Vision Zero Corridor Analysis: Wissahickon Avenue Corridor Study, summary of Stakeholder input on Hamorton Village

PA TDM Base Program Administration and Commuter Services

This program supports administration of the Transportation Demand Management (TDM) base program for Southeastern PA, including oversight of TDM work conducted by TMAs and other TDM grantees. This includes traditional TDM activities with demonstrated single-occupant vehicle (SOV) trip reduction benefits, pilots or experiments for new TDM projects, and tools to manage demand and create and cultivate new mobility options for residents and workers. This program also

supports DVRPC's direct TDM services for our PA counties, including the regional share-a-ride program, emergency ride home program, and regional TDM marketing.
Key Products: Oversight of TDM base program in Southeastern PA, outreach and marketing materials, share-a-ride program maintenance, peer practice scan on transit fare discounts on air quality action days

Travel Monitoring
Under this Program Area, travel data is collected and processed. The primary form being traffic counts, including hourly and 48-hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to vehicle miles traveled (VMT) forecasting, the Traffic Monitoring System (TMS), the Congestion Management Program (CMP), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. The types of data collected have recently been enhanced to include the monitoring of selected bicycle and pedestrian movements. In addition, DVRPC facilitates the periodic review and revision of the region's highway functional classification system.
Key Products: Collection of approximately 3,000 new vehicle, bicycle, and pedestrian counts and upload of those counts into DVRPC's web-based traffic count viewers

UPWP Linkages

The FY 2025 Unified Planning Work Program serves as an important implementation tool to achieve the directives of the FAST Act and the IIJA. The individual Program Areas in the Unified Planning Work Program connect to the ten Planning Factors stipulated in the FAST Act and IIJA, as highlighted in Table 3. Both primary and peripheral associations between the Program Areas and the Planning Factors are shown. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the surface transportation act, present at that time.

In addition to addressing the federal legislative requirements, the UPWP serves as an important implementation tool to achieve the vision set forth in the region's Long-Range Plan. The three key principles (equity, resiliency and sustainability) of the Long-Range Plan, *Connections 2050*, and the four focus areas (Preserve and Restore the Natural Environment; Develop Inclusive, Healthy, and Walkable Communities; Maintain a Safe, Multimodal Transportation Network that Serves Everyone; and Grow an Innovative and Connected Economy with Broadly Shared Prosperity) serve as a framework for many of the projects and programs undertaken by DVRPC. Five goals have been established in *Connections 2050* for each focus area, as shown in Figure 1. In an effort to highlight the connection between the individual Projects and Program Areas of the UPWP and the Long-Range Plan, every project and program in this UPWP identifies the Plan goals it helps to advance. A matrix was also developed to summarize the linkages between these two core documents (Table 4). Both primary and peripheral associations between the Program Areas, Projects, and the key principles and focus areas of the Long-Range Plan are shown.

Another key function of the UPWP is its ability to identify and prioritize the tasks that DVRPC will be working on and designate the appropriate resources to undertake and complete those required tasks within the assigned timelines. Table 5 identifies the required programs or activities that DVRPC will undertake as part of the regional planning processes and their assigned completion and update cycles.

Figure 1: Long-Range Plan Goals

Table 3: Federal Planning Factors

DVRPC Program Areas	1. Economic Vitality	2. Safety	3. Security	4. Accessibility and Mobility	5. Environment and Energy	6. Integration and Connectivity	7. Efficient System Management/ Operations	8. System Preservation	9. Resiliency and Reliability	10. Travel and Tourism
Regional Forum	●	●	●	●	●	●	●	●	●	●
Work Program Administration	◌	◌	◌	◌	◌	◌	◌	◌	◌	◌
Public Participation, Involvement, and Outreach	●	●	●	●	●	●	●	●	●	●
Title VI and Environmental Justice	●	◌	◌	●	●	●	◌	◌	◌	◌
Data Visualization and Communication	●	●	●	●	●	●	●	●	●	●
Web Development and Database Management	◌	◌	●	◌	◌	◌	◌	◌	◌	◌
Data Coordination and Analysis	●	◌	◌	●	◌	◌	◌	◌	◌	○
Technical Assistance to Member Governments	●	●	●	●	●	●	●	●	●	●
Smart Growth	●	○	○	●	◌	◌	◌	●	◌	◌
Community and Economic Development	●	○	○	●	●	◌	◌	◌	◌	●
Energy and Climate Change Initiatives	●	○	◌	○	●	◌	◌	◌	●	○
Environmental Planning	○	○	○	◌	●	◌	◌	◌	●	◌
Geographic Information Systems	◌	◌	◌	◌	◌	◌	◌	◌	◌	◌
Long-Range Planning	●	●	●	●	●	●	●	●	●	●
Freight Planning	●	●	●	●	◌	●	●	●	●	◌
Travel and Land Use Modeling	◌	◌	◌	●	◌	●	●	○	◌	◌
Regional Congestion Management Program	●	◌	◌	●	◌	●	●	◌	◌	◌
Air Quality Planning	○	○	○	◌	●	○	◌	○	◌	○
Performance-Based Planning and Programming	◌	◌	◌	◌	◌	◌	●	●	◌	◌
Socioeconomic and Land Use Analytics	●	●	◌	●	●	●	●	●	◌	◌
Transportation Improvement Program (TIP)	●	●	●	●	●	●	●	●	●	●
Regional Transit Planning Program	●	●	●	●	◌	●	●	●	●	●
Bicycle and Pedestrian Planning Program	●	●	○	●	◌	●	●	◌	◌	●
Mobility Analysis and Design	◌	●	◌	●	●	●	●	◌	●	◌
Transportation Safety	○	●	●	◌	○	○	◌	○	●	◌
Transportation Operations	◌	●	●	●	◌	●	●	◌	◌	●
Competitive Program and Project Management	●	●	◌	●	●	●	●	●	○	◌
PA TDM Base Program Administration and Commuter Services	●	○	○	●	◌	●	●	○	●	○
Travel Monitoring	◌	●	○	●	○	◌	●	○	○	●

● **Primary Association** | ◌ **Secondary Association** | ○ **N/A**

Table 4: Long Range Plan Key Principles

	Principles			Focus Areas			
DVRPC Program Areas	**Equity**	**Resiliency**	**Sustainability**	**Preserve and Restore the Natural Environment**	**Develop Inclusive, Healthy, and Walkable Communities**	**Maintain a Safe, Multimodal Transportation Network that Serves Everyone**	**Grow an Innovative and Connected Economy with Broadly Shared Prosperity**
Regional Forum	●	●	●	●	●	●	●
Work Program Administration	●	●	●	●	●	●	●
Public Participation, Involvement and Outreach	●	●	●	●	●	●	●
Title VI and Environmental Justice	●	◌	◌	●	●	●	●
Data Visualization and Communication	●	●	●	●	●	●	●
Web Development and Database Management	◌	○	○	◌	◌	◌	◌
Data Coordination and Analysis	●	◌	◌	●	●	●	●
Technical Assistance to Member Governments	●	●	●	●	●	●	●
Smart Growth	◌	◌	●	●	●	◌	◌
Community and Economic Development	●	●	●	●	●	●	●
Energy and Climate Change Initiatives	◌	●	●	●	◌	◌	●
Environmental Planning	◌	●	●	●	◌	◌	○
Geographic Information Systems	●	●	●	●	●	●	●
Long-Range Planning	●	●	●	●	●	●	●
Freight Planning	◌	◌	◌	◌	◌	●	●
Travel and Land Use Modeling	◌	◌	◌	◌	○	●	◌
Regional Congestion Management Program	◌	●	◌	◌	◌	●	◌
Air Quality Planning	●	◌	●	●	◌	●	○
Performance-Based Planning and Programming	◌	●	●	◌	◌	●	◌
Socioeconomic and Land Use Analytics	●	●	●	●	●	●	●
Transportation Improvement Program (TIP)	●	◌	◌	◌	◌	●	●
Regional Transit Planning Program	●	●	●	◌	●	●	●
Bicycle and Pedestrian Planning Program	●	●	●	●	●	●	◌
Mobility Analysis and Design	●	●	◌	◌	●	●	◌
Transportation Safety	●	◌	◌	○	●	●	○
Transportation Operations	◌	●	◌	○	◌	●	◌
Competitive Program and Project Management	◌	◌	◌	◌	◌	●	◌
PA TDM Base Program Administration and Commuter Services	◌	◌	●	●	◌	●	●
Travel Monitoring	○	○	○	○	○	●	○

● **Primary Association** | ◌ **Secondary Association** | ○ **N/A**

Table 4 Continued

DVRPC Projects	Principles			Focus Areas			
	Equity	Resiliency	Sustainability	Preserve and Restore the Natural Environment	Develop Inclusive, Healthy, and Walkable Communities	Maintain a Safe, Multimodal Transportation Network that Serves Everyone	Grow an Innovative and Connected Economy with Broadly Shared Prosperity
Regional Transportation GIS Coordination	●	●	●	●	●	●	●
Local Technical Assistance Program (LTAP)	●	●	●	●	●	●	●
Pennsylvania Coastal Zone Management Implementation Program	●	●	●	●	○	○	○
Healthy Communities Planning	●	○	○	○	●	○	○
A More Resilient Delaware Estuary Coastal Zone	●	●	●	●	○	○	○
Regional Parking Study	○	○	●	○	●	●	○
Aerial Imagery Update	○	○	○	○	○	○	○
Regional Affordable and Accessible Housing	●	○	○	○	●	○	○
Economic Development District (EDD) Program	●	●	○	○	○	○	●
Regional Trails Program	●	●	●	●	●	●	●
I-95 Planning Assistance	○	○	○	○	○	●	○
Enhance and Maintain Travel Forecasting Tools	○	○	○	○	○	●	○
District 6 Modeling Assistance	○	○	○	○	○	●	○
I-95 Traffic Forecasts	○	○	○	○	○	●	○
PA Air Quality Action Supplemental Services	●	●	●	○	●	○	○
NJ Air Quality Action Supplemental Services	●	●	●	○	●	○	○
Regional Electric Vehicle Planning Program	○	○	●	●	○	○	○
2025 On-Board and Household Household Travel Surveys (Year 1 of 3)	○	○	○	○	○	●	○
Regional TOP Competitive Program Administration (PA and NJ)	○	○	●	○	○	●	○
Philadelphia Pedestrian Bridge Study	●	○	○	●	○	○	○
Increasing Safe and Accessible Transportation Options	○	○	○	○	●	●	○
Pottstown Station Concept Plan	●	○	○	○	○	●	○
PennDOT Connects Complete Streets Resurfacing Program	●	○	●	○	○	●	○
Supporting Communities Program	●	●	●	○	●	●	○
Transportation Systems Management and Operations (TSMO)	○	●	○	○	○	●	○
HPMS and Functional Classification System (PA & NJ)	○	○	○	○	○	●	○
PennDOT District 6-0 Traffic Volume Data	○	○	○	○	○	●	○
Complete Streets Implementation Support for NJ Counties	●	○	●	○	○	●	○
SEPTA Traffic Modeling & Signal Coordination	●	○	●	○	○	●	○
SE PA Transit Planning and Technical Assistance	●	○	●	○	○	●	○
Transit Survey Program for Southeastern PA	○	○	○	○	○	●	○
Workforce to Warehouses Shuttle Study	●	○	○	○	○	●	●
Transit Survey Program for New Jersey	○	○	○	○	○	●	○

● **Primary Association** | ○ **Secondary Association** | ○ **N/A**

Table 5: MPO Regional Planning Process Requirement Milestones

Plan/Program/Activity	Current Adoption/Completion (as of February 2024)	Next Adoption/Completion (after February 2024)
Unified Planning Work Program	January 2024	January 2025
Transportation Improvement Program	July 2022 (PA) September 2023 (NJ)	July 2024 (PA) September 2025 (NJ)
Air Quality Transportation Conformity Determination	September 2023	July 2024
Long-Range Plan	September 2021	September 2025
Title VI Compliance Plan	January 2024	January 2027
Public Participation Plan	July 2018	As needed – evaluated annually
Limited English Proficiency Plan	April 2019	April 2024 – evaluated annually
Congestion Management Program	January 2020	March 2024
Transportation Safety Analysis and Plan	May 2022	Spring 2025
Coordinated Human Services Transportation Plan	October 2020	October 2024
Roadway Safety (PM1) TPM Targets	February 2024	February 2025
Roadway Assets (PM2) TPM Targets	March 2023	March 2025
System Performance (PM3) TPM Targets	March 2023	March 2025
Transit Assets TPM Targets	July 2023	July 2024
Transit Safety TPM Targets	October 2023	July 2024
CMAQ Performance Plan	September 2022	September 2024 (interim)
US DOT MPO Planning Process Certification Review	October 2022 (site visit) February 2023 (final report)	October 2026 (site visit) Winter 2027 (final report)

FY 2025 | Unified Planning Work Program

Chapter **2A** DVRPC Program Area Descriptions

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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25-23-010 **Regional Forum**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Renee Wise

Project Manager: Ariella Maron

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

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

Products:

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

Beneficiaries:

Member Governments, operating agencies, state and federal agencies, and planning partners.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$302,500	$226,687	$73,313	$2,500	
2024	$317,500	$235,196	$79,804	$2,500	
2025	$330,000	$236,100	$91,400	$2,500	

25-23-020	Work Program Administration

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Patricia Elkis

Project Manager: Alison Hastings, Ariella Maron, Gregory Krykewycz, Karin Morris, Michael Boyer, Najah Jackson

Supports LRP Goals:

Goals:

To ensure intergovernmental coordination by preparing the annual Unified Planning Work Program and monthly progress reports

Description:

Federal regulations, as stipulated in the Infrastructure Investment and Jobs Act (IIJA), require MPOs to document metropolitan transportation planning activities performed with federal transportation funds in a unified planning work program (UPWP). The UPWP must be developed at least on a biennial basis. DVRPC chooses to prepare an annual UPWP. Each MPO, in cooperation with the State(s), public transportation operator(s), and member government partners shall develop a UPWP that includes a discussion of the planning priorities facing the Metropolitan Planning Area. The UPWP shall identify work proposed by major activity and task (including activities that address the ten planning factors in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, and a summary of the total amounts and sources of Federal and matching funds.

Preparation of the UPWP includes DVRPC staff undertaking significant outreach to member governments, public transit operators, and other stakeholders to gather input on the region's planning priorities. DVRPC staff then works with stakeholders to refine existing and develop new scopes of work for the selected planning projects that will be conducted in the next fiscal year. Subsequently, staff works to identify and secure the required funding to support DVRPC and member government staff to undertake the regional planning process.

Tasks:

1. Schedule and conduct outreach to member governments, public transit operators, and other stakeholders
2. Solicit project ideas and requests from member governments, public transit operators and other stakeholders for the new work program (FY26).
3. Meet with the Board Work Program Committee to prioritize and select projects to include in the next year's work program - FY2026 UPWP
4. Coordinate the development of the Transit Support Program and Supportive Regional Highway Planning Program (Pass-Through projects) for inclusion into the

FY26 UPWP
5. Prepare the draft FY26 Unified Planning Work Program and project budgets based on guidance provided by the Board's Work Program Committee.
6. Release the Draft document for public and agency review and comment
7. Incorporate all appropriate comments into the final FY2026 UPWP document and present to the DVRPC Board for adoption.
8. Negotiate with federal, state, and local governments to secure funding to carry out the planning programs.
9. Conduct project review and spending meetings for the current year's work program (FY2025 UPWP). Monitor on a regular basis the implementation of the planning programs.
10. Prepare monthly and semi-annual progress reports and year-end closing report for the FY25 UPWP.

Products:

1. FY26 Unified Planning Work Program
2. Monthly and semi-annual progress reports for FY25 UPWP
3. Year-end closing report

Beneficiaries:

Member Governments, operating agencies, state and federal agencies and planning partners.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$365,000	$264,468	$85,532	$5,000	$10,000
2024	$380,867	$273,175	$92,692	$5,000	$10,000
2025	$398,367	$274,573	$106,294	$7,500	$10,000

FY2025 Other Funding Details:
PennDOT PL FHWA Supplemental

25-23-030 **Public Participation, Involvement and Outreach**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Alison Hastings

Project Manager: Elise Turner, Shoshana Akins

Supports LRP Goals:

Goals:

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

Description:

The Office of Communications and Engagement will maintain and deepen its communications program, emphasizing DVRPC's mission to audiences both familiar and unfamiliar with the planning process; promote the Commission's Long-Range Plan and the implementation of the Plan through public involvement; and foster outreach and collaboration between DVRPC and the region's policymakers, municipal officials, organizations, and citizens. The Office of Communications and Engagement seeks opportunities at which staff can highlight the Commission's work, engage existing stakeholders, and reach new audiences.

DVRPC is a regional convener, and in-person and online meetings are effective venues for public participation, shared learning, and consensus-building. This office regularly explores new ideas for both in-person and virtual meeting facilitation, community engagement, and stakeholder outreach. This office also administers public comment periods, and handles public comments, media requests, and records requests, and coordinates responses with DVRPC staff, Executive Office, legal counsel (if necessary), Board members, and project sponsors.

This office also ensures that Title VI, Environmental Justice (EJ), and other nondiscrimination mandates in public participation are met by conducting outreach to traditionally underserved populations in the region, and by enhancing Limited English Proficiency (LEP) options by providing translations, and making interpretation services available by request. To that end, this office is responsible for maintaining several guidance documents, including the Public Participation Plan, Title VI Compliance Plan, and the Limited-English Proficiency Plan.

DVRPC is committed to Virtual Public Involvement (VPI) to encourage more public engagement in all of its work and activities. DVRPC employs VPI strategies to increase the dissemination of public information and collect feedback from a variety of audiences. The Office of Communications and Engagement leads, advises, and reviews most of the Commission’s VPI initiatives, from the Commission’s robust

website to social media channels, and from crowd-sourced web maps to surveys available in multiple languages.

As local, county, state, and federal public health guidance allows, DVRPC plans to hold public meetings in-person, completely online, or in hybrid formats of online and in-person. The hybrid format, while requiring more coordination between professional staff ahead of time, and more audio-visual hardware and software, may overall help the Commission to better utilize its resources and reach more people at a time and location that is convenient for them, such as in their homes, while accommodating people who prefer in-person or do not have access to virtual tools.

Tasks:

1. Prepare media releases and promote feature articles and op-ed pieces in traditional (i.e., newspapers) and non-traditional (i.e., blogs) media.
2. Use social media platforms (Facebook, Twitter/X, Instagram, LinkedIn, YouTube, etc.) to promote DVRPC news and public comment periods, engage partner organizations, and increase awareness of the Commission to the general public.
3. Prepare and publish Annual Report.
4. Monitor and report on DVRPC's earned media and social media.
5. Organize and convene Public Participation Task Force: update member handbook; set agendas; plan and facilitate meetings; manage membership; and provide highlights of meetings.
6. Administer public comment periods, issue legal notices, and advertise public meetings.
7. Coordinate special events and conferences that promote DVRPC's mission.
8. Participate in regional events and conferences in order to reach new stakeholders and members of the public.
9. Lead communications, stakeholder engagement, and public participation activities for DVRPC's federally mandated programs and projects, including the Long-Range Plan and the TIP; and support and advise staff with communications and outreach for other studies, plans, programs, and events.
10. Prepare newsletters and special communication pieces on timely issues.
11. Update and enhance DVRPC's website to optimize use and enable translations, promote specific events and publications, and make public information readily available; utilize and enhance Newsroom.
12. Coordinate IIJA communications, announcements about funding opportunities, and website updates for member governments and stakeholders.
13. Assist Executive Office in managing relationships with stakeholders and coordinating strategic communications.
14. Assist staff with work product creation and distribution, and in particular HTML emails.
15. Respond to Public Comments, general inquiries from the public, and records requests as needed.
16. Review and evaluate public participation strategies, as necessary, to ensure effectiveness and outreach to a broad audience. Update public participation documents, such as the Public Participation Plan, as needed, to reflect federal mandates and ongoing work at DVRPC.

17. Explore digital communications and engagement tools, as necessary.
18. Engage and maintain relationships with community organizations that directly serve hard-to-reach populations.
19. Respond to presentation and media requests.
20. Respond to requests for translations, interpretation, and auxiliary services.
21. Plan and execute the annual Board Retreat.
22. Document and evaluate DVRPC's use of public participation strategies on an ongoing basis.
23. Maintain several guidance documents, such as the Public Participation Plan, that inform DVRPC's practices.

Products:

1. Media releases.
2. DVRPC website, including redesigned Newsroom.
3. DVRPC monthly newsletters.
4. Annual Report.
5. Public Participation Task Force: handbook, orientation program, presentations, notices, agendas, and highlights.
6. Public Comment Periods, including Legal Notices.
7. Public Comments on Board Action Items packet.
8. Communications (email blasts, social media, notices, brochures, select reports) to promote initiatives, completed projects, and public participation opportunities.
9. Translated materials, as needed.
10. Materials to be used and distributed at high profile events, including annual Board Retreat and conferences.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$414,500	$311,316	$100,684	$2,500	
2024	$429,500	$318,821	$108,179	$2,500	
2025	$459,500	$329,458	$127,542	$2,500	

25-23-040 **Title VI and Environmental Justice**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Alison Hastings

Project Manager: Elise Turner, Shoshana Akins

Supports LRP Goals:

Goals:

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

Description:

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

DVRPC's Office of Communications and Engagement (OCE) maintains, documents, and carries out the Commission's Title VI Compliance Program. This office routinely evaluates the Commission's: a) Public Participation Plan, b) Limited English-Proficiency Plan, c) Title VI Compliance Plan, and d) Indicators for Potential Disadvantage (IPD) analysis tool, and regularly explores the potential for other publications, brochures, and outreach tools. This office also advises commission staff in evaluating potential impacts of transportation projects on low-income and minority populations, evaluating accessibility and mobility for disadvantaged populations, and outreach techniques to reach diverse audiences. This program area also supports expanded outreach for DVRPC's mandated documents and processes in order to create opportunities for meaningful engagement in low-income and minority communities. This program fulfills translation and interpretation requests and proactively translates specific materials per the Commission's LEP Plan. This program area may analyze how specific demographic groups used in the IPD compliance tool have changed over time.

Tasks:

1. Maintain and update the DVRPC Public Participation Plan, Limited-English

Proficiency Plan, and Title VI Compliance Plan and other publications related to DVRPC's efforts to create meaningful participation in the regional planning process. Completion of this project may require the purchase of equipment or services.
a.) Language Access Plan will continue to be implemented.
b.) Title VI Plan will need to be reviewed annually to determine if any changes are needed.
c.) Public Participation Plan will be updated as needed
2. Advise DVRPC staff on outreach to low-income and minority communities and using the IPD analysis in projects, plans, and programs.
3. Explore potential for other analytical reports, data snapshots, and/or outreach brochures that advance DVRPC's Title VI and EJ program.
4. Work with DVRPC staff to monitor progress toward Title VI, EJ, public participation, and language access goals, and integrate equity throughout the commission's projects.
5. Undertake assessment of the benefits and burdens of programmed and proposed transportation system improvements, working within the LRP and TIP time-frames.
6. Train staff on an ongoing basis regarding Title VI/EJ strategies. Completion of this project may require the purchase of equipment or services.
7. Complete responsibilities of the Title VI Compliance Manager, including carrying out investigations (if needed) and working with the Administration/Operations Division to review Disadvantaged Business Enterprise (DBE) goals.
8. Explore opportunities for EJ events for DVRPC stakeholders and the general public.
9. Participate in equal opportunity, nondiscrimination, and DBE training and committees offered by PennDOT, NJDOT, FHWA, FTA, or other planning partners.
10. Participate in any reviews conducted by state transportation agencies or other planning partners.
11. Regularly update the Indicators of Potential Disadvantage (IPD) compliance tool when new American Community Survey (ACS) data is released. Explore IPD and other mapping/technology strategies to enhance data gathering, public information, and analysis.
12. Continue to expand DVRPC's language access measures by responding to requests made through online request forms (among other ways), and managing the translation of the Commission's vital documents as identified in the LEP Plan. Completion of this project may require the purchase of equipment or services.
13. Act as a resource for member governments, planning partners, subrecipients, etc. in meeting Title VI, EJ, and public participation mandates.
14. Assist with IIJA and Justice40 guidance and planning partner support related to Title VI, EJ, underserved populations, and equity.
15. Take part in the internal Inclusion, Diversity, Equity, and Allyship (IDEA) Committee

Products:

1. If needed, updated versions of: (a) DVRPC Publication Participation Plan; (b) Limited English Proficiency Plan; and (c) Title VI Compliance Plan.
2. Contact lists for community organizations and individuals who have expressed interest in Commission's public involvement and outreach activities, and community

organizations that work with traditionally under-served communities and/or limited English proficiency individuals or groups.
3. Additional analyses and reports as needed.
4. Title VI/EJ Analyses assessing the benefits and burdens of TIP, Long-Range Plan (LRP) and other mandated documents.
5. Refined and updated Indicators of Potential Disadvantage (IPD) compliance tool.
6. Training materials, presentations, and documentation that on DVRPC's Title VI Compliance Program and EJ considerations.
7. Translated documents including the Commission's Public Participation Plan, Title VI Complaint Form, and other vital documents.
8. Supporting materials for any of the other tasks above.

Beneficiaries:

Greater Philadelphia residents, low-income and minority population groups, member governments, transportation agencies and operators, planning partners and community organizations.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$211,500	$157,925	$51,075	$2,500	
2024	$221,500	$163,517	$55,483	$2,500	
2025	$236,500	$168,694	$65,306	$2,500	

25-23-050 **Data Visualization and Communication**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Kimberly Dean

Project Manager: Angela Rio, Rebecca Maule, Stephanie Cavacini

Supports LRP Goals:

Goals:

Our goal is to effectively convey information and data to the public and decision-makers, ensuring clarity and utilization. We achieve this by applying graphic and visualization techniques that enhance technical analyses and present DVRPC materials attractively and accessibly.

Description:

DVRPC produces a diverse range of materials for various audiences. These include highly technical reports for experts, broader planning studies for community groups and officials, presentations at conferences, meetings, seminars, web applications, and printed materials. We prioritize making all these resources accessible and understandable to the widest possible audience.

By crafting information, data, reports, and presentations that are clear, visually appealing, and easy to comprehend, DVRPC efficiently reaches its target audience. Particularly in planning studies related to roadways, transit, bicycle and pedestrian facilities, visualization techniques are employed to illustrate recommendations effectively. Specialized project graphics in our reports and presentations help decision-makers, community organizations, and citizens fully grasp concepts and envision on-the-ground changes. This common understanding facilitates progress in the planning process, leading to informed decisions and implementation.

High-profile projects requiring specialized design include the DVRPC Long-Range Plan (LRP) summary document, the annual report, Board retreat materials, Transportation Improvement Projects (TIP) materials, and Unified Planning Work Program (UPWP) materials. Various other programs also demand specialized project graphics, such as the Air Quality Partnership (AQP), Regional Streetlight Procurement Program (RSLPP), Climate Action Plan, Regional Vision Zero, Transportation Community Development Initiative (TCDI), Travel Options Program (TOP), Community and Economic Development (CEDS), Public Participation Task Force (PPTF), Delaware Valley Goods Movement Task Force (DVGMTF), Healthy Communities Task Force (HCTF), Regional Safety Task Force (RSTF), Futures Working Group (FWG), and Transportation Operations Task Force (TOTF).

Tasks:

1. Develop materials for DVRPC programs, events, workshops, public outreach, and project studies.

2. Collaborate with project managers, web developers, and GIS experts to provide graphic design materials and guidance.
3. Engage with partners, other MPOs, design and planning consultants, vendors, and board members as needed.
4. Offer ongoing design and technical assistance to DVRPC staff members.
5. Create report and PowerPoint templates for staff and provide technical troubleshooting support when required.
6. Make graphic resources available for staff.
7. Conduct graphic reviews of DVRPC publications, web products, and graphics displayed on DVRPC's webpages.

Products:

1. Supporting Graphics, including primary project graphics, design guidelines, video products, web/map applications (UI/UX), infographics, monthly electronic newsletters, annual reports, HTML emails, lobby and poster displays in the main foyer, postcards, activity sheets/handouts, workshop materials, charts, Gmail-formatted emails, signage, presentation templates, promotional materials, flyers, and posters.
2. Publication Guidance (via Share Screen Sessions) & Design, covering reports, brochures, handbooks, report cover and page layout design, high-profile summary documents, and graphic reviews for DVRPC publication products.
3. Resources for Staff, providing DVRPC logo files and guidelines, a photo library, various report and presentation templates, DVRPC-branded memo and letterhead, and tips and tricks, much more.
4. Advertisements, encompassing DVRPC ads, public transit advertisements, and animated web banners.
5. User Interface/User Experience Design, involving design layouts for web pages, interactive web applications, interactive story maps, and monthly e-Newsletter. This also includes Emma emails and graphic review of DVRPC web products.

Beneficiaries:

DVRPC, the region, member governments, planning partners, and the general public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$595,000	$449,595	$145,405		
2024	$620,000	$462,924	$157,076		
2025	$647,500	$464,990	$180,010	$2,500	

25-23-060 **Web Development and Database Management**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: James Strangfeld

Project Manager: Elizabeth He, Kris Warner, Tyler Hachadorian

Supports LRP Goals:

Goals:

To ensure DVRPC's website is up-to-date, accessible, and well organized. As the region's MPO, DVRPC, through our website, provides an immense amount of information and offers a wide variety of products, services, and tools.

Description:

This program focuses on enhancing DVRPC's web presence by delivering and updating content on the DVRPC website (http://www.dvrpc.org), ensuring accessibility and responsiveness. Through the DVRPC website, the Commission provides access to data, products, and resources, including planning studies, traffic counts, aerial photography, and demographic forecasts. This program supports the development and maintenance of the systems necessary to provide planners and decision-makers with web access to critical data and resources. Additionally, it involves overseeing web product lifecycles, implementing quality control procedures, and supporting the development of databases to aid in administering Commission activities.

Tasks:

1. Develop new designs and improvements for all content on DVRPC's websites using accessible web design practices.
2. Update website for Long Range Plan; TIP; transportation, land use and environment programs; commuter services; and the planning assistance center.
3. Create databases for Unified Planning Work Program (UPWP), all progress reporting, and other DVRPC datasets.
4. Create databases for project managers including programs such as TCDI and other direct projects.
5. Ensure that all content available on DVRPC's website is available to all end users via an accessible, mobile-friendly version. Accommodate all popular end user screen sizes, hardware, and scripting technologies. Review all public offerings to ensure federal accessibility guidelines are met.
6. Assist in data management, processing, and storage, such as efficient processing of large datasets, database design, and configuration for production environments.
7. Staff training in website development and responsive web design software, including Content Management Systems.
8. Coordinate with GIS and other departments to create custom mapping solutions with functionality beyond the scope of ArcGIS online and other off-the-shelf solutions.
9. Continuous innovation by modernizing the technology infrastructure, fostering an

integrated, efficient environment based on cross-training and teamwork, and developing high-quality custom engineered solutions.
10. Administer and develop procedures for web product planning, development, review, and launch lifecycles. Implement quality control procedures ensuring high-quality and branded resources for all publically-accessible products and deliverables.
11. Enable and assist other partners and MPOs with similar web products by hosting code, programming, documentation, procedures, and data schemas in an open source fashion.
12. Develop automated systems to periodically run administrative tasks, process updated datasets, and/or supercede manual procedures.
13. Assist in the development of the TIM 3 Activity Based Model maintained by the Office of Travel Trends providing programming and debugging support.

Products:

1. Web applications, interactive GIS mapping applications, and online content for the DVRPC website.
2. Database of Progress Reports for program areas and project areas.
3. Project Management Database for TIP, Crash Database, Traffic Count, CMAQ, TCDI, TMA Quarterly Report, License Plate Data and various projects.
4. Development, management, administration, and training for enterprise Content Management System for website updates.
5. Custom solutions for staff and program areas to eliminate inefficiencies, automate processes, and increase workplace productivity.
6. Intranet resources for internal staff, management, and administrative functions, including internal portal, online forms, document libraries, and reference and training materials.
7. Tracking, review, and administration of web product development pipeline including project management, development process, launch release coordination, and promotion and outreach scheduling.
8. License plate recognition program to track and identify license plates and vehicles from a video feed. In addition to optical character recognition capabilities for reading license plates, the program will need to be able to identify the issuing state.
9. Tablet based surveying system for commodity cellular connected tablets. The survey software on the tablets will need to work both offline and online and opportunistically sync with a master server.

Beneficiaries:

State DOTs, member governments, transit operators, municipalities.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$875,000	$661,169	$213,831		
2024	$900,000	$671,987	$228,013		
2025	$927,500	$666,846	$258,154	$2,500	

25-23-070	Data Coordination and Analysis

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Michael Ruane

Project Manager: Christopher Pollard, Ilil Feiglin

Supports LRP Goals:

Goals:

To ensure regional partners and stakeholders have access to timely data resources and products that facilitate more efficient use of resources through effective data-driven decision-making on regional policies and investments.

Description:

This program includes new and ongoing data coordination activities. Within DVRPC, staff will provide oversight and guidance to enterprise-level data management efforts, including DVRPC's Data Center; coordinate with and improve communication between departments about enterprise datasets and related data-sharing activities; and create a shared platform to advance an efficient and effective data culture. Staff will provide advanced data analytics support to DVRPC program areas to elevate data-informed planning activities.

To further the effectiveness of regional planning activities, DVRPC staff will work with partners to develop a project needs and recommendations information system. This information system will store key findings from planning projects in a spatially aware data system to provide a more robust understanding of system needs and implementation opportunities.

DVRPC staff will strengthen relationships with its planning partners, such as the state DOTs, transit agencies, and member counties, to streamline data-sharing workflows and improve general information and knowledge sharing about agency datasets. DVRPC is an affiliate member of Pennsylvania and New Jersey State Data Centers, which aim to promote Census Bureau datasets and activities. Along with Census products like the American Community Survey (ACS) and the Census Transportation Planning Package (CTPP), this program also includes reviewing and assessing other public and private data sources.

This program also supports the activities of DVRPC's Information Resources Exchange Group (IREG). IREG provides a forum to discuss the creation, use, and exchange of planning-related information in the region and promotes knowledge sharing in the methods and technology for data analysis, synthesis, and presentation. For more information on DVRPC's IREG Committee, see http://www.dvrpc.org/Committees/IREG/.

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

Tasks:

1. Oversee and administer the DVRPC Data Catalog and identify opportunities to leverage the platform for other data-sharing tools and resources.
2. Lead the development of a project needs and recommendation information system to store and share vital information on planning project findings.
3. Coordinate and communicate with member governments, transit agencies, state and federal agencies, and other traditional partners while seeking new partnerships to maintain and improve communication and information sharing about agency data.
4. Foster data-sharing strategies by developing memoranda of understanding with appropriate agencies and exploring shared data/tool purchases.
5. As appropriate, oversee and administer the existing IREG and participate in other ad-hoc committees of DVRPC member governments to facilitate the coordination of data acquisition, processing, and distribution.
6. Participate as affiliates of the New Jersey and Pennsylvania State Data Centers.
7. Disseminate Census-related data and information through DVRPC internal and external resources.
8. Develop and oversee agency-wide data coordination activities and adherence towards a formal data management framework and data life cycle practices.
9. Create and enforce data standards and practice guidelines.
10. Identify data gaps and needs on an ongoing basis.
11. Research, evaluate, and acquire new data resources to support agency planning activities.
12. Identify opportunities to improve data quality and standardize how data quality is measured.
13. Coordinate data improvement, data sharing, or data tool development efforts that require interdepartmental collaboration.
14. Develop, improve, and update datasets that support critical planning efforts at DVRPC, such as National Establishment Time Series (NETS), CoStar, and other regional data resources.
15. Develop strategies for and manage internal Metadata Monday meetings to advance data practices.
16. Improve methods and systems that enhance how DVRPC shares data through its online resources.

Products:

1. DVRPC Data Center updates and improvements.
2. Project Needs and Recommendations Information System.
3. Regional data products and analyses reports, as necessary.
4. Internal documentation of inventory and lifecycle of datasets.
5. Meeting materials and records for Metadata Monday meetings.
6. Meeting materials and records for the IREG committee.
7. Standards, policies, and best practice resources published to Planning Innovation Resource Center.
7. Additional materials as appropriate.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$341,250	$256,911	$83,089	$1,250	
2024	$356,250	$265,062	$89,938	$1,250	
2025	$372,500	$266,738	$103,262	$2,500	

25-23-080 **Technical Assistance to Member Governments**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Patricia Elkis

Project Manager: Renee Wise

Supports LRP Goals:

Goals:

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

Description:

Ensure intergovernmental coordination, technical evaluation, and regional policy formulation on transportation and other related planning issues, projects, and plans through monthly meetings of the Regional Technical Committee (including meeting minutes and pertinent presentations, research, and technical assistance activities). In addition, flexible, short-term responses to the day-to-day needs of DVRPC's member governments and operating agencies will be prepared. DVRPC will also respond to specific requests from PennDOT to assist with special smaller scale studies. Assessment and analysis of transportation systems financing options may also be undertaken. Responses to legal inquiries and estimates of the air quality, land use, and transportation effects of proposed transportation improvements may also be prepared.

This program area will also allow DVRPC staff to participate in PennDOT planning and programming efforts such as the Annual Planning Partners meetings, PennDOT Connects initiative, and the annual Unified Planning Priorities Work Group. It will also allow staff to prepare for and participate in the NJDOT/MPO Quarterly Collaboration Meetings, NJDOT Statewide Transportation Innovation Council meetings, NJDOT Complete Team meetings, and NJ Statewide Traffic Incident Management Steering Committee.

With the passage of the Infrastructure Investment and Jobs Act (IIJA), DVRPC staff have been deeply engaged in efforts to leverage competitive funding programs for improvements to our region through consistent internal coordination and coordination with the RTC on IIJA opportunities, maintaining an up-to-date IIJA webpage and communications with partners, and offering consultations on funding opportunities with individual municipalities (with an emphasis on outreach to disadvantaged communities).

PennDOT guidance has required DVRPC to contribute to a statewide effort to develop an inventory of locally owned transportation assets, such as roads and

bridges. This specific effort was completed in FY19, however DVRPC is poised to work with PennDOT and the State's Planning Partners to coordinate on the development of other transportation asset data collection efforts as deemed appropriate.

Tasks:

1. Staff ten Regional Technical Committee meetings, including scheduling Action Items and presentations for monthly agendas, minutes, and similar materials related to the Long-Range Plan, Transportation Improvement Program, the annual Unified Planning Work Program and other transportation and land use issues or projects.
2. Participate on various planning and transportation committees at the regional, state, or national levels.
3. Consult with city/county planning directors, engineers, and staff regarding ongoing projects and short-term needs.
4. Participate on regional or statewide working groups and task forces, as appropriate, to represent DVRPC's and regional interests.
5. Conduct short-term research and/or coordination among stakeholders in response to member government requests or as a follow-up to on-going or proposed DVRPC initiatives.
6. If required, respond to legal inquiries on previously completed studies.
7. Coordinate with PennDOT, and the PA Planning Partners on the potential development of new data collection efforts for transportation assets, as needed.
8. Coordinate with the Federal Transit Administration with regard to New Start and Small Start applications proposed by member governments and transit operators.
9. Continue to monitor US DOT Metropolitan Planning Organization requirements as well as other policy and program initiatives.
10. Monitor any new requirements arising from the IIJA
11. Maintain up-to-date information on IIJA opportunities on the webpage, and communicate such opportunities to partners
12. Offer technical assistance to municipalities, especially disadvantaged communities, on accessing new funding

Products:

1. Meeting agendas, minutes and related materials for the RTC.
2. Research or meeting highlights from short term issues that arise, as requested by member governments.
3. Data and other research materials related to the investigation of legal issues involving specific transportation improvement proposals or projects.
4. Updated webpages for IIJA, and an updated database of IIJA awards in the region.
5. Potentially, new grant applications afforded by the IIJA.
6. Potentially, transportation asset data, if requested by PennDOT.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$331,274	$220,412	$71,287	$19,575	$20,000
2024	$423,077	$313,930	$78,397	$10,750	$20,000
2025	$438,490	$292,504	$113,236	$12,750	$20,000

FY2025 Other Funding Details:
PennDOT PL FHWA Supplemental

25-33-010 **Smart Growth**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Andrew Svekla

Project Manager: Derek Lombardi, Karin Morris

Supports LRP Goals:

Goals:

This program supports the goals of Connections 2050 by providing technical assistance and facilitating collaboration among agencies in the region involved in creating and maintaining livable communities. The program encourages transit-oriented development, age-friendly communities, zoning reform, urban revitalization, and multimodal transportation.

The Smart Growth program supports PennDOT's Planning Priorities of “Land Use / Transportation Linkages/Economic Development/Modernization,” specifically to “identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as; access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation,” and to “provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders,” on topics such as smart growth, complete streets, implementation tools, transit-oriented development, and healthy communities.

This program supports NJDOT's planning priorities of promoting interagency cooperation, supporting community livability through integrated transportation and land use planning, maximizing the efficiency of the transportation system, and assisting NJDOT’s Transit Village Initiative and other smart growth strategies.

Description:

Staff will conduct planning, outreach, and advocacy activities designed to make cities, towns, and neighborhoods in Greater Philadelphia more economically prosperous, socially equitable, and environmentally sustainable. Staff will continue to support regional efforts to integrate land use and transportation planning that results in development within existing neighborhoods, diverse housing and transportation options, and meaningful community engagement.

Housing Policy: Staff will provide support to the Affordable and Accessible Housing project by conducting research and providing technical assistance to local governments seeking to increase the supply and variety of housing types available in their community.

TOD Technical Assistance: Staff will provide technical assistance to transit providers and local governments designed to enhance multimodal access to transit

and promote transit-supportive development. This will include working with stakeholders in Pottstown Borough to help evaluate the local opportunities and impacts of restoring rail service between Reading and Philadelphia. This work builds on recent projects such as Building on our Strengths: Evaluating TOD Opportunities in Greater Philadelphia, SEPTA TOD Policy Research, and SEPTA Transit-Oriented Communities station screening.

Completion of tasks in this program area may require the purchase of equipment or services.

Tasks:

1. Provide technical assistance on smart growth planning topics and livable community initiatives.
2. Conduct research and share resources designed to support TOD implementation.
3. Provide support and facilitate community engagement that can be used to inform a vision for transit-supportive development in Pottstown, PA.
4. Share and inform partners about recent smart growth studies and relevant planning trends through workshops, webinars, and conferences.
5. Support research and provide technical assistance to local governments seeking to increase the supply and variety of housing types available in their community.

Products:

1. Materials summarizing the planning context, economic conditions, and/or physical characteristics of properties being considered for development near transit infrastructure.
2. Data analyses and presentations, as requested..
3. Presentations at local, regional, and/or national meetings and conferences, or as requested.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$673,500	$454,312	$146,930	$32,258	$40,000
2024	$488,500	$305,008	$103,492	$40,000	$40,000
2025	$515,500	$313,958	$121,542	$40,000	$40,000

FY2025 Other Funding Details:
PennDOT PL FHWA Supplemental

25-33-020 **Community & Economic Development**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Spencer Gober

Project Manager: Karen Cilurso, Karin Morris

Supports LRP Goals:

Goals:

To support the key policies of Connections 2050 by ensuring diverse and competitive regional and local economies, and encouraging reinvestment in the region through land use, redevelopment, and economic development planning and implementation.

The Community and Economic Development program area supports PennDOT's Planning Priority (IV) Land Use/Transportation Linkages/Economic Development/Modernization, specifically to identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities, such as access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.

This program supports NJDOT's MPO Planning Priorities by promoting partnerships and continuing to engage with the public to strengthen public confidence and participation in the planning process through the use of web/technology, social media, outreach, education, and public forum meetings and working with county and municipal partners for integration of transportation and land use to promote community livability.

Description:

Multi Modal Access to Tourism Destination: As outlined in the IIJA, staff will continue to explore multi-modal accessibility of tourist destinations. Staff will coordinate America250PA planning efforts, when appropriate.

Building Municipal Capacity (BMC): Staff will engage and inform the region's stakeholders and community leaders of current planning-related issues and trends. Staff will fulfill requirements from the American Planning Association to maintain our AICP CM Credit Provider status and organize up to two (2) educational events for partners, as required. The Municipal Funding Resource (MFR), a comprehensive list of grant programs for stakeholders through a shared online database, will be maintained.

Community Revitalization: Staff will continue to monitor issues related to community economic resilience, specifically for the region's downtowns, main streets, and retail districts. This may include research into identified, relevant, and emerging trends; as well as policy recommendations, convening stakeholders, and/or as responding to requests for geographically specific analyses. Completion of this work may require

the purchase of equipment and data services.

Economic Analysis: Staff will gather and analyze new and updated datasets to better understand the region's economy, how it compares to other regions across the country, and the impacts that national and global trends have had on it. Staff may also support efforts related to the Economic Development District designation.

TCDI Administration: Program administration of the Transportation and Community Development Initiative (TCDI) grant program will continue. Staff will continue to administer awards from the FY 24 NJ TCDI round. In addition, staff will facilitate project selection of the FY 2025 PA grants and procurement process. The FY 26 New Jersey guidelines will also be developed. Tasks related to each of the solicitations includes procurement, invoicing, progress reports, and outreach meetings, as necessary. Staff will continue to maintain the TCDI Direct (project management) database to provide project management for previously awarded projects. Additionally, staff will continue to manage the Consultant Qualification System (CQS), which involves ongoing review of proposals received in response to an open-ended request for qualifications. Staff may also work to improve and enhance TCDI Direct and the CQS as needed to further streamline administrative processes.

Livable Communities Support: As needs and opportunities arise, staff will support other work within Livable Communities to encourage multidisciplinary collaboration across the division. Staf will provide support to the regional zoning atlas and the warehouse vacancy scenario analysis.

Inter-Agency Collaboration: When appropriate, staff may collaborate with other offices within the Commission on multidisciplinary efforts related to Community & Economic Development.

Tasks:

1. Convene, and work with, regional partners on the America250PA effort, as requested, to ensure integration of access options
2. Build municipal capacity through educational events to further the goals of Connections 2050
3. Maintain the Municipal Funding Resource Database
4. Serve as an APA AICP CM Provider
5. Monitor trends in downtowns, main streets, and retail districts, and conduct research and analysis as appropriate
6. Provide local technical assistance to municipal stakeholders on revitalization strategies through downtown analysis and events to build municipal capacity
7. Maintain the community revitalization webpage and subpages
8. Conduct analyses related to the EDD designation as needed
9. Administer awards from the FY 24 TCDI NJ solicitation.
10. Facilitate project solicitation of the FY25 PA TCDI grants and procurement processes
11. Develop the FY26 NJ TCDI Program Guidelines

12. Maintain the TCDI Direct project management and Consultant Qualifications Database (CQS) databases
13. Participate in the development of the Regional Zoning Atlas
14. Collaborate and participate in the Warehouse Vacancy Scenario Analysis, as requested

Products:

1. Meetings with, and additional materials for, America250PA stakeholders, as appropriate
2. BMC educational webinars and other similar engagement events, format(s) to be determined based on need and audience
3. Municipal Funding Resource Database
4. APA AICP CM credit event surveys
5. Presentations as requested
6. Retail district webmap updates
7. Buxton retail and cell phone analyses, as requested
8. Economic Data bulletins, snapshots, and/or other publications as deemed appropriate
9. FY26 NJ TCDI Program Guidelines, application, and webpage updates
10. TCDI Direct project management database
11. Consultant Qualification System database
12. Outcomes of Zoning Atlas effort
13. Results of the warehousing vacancy scenario analysis

Beneficiaries:

Member governments, nonprofits, developers, the private sector, economic development professionals, and planning professionals

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$606,000	$216,108	$69,892	$45,000	$275,000
2024	$658,500	$469,271	$159,229	$30,000	
2025	$708,500	$489,141	$189,359	$30,000	

25-33-030	Energy and Climate Change Initiatives

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Christopher Linn

Project Manager: Elizabeth Compitello, Emily Goldstein, Karin Morris

Supports LRP Goals:

Goals:

Provide leadership to the region on equitable decarbonization initiatives through energy conservation, energy efficiency, electrification of buildings and vehicles, and the switch to low or no-carbon energy sources. Provide leadership to the region on preparing for the impacts of climate change by building and maintaining resilient infrastructure systems and by insuring that the needs of disadvantaged communities and vulnerable populations are prioritized in plans, programs, and investments to increase resiliency. This program supports the goals of Connections 2050, the Infrastructure Investment and Jobs Act (IIJA), and the Inflation Reduction Act (IRA).

This program supports PennDOT's MPO Planning Priorities by evaluating greenhouse gas emissions in the MPO region and assisting in implementing Pennsylvania's Climate Change Action Plan; by working with PennDOT, FHWA and FTA to implement performance measures and targets; by identifying livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities; and by utilizing PennDOT's Extreme Weather Vulnerability Assessment to incorporate flooding resiliency into TIP projects, enhance hazard mitigation, and improve emergency preparedness.

This program supports NJDOT's MPO Planning Priorities of promoting interagency cooperation by developing and integrating performance measures and targets necessary to meet federal performance requirements for the NHS in accordance with FHWA TPM requirements; by working with NJDOT and other partners on improving the resilience of transportation infrastructure against the impacts of extreme weather; by working with partners to recommend projects that can utilize new funding opportunities in the recently enacted federal transportation legislation to minimize climate risks; and by participating in the development of a carbon reduction program strategy to reduce transportation emissions.

This program also supports the goals of the State of New Jersey's Global Warming Response Act (2007) of reducing GHG emissions by 80 percent of 2006 levels by 2050, Pennsylvania's 2018 Climate Change Action Plan, and the energy use, GHG emissions, and regional resilience goals in Connections 2050.

Description:

Staff will analyze data and develop strategies to equitably reduce greenhouse gas emissions by promoting greater energy efficiency, energy conservation, the

electrification of buildings and vehicles, benchmarking and building performance standards, and the use of cleaner energy. Presently, the energy system in the region and the country as a whole is undergoing a profound transformation, with increased private and public investment in energy efficiency and conservation, the electrification of buildings and vehicles, and in zero-carbon, renewable, and lower-carbon energy sources. Staff will build on these changes, and major recent funding awards to DVRPC from EPA, NREL, U.S. DOE, and the William Penn Foundation for energy transition work, to accelerate decarbonization at the regional and local scale.

Staff will help to prepare the region for the ongoing and anticipated impacts of climate change on the built and natural environment by providing technical assistance and leadership to municipal, county, regional, and state partners to develop policies and practices that respond to the ongoing and projected impacts of climate change. The project will work with partners and engage community based organizations to understand and prioritize the intersectional challenges climate change poses for low income and disadvantaged communities. The project will also complement on-going work under a William Penn Foundation grant that will conduct a landscape assessment to better understand how DVRPC can best utilize its resources to meet the needs and challenges of new and existing partners with regard to the impacts of climate change.

Staff will support municipal, county, regional, state agencies and officials in developing policies and practices to reduce energy use and GHG emissions in their activities and operations, while providing baseline data at the regional scale that can be used to track progress toward meeting regional GHG reduction goals.

Staff will provide support for the implementation of USDOT's Greenhouse Gas Reduction Transportation Performance Measure and IIJA's Carbon Reduction Program.

Staff will represent DVRPC at appropriate policy venues, including PA and NJ state committees/meetings, the NJ Climate Change Alliance, the NJ Coastal Resilience Collaborative, DRBC's Advisory Committee on Climate Change, the Megalopolitan Coastal Transformation (MACH) Hub Collaborative Stakeholder Advisory Panel (CSAP), the U.S. DOE SolSmart Technical Advisory Panel, and the Sustainable Jersey Clean Energy and Climate Adaptation Task Forces. Regional coordination that strengthens relationships among state, regional, county, and municipal officials, as well as with other key stakeholders, including transit authorities, utilities, businesses, institutions, and non-profit organizations will be ongoing.

Staff will manage the Regional Streetlight Procurement Program (RSLPP), including management of Round 3, 4 and 5 municipalities (21 towns) through construction and post-construction operation and maintenance service.

Staff will serve as Board Coordinator and continue overall facilitation of the Sustainable Energy Partnership of Southeastern Pennsylvania, a partnership of

Bucks, Chester, Delaware, and Montgomery counties to explore opportunities for aggregate procurement of electricity and renewable energy for county operations. The Partnership may expand to include additional parties, such as municipalities and schools, to which DVRPC will also provide support.

Staff will investigate additional aggregate regional procurement opportunities around energy and climate change. Examples may include the development of a Regional Electric Vehicle Program or a Regional Energy Manager Program. This work may require technical consultant(s) services.

Completion of tasks outlined in the mega program may require the purchase of equipment and services.

Tasks:

1. Assist member governments and planning partners in their efforts to support renewable energy, electrification of vehicles and buildings, and energy efficient development.
2. Assist member governments, planning partners, and community-based organizations in understanding and preparing for the expected impacts of climate change.
3. Coordinate, facilitate and participate in discussions/meetings/convenings among planning partners and community-based organizations.
4. Update elements of the regional energy use and GHG emissions inventory, as needed.
5. Evaluate the GHG reduction potential of projects, programs and policies, including metrics for transportation projects and policies.
6. Continue to support PA DEP's Local Climate Action Planning program for municipal partners.
7. Participate in various climate change and energy related committees and task forces.
8. Manage the Regional Streetlight Procurement Program (RSLPP).
9. Manage the Sustainable Energy Partnership of Southeast Pennsylvania.
10. Develop additional aggregate procurement opportunities around energy and climate change, if resources allow.
11. Apply for funding opportunities that advance regional clean energy and climate change goals.

Products:

1. Tools for municipalities and others to support climate change adaptation and mitigation.
2. Model ordinances and permitting guides for renewable energy and electrification.
3. Presentations and customized products (charts, spreadsheets, etc.) for partners highlighting data from the Regional Energy Use and GHG Emissions Inventory.
4. Metrics for assessing the GHG impacts of transportation policies and programs.
5. Meeting highlights, presentations, guidebooks, and/or other technical assistance materials from the RSLPP.

6. Resources related to regional procurement opportunities and practices, energy management, and renewable energy development.

Beneficiaries:

Member governments; state and federal agencies; transit authorities; municipal officials; nonprofits; and citizens.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$376,508	$282,609	$91,399	$2,500	
2024	$379,008	$281,121	$95,387	$2,500	
2025	$381,508	$271,430	$105,078	$5,000	

25-33-040	Environmental Planning

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Christopher Linn

Project Manager: Amy Verbofsky, Emily Goldstein, Karin Morris, Melat Musie, Shawn Megill Legendre

Supports LRP Goals:

Goals:

This program provides leadership to the region on the development and implementation of strategies that maintain healthy ecological systems, improve water quality, manage risks posed by natural hazards, build healthy communities, reduce pollution, promote environmental justice in marginalized communities, protect open space, and provide access to parks and outdoor recreation opportunities for all. This program supports the goals of Connections 2050 and the Infrastructure Investment and Jobs Act (IIJA).

This program supports NJDOT MPO Planning Priorities by promoting accessibility, sustainable mobility and transportation choices; by working to achieve consistency with the principles of the New Jersey State Development and Redevelopment Plan; by working with willing county and municipal partners to integrate transportation and land use to promote community livability and maximize the efficiency of the transportation system; and by incorporating environmental stewardship principles into transportation investments.

The program supports PennDOT's MPO Planning Priorities by identifying livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities; and by supporting the environmental review process and PennDOT Connects.

Description:

Staff will lead planning efforts to maintain and improve environmental quality, promote environmental justice, mitigate natural hazards, preserve open space, enhance and increase access to parks and natural areas, and distribute environmental burdens and benefits equitably across the region. Planning projects will focus on topics such as land use, water quality, storm water management, green infrastructure, hazard mitigation, community forestry, open space preservation, and parks and passive outdoor recreation including multi-use trails.

Staff will coordinate and facilitate discussion among partners, analyze and share data, provide technical assistance, and build upon efforts to support land conservation, climate change resilience, water quality improvements, green infrastructure, and sustainability initiatives through projects, programs and plans. Staff will also support implementation actions and policies to further regional environmental goals in consultation with planning partners. To the degree

appropriate for a given task or project, work will be approached in an integrated way, drawing on staff expertise across DVRPC offices and partner agencies to best achieve desired outcomes.

Staff will participate on grant review committees and evaluate PENNVEST candidate projects and PECO Green Region applications, as requested.

Staff will work with Woolwich Township officials to develop a Farmland Preservation Plan.

Staff will provide guidance to stakeholders that minimize and mitigate the impacts of transportation infrastructure on environmental resources, including but not limited to water quality, rare species habitat, and cultural and historic resources. Data gathered and tools developed may be used to strengthen the linkages between environmental stewardship and transportation investments, and streamline the environmental review process.

Staff will develop a guidance document for Pennsylvania municipalities seeking to establish or bolster local open space preservation efforts by means of an Earned Income Tax (EIT). The proposed guidance document will provide information concerning the benefits, challenges and mechanics of establishing an open space EIT, include case studies citing specific examples of open space EIT efforts in the region, and serve as an informational and promotional resource.

Staff will support the development of an Environmental Resource Inventory (ERI) for eleven municipalities along the tidal Delaware River in Burlington County by providing spatial and tabular data sets needed to prepare the ERI. The towns are working with the New Jersey State Planning Commission to achieve regional State Plan Endorsement, and the ERI is a required element.

To support the regional long-range plan, Connections 2050, staff will formulate goals and strategies, provide data and spatial analysis, assess the environmental impacts of transportation projects, and identify mitigation opportunities. Other agency-wide projects supported by this program will include Tracking Progress and PennDOT Connects.

Information about work completed in this program area will be updated on the website, as needed. Completion of tasks in this program may require the purchase of equipment or services.

Tasks:

1. Prepare a guidance/overview document for PA municipalities seeking to establish or bolster local open space preservation efforts by means of an Earned Income Tax (EIT).
2. Provide spatial and tabular data to support a multi-municipal Environmental Resource Inventory for Burlington County municipalities along the Delaware River

corridor.
3. Review and evaluate applications for federal and state funding programs as necessary.
4. Maintain the locally-funded open space programs inventory, database and webpage.
5. Update the existing (2020/2021) protected open space lands inventory.
6. Provide data and technical assistance, and facilitate coordination of open space preservation activities, as needed.
7. Assist with regional trails data and regional facilitation, as needed.
8. Develop data and metrics for Tracking Progress.
9. Support the environmental and land use components of Connections 2050 v2.0 including outreach, strategy development, mapping and text.
10. Evaluate candidate transportation projects for PennDOT Connects and the NJ Capital Program Screening process.
11. Review and provide recommendation letters for PENNVEST candidate projects, as requested.
12. Evaluate and rank PECO Green Region applications, as required.
13. Support production of the Woolwich Township Farmland Preservation Plan.
14. Provide technical assistance to and coordinate efforts among municipalities around water quality, green infrastructure, climate resilience, environmental justice, and sustainability initiatives.
15. Provide support for environmental meetings and convenings, as needed.

Products:

1. Spatial and tabular data for Burlington County municipalities along the tidal Delaware River seeking to complete an environmental resource inventory.
2. Guidance document/case studies for municipalities seeking to establish an Earned Income Tax for open space preservation.
3. Updated map, tables, and webpage for locally-funded open space programs.
4. Update protected open space lands inventory.
5. Data and tables on open space preservation and water quality for Tracking Progress
6. Updated text, tables and maps for Connections 2050.
7. Woolwich Township Farmland Preservation Plan
8. Meeting materials including notes, maps, and presentations.
9. Updated OCE webpages.

Beneficiaries:

Member governments, state and federal agencies, municipal officials, nonprofits, and residents.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$314,500	$259,500		$55,000	
2024	$334,500	$334,500			
2025	$367,000	$364,500		$2,500	

25-33-050	Geographic Information Systems

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Christopher Pollard

Project Manager: Glenn McNichol, Mark Gatti, Michael Ruane

Supports LRP Goals:

Goals:

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

Description:

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

This ongoing program enables DVRPC to provide GIS services and technical assistance to its planning staff, our member agencies, and other outside parties. It also includes expanding and improving the geospatial database by creating features and attributes from compiled source documents and obtaining data from member governments, operating agencies, and publicly available sources (US Census, NJDEP, PA Spatial Data Access (PASDA), etc.). Enhancements to existing geospatial data will include expanding and refining attributes and improving the positional accuracy of features. DVRPC shares its GIS data with member governments, operating agencies, DOTs, and the public in static and interactive formats. Through our GIS Data Portal, users can view, download, or link to selected data in various GIS or non-GIS formats. We also convey GIS information as interactive maps and applications that allow users to explore these datasets further. Technical advances and methodologies to provide geospatial information in an efficient manner will continuously be reviewed.

This program will be coordinated with other data development efforts ongoing at DVRPC as well as efforts at member governments and agencies in the region and with other federal and state efforts whenever possible. Staff will provide supplemental support on the regional zoning atlas development in coordination with other DVRPC offices.

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

Tasks:

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

3. Geo-reference existing features to current aerial imagery.
4. Develop and maintain metadata that meets current industry standards for all geospatial datasets.
5. Provide access to geospatial data from DVRPC programs and external sources, including, but not limited to, the state DOT transportation management systems, the U.S. Census, state agencies, operating agencies, and member governments.
6. Ensure compatibility of geospatial data with related databases.
7. Provide data files and technical support to planning efforts of DVRPC, state agencies, county planning organizations, operators, and the private sector, as requested.
8. Coordinate data development with other DVRPC programs and federal, state, and local efforts whenever possible.
9. Attend training, seminars, and conferences to stay current on industry trends.
10. Expand geospatial data sharing and distribution using current web technologies.
11. Support web mapping and data visualization applications for planning project deliverables and DVRPC's outreach goals.
12. Provide support for the regional land use update.
13. Produce high-quality cartographic products for DVRPC programs and planning efforts.
14. Provide geospatial and data management support on developing a regional zoning atlas.

Products:

1. Current, accurate, and comprehensive geospatial database.
2. Metadata that meets industry standards for all geospatial data.
3. Geospatial features consistent with current imagery, when applicable.
4. Enhanced enterprise database that includes geospatial data from DVRPC, member governments and operating agencies, DOTs, and other sources.
5. New and updated datasets with supporting metadata published to open data portals (Data Center, GIS Data Portal).
6. Web mapping and data visualization application development and support.
7. As requested, Geospatial data and records for the regional zoning atlas.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$339,400	$233,789	$75,611	$30,000	
2024	$354,400	$264,614	$89,786		
2025	$379,400	$269,911	$104,489	$5,000	

25-34-010 **Long-Range Planning**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Jaclyn Davis

Project Manager: Amani Bey, Brett Fusco

Supports LRP Goals:

Goals:

Develop a long-range vision and plan for Greater Philadelphia that provides guidance for future growth and development in the nine-county region, and allocates regional funds to transportation improvements that are aligned with—and support meeting—long-term community, economic, environmental, transportation, and equity goals.

Description:

DVRPC employs a collaborative planning approach to its long-range planning process that involves 1) analyzing external trends and forces shaping the region; 2) convening the Futures Group to identify alternate scenarios of extreme but plausible futures for the region; 3) working with the public and stakeholders to develop a broadly shared vision and goals for regional development; 4) recommending strategies to achieve the vision; and 5) facilitating planning partners to determine how limited funds will be invested in transportation infrastructure. DVRPC works with member governments, regional stakeholders, standing committees, and the public to develop a comprehensive Long-Range Plan that addresses the future of transportation and considers the interactions between transportation with land development and revitalization, environmental resources, community dynamics, and economic growth. The current Plan, Connections 2050, was adopted by the DVRPC Board on September 23, 2021. It serves as a high-level policy directive for all of DVRPC's work and is incorporated into every DVRPC project and program area.

The Plan responds to federal planning requirements including consideration of key planning factors, use of transportation performance management (TPM) for decision-making, project evaluation criteria for analyzing and selecting transportation projects, and measuring progress toward Long-Range Plan goals through the Tracking Progress indicator dashboard. The Plan is also compliant and coordinated with state initiatives—both DOTs' long-range plans, statewide freight plans, strategic highway safety plans, and transportation asset management plans, along with PennDOT Connects—and member government comprehensive planning efforts.

In air-quality nonattainment areas such as the DVRPC region, Metropolitan Planning Organizations (MPOs) are required to prepare and maintain a long-range transportation plan with a minimum 20-year horizon, and update the plan every four years. Work on Update: Connections 2050 is underway, with Board adoption anticipated in the summer of 2025. This fiscal year will continue the two-year effort

to develop a financial plan and also focus on documenting the other work that has gone into creating a regional vision and goals through the year 2050. Another focus will be structuring a website to innovate public engagement, as it will be available to access 24/7 from anywhere, accessible to people who use screen readers or keyboard navigation, translate into any desired language, and will be in line with sustainable use of DVRPC's publishing center. It will comply with federal accessibility guidelines as defined in the ADA, and a PDF of all Plan content will be available for download from the website and by request. Completion of this project may require the purchase of equipment or services.

Tasks:

1. Produce the second half of financial plan elements in coordination with the financial planning subcommittee of the RTC. A minimum of five meetings will be held with the full subcommittee, and additional meetings with DOTs, transit agencies, and other planning partners will be scheduled as needed.
2. Work with state DOTs, regional transit operators, and other DVRPC staff to collect and update asset management data to inform a region-wide Capital Vision for transportation infrastructure. This includes achieving and maintaining a state-of-good repair for existing transportation infrastructure, making safety and operational improvements to enhance the functionality of existing infrastructure, and expanding transit, bicycle, pedestrian, and roadway networks consistent with the Plan's vision, goals, and policies.
3. Incorporate USDOT Transportation Performance Management performance measures and targets into the long-range planning process.
4. Complete a region-wide Environmental Justice Analysis aligned with the South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide.
5. Develop a standardized form to streamline the call for projects to planning partners, intake those proposals and screen and evaluate each according to the updated Plan–TIP Project Evaluation Criteria.
6. Conduct funding allocation analysis including the setting of targets and caps on spending for different categories of projects, as well as selecting individual projects for inclusion in the fiscally constrained Funded Plan that works toward achieving the regional Vision.
7. Research and evaluate transportation funding options outside of reasonably anticipated funding accounted for in the Plan's revenue analysis including potential administrative funding structures, potential funding mechanisms, and implementation.
8. Work with stakeholder agencies, such as PennDOT, NJDOT, transit operating agencies, transportation authorities, and county planning departments to develop, update, and implement their respective strategic and Long-Range Plan documents and ensure consistency across federal, state, regional, county, and local planning processes.
9. Draft and publish the Update: Connections 2050 website and PDF documentation of the Plan.
10. Continue a comprehensive public and stakeholder outreach program. Hold two or more public comment period meetings to gather input on a draft version of the

Update: Connections 2050 Plan, and address and respond to public comments via the publicly accessible comment database hosted on the Plan webpage.
11. Maintain collaboration with surrounding MPOs as a means to discuss and coordinate on multi-regional issues and best practices on an as-needed basis.
12. Assist other DVRPC offices and program areas on annual work program tasks, as needed.

Products:

1. Update: Connections 2050 website
2. Update: Connections 2050 printable PDF (including drafts for public comment and Board adoption; and appendices with technical documentation)

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$597,000	$417,103	$134,897	$45,000	
2024	$627,000	$449,485	$152,515	$25,000	
2025	$662,000	$455,618	$176,382	$30,000	

25-34-020	Freight Planning

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Kristen Scudder

Project Manager: Daniel Farina, Matthew Brahms, Sean Greene

Supports LRP Goals:

Goals:

Promote freight considerations in the planning process to encourage the development and preservation of safe, efficient, multimodal transportation systems that maximize Greater Philadelphia's position in the global economy.

Description:

Freight movement is a critical planning factor for the Greater Philadelphia region and the region's economic competitiveness is closely tied to the freight network. Freight shipments and supply chains are highly dynamic, impacting nearly every transportation mode as well as land development patterns and employment. Planning for freight capitalizes on trends and opportunities while promoting and preserving quality of life, economic, safety, environmental, sustainability, and land use goals.

The Freight Planning Program seeks to improve the visibility and availability of freight data; educate planners and the public on key freight information; encourage a smart, multimodal transportation system; and inform transportation infrastructure investment. Evidence of the broad integration of freight considerations can be found in the DVRPC Long-Range Plan, the DVRPC TIPs, transportation modeling and travel monitoring, corridor studies, Congestion Management Process, Smart Growth, air quality planning, and in many other aspects of DVRPC's work. The program achieves these objectives through three primary areas of work: engagement and advocacy, regional trends and performance tracking, and local technical studies and education.

The Freight Planning Program will undertake a region-wide study that evaluates where there is additional truck parking demand in the region and identifies opportunities to develop new facilities, both for overnight parking and staging, which can improve air quality by reducing drive time and idling. This work will build off of the FY24 work of designating a regional truck route network and update of the Greater Philadelphia Freight Centers, originally defined in 2017.

The Freight Planning Program will undertake additional freight planning work in support of key initiatives that reflect the growing interest of DVRPC member governments in freight transportation. These include support on regional urban freight initiatives, warehouse vacancy analysis, and truck access to major industrial facilities.

Finally, a major objective of the Freight Program is to initiate and sustain meaningful outreach to the local freight community and to build awareness and interest among planners and the general public. The Delaware Valley Goods Movement Task Force, the region's freight advisory committee, is the focal point of these efforts. Educational pieces on freight operations and issues are prepared each year, and many helpful resources are made available on the freight page of the DVRPC website, primarily through the PhillyFreightFinder web mapping application and data platform.

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

Tasks:

1. Engagement and advocacy for freight
    • Plan for, conduct, and document quarterly meetings of the Delaware Valley Goods Movement Task Force and the Task Force's Executive Committee and membership development efforts.
    • Facilitate committee input on the DVRPC Transportation Improvement Programs (TIPs) (e.g., PennDOT Connects requests), Long-Range Plan, Work Program, Congestion Management Process, Comprehensive Economic Development Strategy, transportation funding programs, and other DVRPC policies, programs, and technical studies.
    • Support public sector initiatives, freight advisory committees, freight plans, funding programs, multi-state efforts such as The Eastern Transportation Coalition (TETC), and DVRPC member governments, neighboring MPOs, the New Jersey and Pennsylvania DOTs, and FHWA.
    • Work with private sector partners, New Jersey and Pennsylvania DOTs, and DVRPC member governments to continue to seek solutions and advance strategies that address truck routing and parking issues.
    • Participate in industry associations, special events, and conferences that promote interest and awareness regarding DVRPC (including the PA and NJ Motor Truck Associations, and the Traffic Club of Philadelphia).
    • Monitor pertinent federal legislation, support the Transportation Research Board's Urban Freight Transportation Committee, and promote careers in the field of freight planning.

2. Regional Truck Parking Study
    • Identify existing truck parking conditions including truck parking inventory, utilization, and undesignated truck parking areas;
    • Document the national and regional trends that are impacting truck parking;
    • Identify the issues and challenges for truck parking in the region;
    • Recommend opportunities for policy changes and new parking locations that build upon efforts conducted at the state level; and
    • Outline an implementation plan for addressing the needs of truck parking in the short, medium, and long term.

3.Other local technical studies and coordination
    • Support partners on Regional Freight Initiatives: Provide technical and analytical

support to partners for various freight planning efforts and initiatives. This may include technical analysis of truck network components, support of supply chain resiliency work, and ongoing support on urban freight initiatives as requested.

• Collaboration and participation in warehouse vacancy analysis efforts.

• Support other DVRPC offices in freight-related planning efforts including studies incorporating supply chain evaluation and planning.

• Support regional planning partners through responses to inquiries, surveys, and requests regarding the region's freight network and provide advisory support on key planning efforts regionally.

4. Regional data and visualization

• Update and maintain an ongoing freight data, visualization, and mapping program highlighting facility capacity, freight infrastructure, and activity measures (i.e., vehicle counts by class) through the PhillyFreightFinder tool, leading to assessments of deficiencies and improvement opportunities.

Products:

1. Quarterly meetings of the Delaware Valley Goods Movement Task Force, meeting highlights, facilitated communication among the Task Force Executive Committee, and quarterly progress reports.
2. Technical reports and memos to include:

• Process memo and analysis products for Regional Freight Initiatives, including a warehouse vacancy analysis.

• Truck Parking Analysis and Identification report.

• Memos and data reports as necessary in response to planning partner data requests.

3. Updated tools and information via the PhillyFreightFinder county profile tool and data platform.
4. Updated freight section for the Update: Connections 2050 Plan.

Beneficiaries:

Freight business communities, member governments, local municipalities, general public, adjacent regions, and states.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$389,500	$282,036	$91,214	$16,250	
2024	$404,500	$301,088	$102,162	$1,250	
2025	$425,750	$305,127	$118,123	$2,500	

25-34-030 **Travel and Land Use Modeling**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Matthew Gates

Project Manager: Brad Lane

Supports LRP Goals:

Goals:

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

Description:

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

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

DVRPC undertakes a continuous program of travel model maintenance, development, and enhancement. Socio-economic, land use, travel, and transportation-related data are collected, analyzed, and incorporated into DVRPC's models on a regular basis. These data include travel trends, traffic volumes, transit ridership, travel times, fares, operating costs, tolls, parking charges, freight movements, changes in transit service patterns and schedules, and changes to highway facilities or operations due to construction or reconstruction. New modeling

procedures and methods due to changes in the state-of-the practice, software updates, or new guidance from FHWA, FTA, EPA, or others are evaluated and implemented.

In FY2025, DVRPC will review available Land Use and Socioeconomic data forecasting models, including the NextGen UrbanSim model and develop a migration plan. This program area will support DVRPC's role in the development of new FHWA Adjusted Urbanized Area boundaries, Federal Functional Classification and National Highway System updates, and scenario planning. DVRPC will also begin collecting traffic counts and other data at approximately 500 locations along its screenlines and cordon lines that will be needed for its next required Model Validation.

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

Tasks:

1. Collect data on traffic volumes including autos, trucks, bikes, pedestrians, and transit riders by direction and time of day.
2. Collect, tabulate, and analyze travel time data for selected corridors from Traffic.com, INRIX, HERE, and other sources.
3. Collect other transportation data, including vehicle-miles of travel, journey-to-work, parking shed, external travel, tolls and fares, and trip length frequency.
4. Update highway, transit, and bike/ped networks for base and future years, to reflect federal functional class changes, and TIP and Plan project changes; as well as updated tolls, fares, and parking charges.
5. Collect data on employment and land use changes.
6. Revise zonal demographic and employment data and forecasts, including extended model area, as needed.
7. Update vehicle registration, age distributions, fuel, I/M programs, and other inputs for air quality post-processor and MOVES model, as needed.
8. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES2014b or MOVES3 air quality model.
9. Analyze on-road emissions for the Regional Greenhouse Gas (GHG) Inventory
10. Analyze bike, pedestrian, transit, and highway projects, as required.
11. Prepare estimates of truck and bus travel, as needed.
12. Prepare growth factors as required to support regional planning and engineering efforts.
13. Prepare trip tables, select-link analysis, and other travel model tabulations, as required.
14. Respond to other member governments and planning partners requests for socio-economic, travel, and transportation system data and statistics.
15. Update transportation-related data and parameters for DVRPC's current UrbanSIM model and other land use and economic impact tools, as needed.
16. Review NextGen UrbanSIM model and competing Land Use Models and determine which will best meet DVRPC's future land use modeling and

socioeconomic forecasting needs.
17. Initiate migration to NextGen UrbanSIM or other successor model, as needed.
18. Support member governments and state DOTs in the update of the Federal Functional Classification and National Highway systems.

Products:

1. Summaries of screenline traffic volumes and transit ridership.
2. Summaries of vehicle-miles traveled by county and functional class.
3. Summaries of corridor travel times.
4. Base and future-year highway and transit networks.
5. Summaries of the results of air quality conformity demonstrations.
6. Travel patterns, volumes, statistics, etc. for data request and to support member governments and other DVRPC planning efforts.
7. Average annual growth factors by County and Functional class.
8. Growth rates and other model data to support planning efforts as required.
9. Migration plan for new land use and socioeconomic forecasting model(s).
10. Updated Federal Functional Classifications for the region's roadways.
11. Up-to-data travel model documentation.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$462,250	$348,342	$112,658	$1,250	
2024	$487,250	$362,873	$123,127	$1,250	
2025	$512,250	$364,783	$141,217	$6,250	

25-34-040 **Regional Congestion Management Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Thomas Edinger

Supports LRP Goals:

Goals:

Minimize congestion in the DVRPC region and enhance the ability of people and goods to get where they need to go by means of a well-maintained, safe, integrated, multimodal transportation network that serves everyone. The Congestion Management Program (CMP) is a medium-term planning process that advances the goals of the DVRPC Long-Range Plan, strengthens the connection between the Plan and the TIPs, and helps to implement and achieve the federal Transportation Performance Management target-setting and reporting requirements.

Description:

A CMP uses data and performance measures to identify and prioritize congested corridors, intersection bottlenecks, and other facilities on the regional transportation network. It helps determine the causes of congestion and develops multimodal transportation strategies to reduce congestion to allow for better mobility and accessibility across the region. The CMP assists with considering alternative strategies to mitigate congestion rather than building additional roadway capacity, and with developing the required supplemental strategies where additional capacity is needed.

The CMP is a data driven, performance-based approach that addresses all elements of federal CMP regulations. It incorporates archived operations data for planning, Transportation Systems Management and Operations (TSMO), Travel Demand Management (TDM), coordination of transportation and land use planning, goods movement, Complete Streets, safety, transportation resiliency planning, and Environmental Justice and Equity. The CMP incorporates the federal Transportation Performance Management (TPM) system performance, or PM3 measures, specifically measuring system performance and freight performance on the National Highway System. This includes PM3 reliability and CMAQ congestion measures and targets. The CMP continues to evolve as more refined data and software tools are available to identify and analyze congestion.

DVRPC's CMP is nationally known as a leading practice, and has been cited in both of FHWA's CMP guidebooks. We endeavor to stay in the lead of the state of the practice in order to do effective work in the region, and to excel within our resources. The FAST Act reinforced the existing CMP, including the TPM requirements and that continues under the Infrastructure Investment and Jobs Act. The use of archived operations data for planning has been essential to the CMP and preparing for TPM requirements. This has been facilitated in part through participation in the Eastern Transportation Coalition.

The focus areas for FY 2025 include: implementing the Transportation Performance Management (TPM) requirements, developing CMP supplemental strategies, identifying CMP best practices from peer MPOs around the nation, and conducting before/after evaluation of projects for strategy effectiveness. Completion of this project may require the purchase of equipment or services.

Tasks:

1. Transportation Performance Management (TPM).
a. Stay informed of changes to TPM regulations and guidance and continue working with other DVRPC staff, and with planning partners within and outside the region, such as DOTs and adjoining MPOs, to set, monitor, and achieve performance measures targets.
b. Conduct necessary technical efforts with NJDOT, PennDOT, MPOs, and other planning partners on updating, maintaining and using PM3 performance measures and setting 2- and 4-year targets. The reliability measures include Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR), and the CMAQ congestion measures include Peak Hour of Excessive Delay (PHED) per Capita and Percent Non-SOV Travel.
c. Coordinate with planning partners in monitoring progress toward attaining the targets and preparing data to report on-the-road performance for the second 4-year performance period. Review and discuss with the PM3 Urbanized Area coordination groups, CMP Advisory Committee, and other planning partners.

2. Use the CMP in Project Development
a. Get the most long-term value from investment by developing supplemental strategies for projects that will add road capacity by coordinating with multimodal partners, and tracking the progress being made in keeping with regulations. Update a CMP Supplemental Projects Status Memorandum report that provides the current status on supplemental project commitments for major SOV capacity-adding projects. Maintain an online database that provides access to Supplemental Strategies report information.
b. Participate in internal DVRPC processes to implement high priority recommendations from NJDOT problem statement reports. Participate in NJDOT Complete Team, Congested Places, and CMS-21 programs, and conduct field work or prepare draft problem statements, as necessary, for submission to NJDOT staff as requested and track results.
c. Participate in the PennDOT problem statement development process as applicable for major SOV capacity-adding projects, which is now partially facilitated through the PennDOT Connects process, and work with PennDOT and DVRPC subject matter experts.
d. Review TIP and LRP projects with respect to consistency with the CMP objective measures and perform any other multimodal alternative analyses. Coordinate results using TIP and Long-Range Plan benefit evaluation criteria for prioritizing projects.

3. Stay Current with CMP Practices

a. Investigate and report on CMP Best Practices to update the DVRPC CMP as appropriate. Review other peer MPO CMP programs, FHWA information, and other reporting and research (e.g. TRB). Develop recommendations on how the DVRPC CMP can be streamlined and enhanced to further improve project identification and implementation as well as DVRPC and regional plans and policies.
b. Stay engaged with the fast-evolving use of archived operations and origin/destination data for planning. Important areas include: calculating travel times and traffic delay from INRIX and other sources; facilitating how estimated traffic counts can be derived from travel time data; creating corridor performance reports; and integrating origin/destination trips data into the CMP to understand better where shorter and longer trip patterns are occurring to help in identifying mitigation strategies for different corridor areas. This can be done in part through engagement with The Eastern Transportation Coalition, and with DOT partners.
c. Continue to improve understanding of the effectiveness of individual CMP strategies through sketch-level models, cost/benefit studies, and before-and-after analysis.
d. Participate in CMP-related efforts by regional and national partners based on invitations and time available.

4. CMP Data Collection and Analysis
a. Perform before and after traffic evaluation studies of projects intended to mitigate congestion to help understand the effectiveness of the strategies. Incorporate archived operations data, and consult with project stakeholders and the CMP Advisory Committee. Analyze pre- and post-pandemic travel data to monitor shifts in travel.
b. Use existing CMP analysis and other studies to refine CMP strategies to manage congestion by subcorridor, especially TDM and transit strategies.
c. Maintain CMP website.
d. Perform ongoing CMP data collection and analysis using INRIX travel time, traffic volumes, and other data to identify trends in system performance across the CMP network, including focus roadway corridors. Refine and update strategies to mitigate congestion based on performance measures with guidance from the CMP Advisory Committee.
e. Collect, prepare, and analyze non-recurring congestion events from Regional Integrated Transportation Information System (RITIS) and TRANSCOM databases, such as traffic incidents, adverse weather, and construction to better understand where these events are occurring on the transportation network, and the causes of congestion. Coordinate with PennDOT, NJDOT, planning partners, and other DVRPC staff.

Products:

1. Reporting of biennial PM3 reliability and traffic congestion measures and targets. Coordinate work with DOTs and other planning partners for presentation to the RTC and DVRPC Board, as applicable.

2. Documentation of the status of supplemental projects.

3. Reporting of Best Practices of CMP.

4. Develop before/after project assessment reports reviewing performance for corridors and/or intersections using various measures, including, speeds, travel times, congestion, reliability, delays, and bottlenecks to help understand which treatments and strategies may be more effective than others, and continue to promote the more effective ones. The RITIS PDA Suite platform and tools will be used to help in this effort.

5. Further develop processes for monitoring congestion and reliability along CMP focus roadway corridors on a systematic, semi-yearly or yearly basis, for project assessment and evaluating the effectiveness of improvements for managing congestion. Assessments would be made for specific projects like adaptive signaling treatments, or more broad programs, such as travel demand management. The processes could be further developed for pre-defined intersection areas.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$232,250	$174,549	$56,451	$1,250	
2024	$242,250	$179,943	$61,057	$1,250	
2025	$268,500	$191,763	$74,237	$2,500	

25-34-050 **Air Quality Planning**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Sean Greene

Project Manager: Stacy Bartels

Supports LRP Goals:

Goals:

Improve air quality in the region through coordination of intra- and inter-regional policies, identification of funding opportunities to reduce emissions from transportation sources, public education and outreach, and demonstration of transportation conformity of the region's Long-Range Plan and Transportation Improvement Programs.

Description:

DVPRC's air quality program has three main components:
1. Technical Analysis, which includes Transportation Conformity and Congestion Mitigation and Air Quality Program (CMAQ) Performance Measures,
2. Public Education and Outreach including the Air Quality Action program and speaking engagements and media outreach, and
3. Air Quality Planning Coordination with regional stakeholders.

Technical Analysis
Federal requirements mandate that DVRPC must demonstrate the conformity of the region's Long-Range Transportation Plan (LRP) and the Transportation Improvement Programs (TIPs) with state-designated air quality goals. A demonstration of conformity is also required when the Plan or TIPs amend a regionally significant project. This work will be consistent with the guidance released by the US EPA and US DOT. Federal acceptance of the conformity findings is necessary for transportation projects to be funded.

DVRPC will assist the state DOTs to implement the Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction (CR) programs. Staff will assist with project eligibility determinations, emissions analysis of proposed projects, and CMAQ and CR project selection. DVRPC will develop CMAQ performance measure reports for the region and coordinate the CMAQ Transportation Performance Management (TPM) process with the state DOTs and other regional stakeholders.

DVRPC will work with state and local governments to assist with identifying local sources of transportation emissions and assist in developing strategies to mitigate those emissions, especially in Environmental Justice communities and communities that show evidence of high incidence of respiratory illness.

Public Education and Outreach
DVRPC administers the Air Quality Action (AQA) program through the Air Quality

Partnership. The AQA is used to inform the public, employers, and the media of anticipated poor air quality days. On these days, residents, especially commuters, are encouraged to voluntarily adopt emissions minimizing measures such as using transit, carpooling, conserving energy in the home, postponing driving, or refueling after the air quality episode has passed. The program reinforces elements of several other programs already in place, such as the Pennsylvania Transportation Demand Management (TDM) base program. The AQA program functions to reduce emissions on days when conditions are favorable for ozone and/or fine particulate matter formation. It also serves as an educational effort to make residents aware of air quality problems and the behavioral changes that can limit exposure and reduce emissions.

Air Quality Planning Coordination
DVRPC serves as a regional coordinator and participant in various air quality initiatives. The focus is on discussion, coordination, and progress on air quality issues with regional and federal air quality stakeholders. In addition, policies to improve transportation-related air quality outcomes will be considered. DVRPC will also coordinate with neighboring state ozone and fine particulate matter (PM 2.5) nonattainment and maintenance areas. The Air Quality Planning project permits proactive participation in the air quality planning activities for the departments of transportation and environmental protection in Pennsylvania and New Jersey, as well as the US EPA and US DOT, with contacts maintained with Delaware and Maryland agencies as well.

Communication and educational activities will be undertaken with the region's leadership to broaden the understanding of issues and policy recommendations. Staff will also participate in additional air quality related activities that promote the reduction of emissions in the nonattainment and maintenance areas. DVRPC works toward reducing regional emissions by assisting planning partners to apply for and access funding sources and other competitively distributed funds. DVRPC staff coordinate partner strategies, assist with competitive funding applications, and conduct emission reduction calculations. Where practical, DVRPC serves as the applicant for clean air grants from state and federal sources to facilitate regional projects that reduce mobile source emissions.

This program may require the purchase of equipment or services.

Tasks:

Technical Analysis
1. Identify regionally significant projects in the TIP and Plan that are not exempt from inclusion in the regional air quality analysis to demonstrate transportation conformity.
2. Review and update procedures for conducting conformity tests, incorporating model enhancements and revisions to the applicable State Implementation Plans, including testing and preparation for the anticipated update to the MOVES 4 emission model.
3. Prepare input parameters for the regional travel simulation model and for the latest version of the MOVES 4 model approved by US EPA.

4. Run the travel demand model to determine emissions associated with proposed TIP, Plan, or TIP/Plan amendments.
5. Ensure that the Conformity Determination meets requirements and deadlines for emerging regulations and updated standards.
6. Coordinate all activities with the Transportation Conformity Interagency Consultation Group (ICG) and conduct public outreach.
7. Coordinate CMAQ TPM reports with state DOTs. Submit reports and maintain compliance with CMAQ TPM requirements, including updating the CMAQ Performance Plan.
8. Review proposed CMAQ and CR projects for cost effectiveness and eligibility and demonstrate the air quality benefits of CMAQ and CR-funded projects using various air quality analysis tools.
9. Investigate and document best practices and available models to quantify greenhouse gas reductions and resiliency enhancements from transportation projects.

Public Education and Outreach
10. Convene regular meetings of the Air Quality Partnership Board and any committees it may create. Include representation throughout the nonattainment area.
11. Work with state DEPs to promote the Enviroflash air quality alert system to the public and the media in order to extend the reach and maximize its effectiveness of the air quality forecast alert system.
12. Develop and produce various products required to promote the program and strategies for air pollution avoidance and emissions reduction.
13. Create and implement effective outreach strategies to educate susceptible populations (Environmental Justice communities, students, and minorities) about protecting public health from air pollution and emissions reductions.

Air Quality Planning Coordination
14. Provide staff support for the Regional Technical Committee, including the maintenance of records, agendas, meeting summaries, and staff presentations. Participate in meetings and workshops, at the request of US EPA, the state environmental departments, and others, on air quality planning. This will include quarterly meetings of the PA Air Quality Working Group and periodic meetings of the NJ Air Quality Working Group.
15. Provide literature, data, information and presentations to planning partners and health professionals regarding the relationship between transportation sources and regional air quality.
16. Publish 10 issues of the ALERT newsletter on air quality activities.
17. Review conformity demonstrations with transportation and air quality committees and present the results of meetings on the Plan and/or TIPs.
18. Work with planning partners to identify sources of emissions, particularly where they impact Environmental Justice communities and communities with high incidence of respiratory illness with the goal of recommending mitigation strategies to reduce congestion and emissions in those areas.
19. Serve on state ICG for project-level conformity hot-spot analysis.
20. Assist planning partners to apply for state and federal funding to reduce

emissions from transportation sources.

Products:

Technical Analysis
1. Summary report documenting conformity procedures, including MOVES 4 inputs, program modules, and emissions factors that demonstrate that the TIPs and Long-Range Plan are compatible with air quality goals.
2. Updates to the Conformity webpage.
3. CMAQ TPM reports and web updates as required.

Air Quality Action
4. A report on the year's activity submitted to PA DEP.
5. Resources for news and editorial outlets for stories on air quality.
6. Paid advertisements and promotional literature.
7. Public outreach at community and environmental events.
8. Educational presentations and materials for use by project partners.

Air Quality Planning Coordination
9. Action items for the RTC and other committees.
10. Papers and presentations on transportation and air quality planning.
11. Ten issues of the Alert newsletter on transportation and air quality items of interest.
12. Funding applications for projects to reduce transportation related emissions.
13. Technical reports for planning partners as requested.

Beneficiaries:

State, county, and municipal governments, DOTs, and residents of the region.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$254,250	$191,172	$61,828	$1,250	
2024	$264,250	$196,370	$66,630	$1,250	
2025	$275,500	$196,810	$76,190	$2,500	

25-34-060 **Performance-Based Planning and Programming**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Brett Fusco

Project Manager: Jaclyn Davis, Jesse Buerk, John Coscia, Thomas Edinger

Supports LRP Goals:

Goals:

A number of factors are straining our transportation network: rising fatalities and serious injuries, aging infrastructure, widespread congestion, increasing truck volumes, growing population, higher customer expectations, demands to apply new technologies, and limited funding. These factors threaten the transportation network's viability unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade our existing assets. Performance based planning and programming and Transportation Asset Management (TAM) are two interrelated strategies in which the region can advance regional and statewide goals to enhance safety, maintain assets in a state-of-good repair, reduce congestion, and better meet customer expectations. Performance-based planning uses transportation network information to guide investment and policy decisions to meet desired performance objectives. TAM procedures, data, and analysis can be used to maintain and improve the region's transportation infrastructure by identifying assets, monitoring conditions, and making improvements in a systematic manner that will minimize life cycle costs.

Description:

A performance-based process includes coordination and collaboration with external partners along with transportation network data collection and analysis. Performance-based plans identify strategic objectives, set targets, make programming recommendations, undertake monitoring and adjustment, and report and communicate outcomes. Performance-based planning fulfills and coordinates federal Transportation Performance Management (TPM) requirements by measuring, evaluating, and reporting on the impacts of resource allocation decisions on the performance of the multimodal transportation network. Performance-based planning was one of the most transformative elements of the MAP-21 federal transportation legislation. It was continued and reinforced in the FAST Act and Infrastructure Investment and Jobs Act. Through these regulations, state DOTs, MPOs, and transit operators are held to a higher-level of performance accountability.

TAM engineering and economic analysis tools evaluate system data to guide performance-based decision making on how limited financial resources can best be deployed in the region's Long-Range Plan (LRP) and the Transportation Improvement Programs (TIPs). Asset management plans should identify a lowest life-cycle cost (LLCC) for the maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and maintain a desired state-of-good repair; and be used in project selection to help meet TPM performance goals. TAM plans and decision-support tools must know what assets are in place, their current

condition, their expected performance over time, and how the data can be linked to engineering and economic performance measures. Assets include roads, bridges, rails, traffic signals, various roadside features, transit vehicles and stations, rail track, transit administration and maintenance facilities, signals, and non-revenue vehicle fleets.

DVRPC works closely with NJDOT, PennDOT, SEPTA, NJ TRANSIT, and DRPA/PATCO to establish strategic objectives for managing and improving their assets. Staff will work with the DOTs, transit operators, and authorities as they use performance-based planning and programming to advance their TAM plans, safety plans, and develop and implement the TPM requirements. DVRPC will be involved in the development of these processes, working cooperatively with stakeholders to obtain agreement on data structures, performance measures and targets, strategic funding allocation methods, local system data collection, and data sharing and reporting procedures. In New Jersey, the Capital Investment Strategy is the mechanism that NJDOT uses to link asset management to the capital programming process. In Pennsylvania, PennDOT Connects and asset management help to guide the capital programming process. Our partners hope to extend performance-based planning and TAM systems to cover all infrastructure owners and operators in the region, including turnpikes and authorities, counties, and municipalities.

DVRPC will provide input and guidance to our partners as they develop and expand on performance-based planning and TAM processes and utilize them to identify cost-effective improvements to maintain and enhance the region's transportation network. DVRPC has developed various memorandums of agreement with planning partners that cover data sharing, target setting and monitoring, collaboration, and implementation of the performance-based planning and programming process. DVRPC relies on asset owners and operators to share their data on asset age, design, condition, and improvement costs by treatment type. The parties recognize that data does not currently exist for all asset categories or that it may exist in formats that are not readily usable by an asset management system.

DVRPC prioritizes system preservation in the Plan, the Congestion Management Process (CMP), and project evaluation criteria for the Plan and TIPs. The commission has built a website, www.dvrpc.org/TPM/, which tracks the various TPM metrics and performance relative to associated targets. Staff is incorporating TPM data into the Tracking Progress dashboard (www.dvrpc.org/trackingprogress/), which compares how the region is doing relative to Long-Range Plan goals. Staff will use DOT and transit agency asset management data for system-level investment analysis, as needed.

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

Tasks:

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

1. Hold a workshop with subject matter experts and regional partners and develop a short memorandum on the potential for present-day induced development and demand effects from new road and transit system expansion projects.

2. Evaluate proposed transportation projects using the Plan-TIP Project Evaluation Criteria, including the use of bridge, pavement, and transit asset management system data in project selection.

3. Work with planning partners to update USDOT TPM performance measures and targets, analyze current conditions and project likely future conditions, monitor and report on performance through DVRPCs TPM webpage. Incorporate data related to TPM metrics, including five-year trends and relevant geographies, to DVRPCs Tracking Progress website.
A. Coordinate with the Office of Safe Streets on the annual development and adoption of regional safety performance targets.
B. Coordinate with the Congestion Management Programs and Office of Freight and Clean Transportation on the biannual development and adoption of urbanized area CMAQ Congestion and CMAQ Emissions targets.

4. Participate in the development and use of the various partner performance-based plans, including state DOT and transit agency Transportation Asset Management Plans (TAMP) and Transportation Safety Plans. Incorporate performance-based planning and asset management into the region's long-range financial plan.
A. Identify and categorize all transportation assets along with their condition data.
B. Identify typical costs for maintaining and preserving existing assets.
C. Identify strategic objectives, including stakeholder and public expectations and desires.
D. Define those asset condition values that would trigger when to make a particular investment (such as preservation, rehabilitation, reconstruction, replacement, or capacity enhancement).
E. Analyze asset data to determine when to implement the most cost-effective action for a specific asset using an LLCC approach.
F. Coordinate with the CMP, including sharing data and methods.
G. Utilize the asset system processes and data to develop draft TIP and Plan updates.
H. Develop system performance reports.

5. Participate in NJDOT's Problem Intake Process once it is updated.

6. Coordinate with member counties and cities, and DOTs, on the collection and validation of data on local transportation assets, as requested.

7. Track how technology and process innovations are changing the nature of asset management and transportation infrastructure design, project delivery, lifespans, and maintenance needs.

Products:

1. Technical Memorandum(s) detailing USDOT TPM performance measures and targets.

2. Update to Transportation Performance Management website, and data integration into the Tracking Progress dashboard.

3. Summaries of TIP-LRP Project Benefit Evaluation Criteria results for candidate projects, as needed.

4. New or updated memorandum(s) of agreement with planning partners, as needed.

5. Discussion of innovative approaches to asset management in the Update: Connections 2050 Plan.

Beneficiaries:

Member counties, state DOTs, and transit operators.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$312,500	$217,241	$70,259	$25,000	
2024	$327,500	$225,862	$76,638	$25,000	
2025	$345,000	$228,890	$88,610	$27,500	

25-34-070	Socioeconomic and Land Use Analytics (SLUA)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Jaclyn Davis

Project Manager: Brett Fusco, Gregory Diebold, Ian Schwarzenberg

Supports LRP Goals:

Goals:

Bolster agency research and analysis in demographics, economics, real estate development, transportation, equity, and other areas, using observed data and predictive models. Perform key analytical functions for the long-range plan including development of indicators, socioeconomic and land use forecasts, and scenario modeling. Reflect and advance industry best practices in use of data resources while right-sizing efforts with agency capacity and priorities in mind.

Description:

The Socioeconomic and Land Use Analytics (SLUA) program area includes new and ongoing data analysis in support of the long-range plan. DVRPC strives to deliver value to the region's land use, environment, economic development, equity, and transportation network by: collecting and assessing data, identifying its importance and relevance, and disseminating the results of that research through reports, web applications, presentations, and other means. The SLUA program develops, maintains, and applies tools to forecast regional population and employment. This program area also supports the Office of Long-Range Planning's scenario planning efforts, and the use of indicators to track progress on the Vision and goals set in the region's long-range plan.

Research and analysis will be based on data available through multiple sources. Publicly available sources from federal statistical agencies (including the U.S. Census Bureau, the Bureau of Labor Statistics, and the Bureau of Economic Analysis) will provide key information. The program area will monitor developments of data policies at these agencies that may impact analysis for DVRPC and its partners. Proprietary sources of data for program analysis may be acquired by purchase or subscription such as the National Establishments Time Series (NETS) employment database, the CoStar commercial real estate database, or macroeconomic forecasts. Other data sources may be developed in-house or in collaboration with partners, such as DVRPC's five-year aerial photography-based land use data, real estate development pipeline data, and other sources. The program enhances knowledge of available sources and their appropriate uses at DVRPC.

The SLUA program assists with and complements related agency efforts of the Planning Innovation Team, Information Technology, and other agency staff in the areas of data development, management, and dissemination, advising on DVRPC data efforts and policies as appropriate. It also coordinates with Travel Trends and

Forecasting staff on model development (e.g. Vision Eval, UrbanSim, Impacts, ITHM) as necessary, including data needs for DVRPC's activity-based transportation demand model.

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

Tasks:

1. Conduct regional population and employment forecasts for every five years through 2050 at county, municipal, and traffic analysis zone (TAZ) levels. Update and develop population and employment forecast datasets, online tools, and documentation.
2. Coordinate with the Office of Community & Economic Development on the development of a mapping of Development Intensity Zones (DIZ) forecasted for the year 2050, if data is available.
3. Coordinate with the Office of Planning Innovation to funnel data requests to appropriate web and staff resources.
4. Host meetings of and coordinate with the Socioeconomic and Land Use Analytics Committee (SLUAC) on model components such as demographic and employment statistics.
5. Respond to socioeconomic and other data requests from planning partners, media, and public.
6. Monitor developments and policy changes at statistical and planning partner agencies; and participate in collaborative efforts of peer agencies and partners.
7. Assist with documentation of the long-range plan as well as responses to public comments received on the draft publication.
8. Develop a strategy for updating the Tracking Progress Indicator Dashboard that aligns with the new board-adopted Plan and incorporates updated Transportation Performance Management (TPM) measures.

Products:

1. 2050 Population and Employment Forecasts.
2. Land Use 2020 and 2023 Inventory Analytical Data Report (ADR)
3. 2050 Development Intensity Zones (DIZ)

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$225,000	$154,903	$50,097	$20,000	
2024	$235,000	$175,463	$59,537		
2025	$247,500	$174,822	$67,678	$5,000	

25-34-080 **Transportation Improvement Program (TIP)**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Jesse Buerk

Project Manager: Richard Murphy

Supports LRP Goals:

Goals:

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

Description:

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

The TIP selection process is ultimately based on consensus, but performance-based measures have been incorporated into benefit criteria which will proactively position the region to address requirements of federal transportation authorizations and further link to goals of the Long-Range Plan. Universal project benefit criteria are used to evaluate new project proposals of various modes and project types (roadway, transit, bike, pedestrian, freight), and are used in Pennsylvania and New Jersey counties in the DVRPC region. The following factors are currently considered in determining benefits of project proposals: Transportation (Safety, Facility/Asset Condition), Communities (Centers and Form, Equity Benefits and Burdens), Environmental (Impervious Surface Coverage, Greenhouse Gas Emissions and Air Quality), and Economic (Connectivity, Reliability, Congestion Management, and Truck Volumes). Program development occurs through a TIP subcommittee comprised of regional stakeholders who consider schedules and costs of existing projects, as well as potential for new projects, all constrained by the level of funding available. All project costs and schedules are updated by DOT Project Managers or Project Sponsors, as appropriate. A series of subcommittee meetings are held to further review costs and schedules, vet concerns, and negotiate. A constrained draft

program is released for a 30-day public comment period prior to presenting to the DVRPC Board for adoption.

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

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

Tasks:

1. Participate in development of statewide financial guidance with NJDOT, PennDOT, and the federal agencies (FTA and FHWA), as appropriate.
2. Conduct negotiations with the state DOTs and transit operators on behalf of the region to arrange for funding of the projects in the TIP.
3. During the TIP update cycle, revise costs, schedules, and descriptions of carryover projects from the previous TIP; coordinate program development and project development and delivery activities, including PennDOT Connects, and NJ Local Concept Development project development processes; work with DOTs to analyze, maintain, and incorporate bridge and pavement asset management data in project selection processes; evaluate new project proposals using the Plan-TIP Benefit Evaluation Criteria and assist the RTC in prioritizing new projects; and perform an equity analysis on the program.
4. Participate in PennDOT Connects project development activities and in NJDOT Capital Program Committee project reviews, and coordinate as needed including external partners and internal Subject Matter Experts.
5. Undertake an extensive public participation program to solicit comments and input from the general public on the TIP and to provide public education opportunities in various forums. The public participation component will respond to the requirements of the current transportation legislation and Environmental Justice/Title VI concerns.
6. Provide opportunities for public comment on the capital program and prepare a summary of public comments and agency responses for Board consideration prior to adoption of the TIP.
7. According to constraints of financial guidance and in consultation with the counties/cities, DOTs, transit operators, and the RTC, develop a draft TIP (in printed and electronic form), prepare an administrative version (in printed and electronic form as needed) of the TIP (following Board adoption) with supporting documentation for submission to state DOTs to be included in the STIP for transmittal to the federal agencies, and prepare a final document for general use (in printed and electronic form).
8. Prepare financial summaries for each TIP (Pennsylvania and New Jersey); monitor actual funding of these programs; maintain project data; monitor projects; and provide periodic reports and summaries to DVRPC committees and Board.

9. Maintain the current TIP and assist states, counties, and transit operators with funding changes for TIP actions to maintain fiscal constraint. Review, evaluate, and process requests for TIP amendments and modifications according to procedures in the Memorandums Of Understanding for Pennsylvania and New Jersey. Periodically review and revise the MOUs in conjunction with the state DOTs and FHWA/FTA.
10. Update and maintain the TIP database and post information on the DVRPC website.
11. Coordinate with DOTs in development and integration of Transportation Performance Management (TPM) performance measures and Performance-Based Planning and Programming activities.
12. Assist in developing financial estimates for the financial plan element of the Long-Range Plan, when appropriate.
13. Participate in special project solicitations (e.g., Carbon Reduction Program, CMAQ, HSIP, Local Bridges, Local Concept Development), including consideration of federal performance measure targets and equity considerations.
14. Investigate and explain to the Board, its committees and the public, the laws and regulations related to federal funding programs and planning requirements, as well as state funding programs.
15. Research and share information pertaining to new federal competitive and formula funding programs.
16. Provide support letters and technical assistance to member governments applying for federal competitive grant programs.
17. Assist with planning/implementation efforts for new federal programs including Carbon, PROTECT, and NEVI funding.
18. Research innovative funding techniques and assess for local applicability.
19. Make presentations to committees and public groups and respond to public questions.
20. Update and maintain IIJA webpage.

Products:

1. Financial plans for the TIP.
2. Financial Summary Reports.
3. Project Development Screening Forms and planning support documentation.
4. Evaluations regarding Performance-Based Planning and Programming and Equity Analyses.
5. Regional Transportation Improvement Programs (NJ and PA).
6. Monthly amendments and modifications to the TIP.
7. Periodic status reports.
8. News Releases and Public Information documents.
9. Support letters.
10. Research on new funding sources.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$661,250	$498,711	$161,289	$1,250	
2024	$761,250	$567,456	$192,544	$1,250	
2025	$796,250	$569,523	$220,477	$6,250	

25-52-010 **Regional Transit Planning Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amy Bernknopf

Project Manager: Cassidy Boulan, Joanna Hecht

Supports LRP Goals:

Goals:

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

Description:

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

This program also supports data collection, processing, and sharing activities wherever possible. This data collection and analysis may include information about transit stations and their surrounding land use, ridership, parking, and related data. Surveys conducted in coordination with DVRPC's Office of Travel Monitoring, Office of Modeling and Analysis, and our planning partners may support specific planning studies as well as transportation modeling efforts and the evaluation of transit alternatives in the region. Central to this program is the development of data-driven tools to inform investment decisions and local decision making by making technical concepts more accessible to nontechnical audiences.

Federal and state guidance puts an emphasis on the regional coordination of investments made to improve transportation access by disadvantaged populations. This may include projects formerly funded under the Federal Transit Administration (FTA)'s Job Access and Reverse Commute (JARC) program, which may now be funded under the FTA Section 5307 Urbanized Area Formula Program or state level

New Jersey JARC program, and the FTA Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) program. The Regional Transit Planning Program supports DVRPC participation in project development and prioritization for Coordinated Human Services Transportation Planning (CHSTP) programs in Pennsylvania and New Jersey, as well as regional analysis and Coordinated Plan updates, including the Equity Through Access (ETA) program.

During FY2025, this program area will support an effort to update SEPTA's Bus Stop Design Guidelines. Funds may also be used to support the Workforce to Warehouses Shuttle Study project (25-63-025) and the Pottstown Station Concept Plan (25-52-140).

Tasks:

1. Update the SEPTA Bus Stop Design Guidelines with a focus on defining and developing new sections and updating existing sections to reflect recent planning studies, including Bus Revolution and the Micromobility Playbook.
2. Coordinate with SEPTA to assess upcoming discretionary program rounds to identify opportunities for SEPTA to sponsor and oversee the advancement of stop/station access improvement projects off SEPTA property, and advance efforts as appropriate to help more transit access projects to get funded and delivered.
3. Identify and share best practices in the region on research and practical experience with regional partners, as appropriate.
4. Provide technical and coordination support for transit agencies as they endure and recover from the drop in ridership throughout the Coronavirus global pandemic.
5. Provide continuing support to SEPTA and other local partners on issues related to SEPTA’s trolley modernization program for the City of Philadelphia and Delaware County.
6. Provide ongoing DVRPC participation in and project support for City of Philadelphia-SEPTA "Connect"/Transit Priority committee efforts, including participation in collaborative committees.
7. Provide Subject Matter Expert (SME) review for potential transit facilities and connections for PennDOT projects through the PennDOT Connects program.
8. Review, assess, generate, and apply innovative or state-of-the-art planning practices. Develop new means of analyzing data to meet the changing requirements of integrated transit, bicycle/pedestrian, and land use planning.
9. Ensure that appropriate technical resources (such as new software) are available for staff use as new best practices develop.
10. Work with state and regional planning partners (PennDOT, SEPTA, PATCO, and NJ TRANSIT) to participate in regional CHSTP project development, prioritization, and selection rounds as appropriate.
11. This program also supports specific tasks as requested by DVRPC member governments and planning partners.

Products:

1. Updated report for SEPTA's Bus Stop Design Guidelines.
2. Member government and planning partner outreach and coordination in identifying,

scoping, and conducting new studies in support of partner goals.
3. Coordination with planning partners to provide specific expertise in support of planning efforts, including Alternatives Analyses, and other evaluation or project support.
4. Planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations.
5. Data from survey and other data collection efforts in support of agency projects.
6. As-needed meetings and communications with member governments to coordinate transit projects and initiatives throughout the region.

Beneficiaries:

Member governments, regional TMAs, SEPTA, PATCO, NJ TRANSIT, and the transit-riding public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$419,250		$285,000	$44,250	$90,000
2024	$433,750		$315,000	$28,750	$90,000
2025	$450,000		$325,000	$35,000	$90,000

FY2025 Other Funding Details:
PennDOT PL FTA Supplemental

25-52-020	Bicycle and Pedestrian Planning Program

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Cassidy Boulan

Project Manager: Amy Bernknopf, Sarah Moran, Thomas Stead

Supports LRP Goals:

Goals:

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

Description:

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

Projects will emphasize stakeholder outreach, the development and sharing of new data resources, including bicycle and pedestrian counts, and analysis and design necessary to develop appropriate, safe, and context-sensitive bicycle and pedestrian facilities and complete streets in communities throughout the DVRPC region. This program also supports DVRPC's participation in state, regional, and local bicycle and pedestrian advisory or policy committees, helping to shape and promote constructive bicycle and pedestrian direction and policy. The program also provides for DVRPC staff to provide subject matter expertise and application review for competitive grant programs in both states.

This work includes an emphasis on bicycle and pedestrian policy, design and infrastructure that increases personal health, as well as the health of the environment and economic vitality in the region. That might include a focus on work in areas with a greater degree of disadvantage or where better connections can be made to public transportation. Projects may be jointly funded, and conducted collaboratively, with the Regional Transit Planning Program. Some of these activities may also require DVRPC to purchase equipment or services to meet program goals.

Tasks:

1. Provide technical analysis and facilitation to support regional partners as they pursue planning and implementation of pedestrian and bicycle networks in the region.
2. Create a plan for bicycle and pedestrian facilities for Baltimore Pike in Chester

County that would be determine what the opportunities are for constructing such facilities. The master plan would identify facility location and type, necessary easements and/or acquisitions, and cost estimates and compile the results in a final plan document. This study would allow the project to enter into Preliminary Engineering.
3. Continue development of the Regional Sidewalk Technical Assistance Program and better condition and coverage of region sidewalk networks by:
• Supporting the use and application of DVRPC's regional sidewalk inventory data and network connectivity analysis to address sidewalk gaps in the region
• Convening counties and other partners to share information and best practices for expanding sidewalk and pedestrian infrastructure
• Continue to provide technical assistance to municipalities by pursuing competitive grant funding for sidewalk maintenance and replacement
• Continue working with regional partners to develop and fund a program that would support sidewalk replacement and (re)planting street trees to mitigate extreme heat.
4. Support partner agencies in using DVRPC pedestrian and bicycle planning tools such as the Bicycle Level of Traffic Stress (LTS) and Connectivity Analysis webtool.
5. Together with the Office of Travel Monitoring, continue bicycle and pedestrian count work including:
• Conduct counts at roughly 1/5 of the locations for the Cyclical Pedestrian Counting program in the PA counties
• Conduct counts at roughly 1/3 of the locations for the regional cyclical bicycle count program
• Conduct project counts throughout the region, as needed and as capacity permits.
• Provide periodic summaries of trends, before/after, and other relevant summaries analyzed from DVRPC's bicycle and pedestrian count program with the aim of making count data more accessible and understandable to the broadest range of planning partners, including NJDOT, PennDOT, counties, municipalities, and the general public working to improve bicycle and pedestrian infrastructure.
• Convene planning partners to discuss the bicycle cyclical program and its future.
6. Participate and support pedestrian and bicycle advisory boards: the NJ Bicycle and Pedestrian Advisory Council (NJ BPAC) in New Jersey and Pennsylvania Pedalcycle and Pedestrian Advisory Committee (PPAC) in Pennsylvania; continue to chair and coordinate NJ BPAC Design+Infrastructure Subcommittee, and support member government efforts in Complete Streets, Vision Zero, green stormwater infrastructure, and placemaking.
7. Review bicycle and pedestrian project funding applications as appropriate for programs such as Transportation Alternatives Set-Aside (TASA), Safe Routes to School (SRTS), and Pennsylvania's Multimodal Transportation Fund (PA MTF).
8. Provide Subject Matter Expert (SME) review and comment on potential pedestrian and bicycle facilities for PennDOT projects through the PennDOT Connects program.

Products:

1. Complete planning/policy documents, technical reports, white papers, and/or

memorandums with findings and recommendations, as appropriate.
2. Memorandums of Understanding, advertisement for sidewalk grant funding or other supportive materials to address sidewalk gaps in the region.
3. Survey and data collection in support of agency projects.
4. Other technical work for regional stakeholders as required.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$331,750	$234,621	$75,879	$21,250	
2024	$346,750	$254,235	$86,265	$6,250	
2025	$369,750	$262,053	$101,447	$6,250	

25-52-030 **Mobility Analysis and Design Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Sarah Moran

Project Manager: Kelsey McElduff, Kendra Nelson, Mark Morley, Thomas Stead

Supports LRP Goals:

Goals:

The purpose of this Program is to support the goals of DVRPC's Long-Range Plan, Connections 2050, the DOTs' land use and transportation linkage initiatives, and member government planning and implementation activities; explore innovative approaches to help implement the long-range land use and transportation plan; and help communities plan for a sustainable future. This program seeks to balance accessibility, efficiency, and safety of the existing transportation network for all modes. Work under this program draws on current best practices in transportation analysis and design, as well as stakeholder and public engagement, to identify context appropriate strategies to address transportation challenges.

Description:

DVRPC is committed to the region-wide promotion and implementation of a safe, convenient, and seamless multimodal passenger and freight transportation system. The Mobility Analysis and Design Program supports a variety of projects related to the goals of the DVRPC long-range plan, Connections 2050, and the Congestion Management Process (CMP). Projects focus on developing solutions that will increase accessibility and mobility, improve safety, and enhance the quality of life along transportation corridors and sub-areas in the region. Mobility Analysis and Design studies provide direction for transportation decisions based on analysis of transportation performance measures, cost evaluations, and public engagement.

This program also supports specific tasks as requested by DVRPC member governments and planning partners, as listed below.
Efforts under this program may require the purchase of hardware, software, equipment, and/or services.

Tasks:

1. Hamorton Village Stakeholder Convening
Hamorton, a National Register-listed historic village located at the intersection of US 1 and the southern leg of PA 52 east of Longwood Gardens in Kennett Township, Chester County, is a prominent Chester County village that has been severely impacted by the widening of Route 1 through the heart of the village. Residents of this community have been seeking ways to calm traffic, lower traffic speeds, and preserve the historic buildings in the village, as proximity to the roadway creates noise and vibrations impacting their daily lives, especially those with homes fronting US 1. In addition, the Hamorton cutoff, which connects westbound US 1 to

southbound PA 52 and vice versa, has less than desirable sight distance, creating a short decision frame for those making the left turn from US 1 to the cutoff. This effort will seek to convene stakeholders to discuss these issues and identify next steps.

- Work with Chester County Planning Commission to identify key stakeholders, including PennDOT, the municipality, the County, and local residents.
- Gather background information, including crash and speed data, as available.
- Organize, plan, and facilitate a workshop with stakeholders to discuss safety and traffic-related issues and concerns in Hamorton Village and work together to brainstorm the next steps.
- Summarize issues identified by stakeholders and the possible next steps in a memo.

2. Vision Zero Corridor Analysis: Wissahickon Avenue

As part of the City's Vision Zero 2025 plan, The City identified priority corridors and intersections for future improvement under a Vision Zero Capital Plan. Wissahickon Avenue, from Hunting Park Avenue to Queen Lane, was identified as a top ten corridor. Working with the Office of Safe Streets, OMAD will be responsible for traffic analysis, concept development, and basic cost estimation. The goal is to have plans ready to progress to preliminary engineering and grant applications. Tasks include:

- Assemble a steering committee, including relevant agencies and community groups, and convene the committee regularly to guide concept development.
- Work with the steering committee to identify appropriate outreach methods to involve a wide range of residents and businesses.
- Conduct public outreach to engage the local community and learn about their needs and ideas for improvements.
- Analyze crash data to identify crash trends.
- Conduct a road safety audit with stakeholders to identify possible causes and brainstorm potential solutions to crash issues.
- Building on public and stakeholder input, crash analysis, and road safety audit, develop up to two alternatives for roadway redesign.
- Conduct operations analysis using the most appropriate software for the alternatives that are developed (Synchro, SimTraffic, and/or VISSIM) to evaluate alternatives and collect traffic data as necessary to support this analysis.
- Engage stakeholders and the public to evaluate tradeoffs and determine a preferred alternative.
- Develop a detailed conceptual design for the preferred alternative, including cost estimates.
- Write a report summarizing the results of tasks a-i and outlining information necessary for preliminary engineering and grant applications.

3. The program area will provide support for the continuation of ongoing work as needed.

Products:

Memorandums and reports summarizing methods and findings. Steering committee and public participation processes will also be documented.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$672,250	$476,798	$154,202	$25,250	$16,000
2024	$702,250	$508,470	$172,530	$5,250	$16,000
2025	$712,250	$498,152	$192,848	$5,250	$16,000

FY2025 Other Funding Details:
PennDOT PL FTA Supplemental

25-52-040 **Transportation Safety**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Kevin Murphy

Supports LRP Goals:

Goals:

The Office of Safe Streets (OSS) is focused on advancing Regional Vision Zero 2050 through planning studies, data analysis, and coordination with regional partners at each level of government as well as with other private and public partners. OSS embraces the Federal Highway Administration's Safe System Approach which involves anticipating human mistakes by designing and managing road infrastructure to minimize crash risk, and prevent the consequences of a crash from resulting in fatalities or serious injuries. This work involves identification of crash trends and problem locations, promoting data-driven solutions and safety best practices, exploring policy initiatives, and promoting a positive safety culture by strengthening existing partnerships and establishing new ones. The Safe Streets program includes problem analysis, performance measure tracking, helping partners identify and advance safety projects, and efforts designed to explore the connections between crash safety, health and equity. OSS frequently collaborates with other DVRPC offices on joint planning efforts, where the goals of safety, accessibility, and multi-modalism are complementary.

Description:

The Regional Safety Task Force (RSTF) is a multi-disciplinary forum for agencies and organizations to improve road safety by exploring crash safety topics. The RSTF serves as the safety culture mechanism for the now underway Regional Vision Zero 2050 effort. The quarterly meeting structure promotes progress toward regional safety goals through facilitated action item development; action items are tracked and updated by staff. Traditionally meetings have been focused on a crash safety emphasis area from the Transportation Safety Analysis and Plan—the region's guiding document for safety. With the development of a Regional Vision Zero plan, the RSTF topics and audience are expanding to support FHWA's Safe System Approach which aligns with the Vision Zero paradigm. Staff manages the RSTF and its progress toward meeting goals and objectives, and serves as facilitator.

Crash data is foundational to the work of the Office of Safe Streets, and is used in most planning and analysis work undertaken by DVRPC. Products and tools like the DVRPC Crash Data Viewer web tool and DVRPC's Data Navigator are updated regularly as crash data becomes available. OSS staff relies on crash data for annual work program projects, to fulfill data and analysis requests from DVRPC partners, and to assist other DVRPC staff in understanding a diagnosing crash contributing factors, promoting analytical consistency and best practices. Crash database and GIS crash file maintenance is coordinated across DVRPC

departments.

OSS provides assistance to city, county, and state partners in developing and advancing safety projects using the federal Highway Safety Improvement Program (HSIP) and other funds, and tracks progress toward safety objectives. Specific activities include program management, crash analyses to support funding applications, and problem identification. This work is focused on identifying problem locations, and advancing the next steps needed to secure funding for safety-focused infrastructure projects that support bigger-picture goals like Regional Vision Zero 2050, DVRPC's Long-Range Plan goals, and state Strategic Safety Plans. Work on this task is done in collaboration with DVRPC's Offices of Capital Programming, Long-Range Planning, and Project Implementation.

As part of the City of Philadelphia's Vision Zero 2025 plan, the City identified priority corridors and intersections for future improvement under a Vision Zero Capital Plan. Wissahickon Avenue, from Hunting Park Avenue to Queen Lane, was identified as a top ten corridor. Working with the Office of Mobility Analysis and Design, OSS will be responsible for the stakeholder and local community engagement tasks, and all safety-related work including a road safety audit of the corridor. The goal is to have plans ready to progress to preliminary engineering and grant applications.

As crash safety increases in priority among our partners and the public, OSS receives an increasing number of invitations to participate in and conduct both traditional and non-traditional safety-focused analyses, and to collaborate on safety culture-focused engagement efforts. Some of these opportunities are conducted in collaboration with outside partners to advance safety programs and projects that are consistent with DVRPC's Long-Range Plan and Regional Vision Zero 2050. Others involve ongoing support and implementation tasks resulting from completed projects from preceding fiscal years, e.g.: City of Trenton Vision Zero. Safe Streets welcomes the opportunity to provide support for both short and long-term safety efforts as time and capacity allow.

In February of 2023 DVRPC was awarded a federal grant from the Safe Streets and Roads for All (SS4A) discretionary program, established as part of the 2021 Bipartisan Infrastructure Law (BIL). This grant has set into motion the creation of a Regional Vision Zero Plan including a data-driven region-wide High Injury Network and a toolbox of hot-spot strategies and low-cost systemic improvements including FHWA's Proven Safety Countermeasures, for system-wide deployment. We'll use the FHWA Safe System Approach as context for the planning process, promoting the fact that crashes are preventable and that creating a system safe for all modes and all people is a shared responsibility. The plan will be developed in collaboration with county and city partners who are sub-recipients of the grant. This work is funded separately via the 23-52-230 Regional Vision Zero (RVZ) 2050 Action Program (2-Years)

Completion of these tasks may require the purchase of equipment or services.

Tasks:

1. Regional Safety Task Force

• In collaboration with the RSTF co-chairs, prepare for and hold quarterly meetings focused on the emphasis areas identified in the Transportation Safety Analysis and Plan story map, hold one or more special meetings per cycle (i.e., via collaboration with another DVRPC task force or committee) as appropriate.

• Complete full-meeting summaries and DVRPC Board highlights, and maintain an archive of all RSTF work and meetings.

• Track progress toward safety objectives and manage volunteer action items and other tasks that emerge from RSTF meetings.

• Continue to use the RSTF to promote a positive safety culture and advance Regional Vision Zero 2050 by expanding the membership and developing more relationships with non-traditional partners, highlighting equity considerations, and prioritizing a focus on vulnerable users.

• Promote safety best practices and partner initiatives via social media, and expand opportunities for RSTF members to foster discussion, share resources, and keep members engaged.

2. Crash Data Management System

• Coordinate the crash data updates to DVRPC's databases, GIS safety layers, and the DVRPC data navigator, and coordinate with DOTs on data quality issues.

• Participate in statewide crash records coordinating committees, and stay engaged with state partner crash data systems like NJDOT's Safety Voyager.

• Respond to data, mapping, and analysis requests from inside and outside of DVRPC.

• Work with staff to develop new applications that increase access to and use of crash data, continue to expand the functionality of the DVRPC Crash Data Viewer web tool, and coordinate the integration of new data and maintenance as needed.

3. Safety Project Support and Coordination with Regional Partners on Safety Priorities

• Support the New Jersey HSIP Local Safety Program to help county and municipal partners identify data-driven safety projects in collaboration with DVRPC's Offices of Project Implementation and Capital Programs by sharing and interpreting network screenings, supporting the development of safety projects using FHWA's proven safety countermeasures, participating in state-funded and partner-led RSA's, and HSM support where applicable.

• Support PennDOT District 6-0 in advancing their HSIP program through safety data mapping, liaison with county partners to advance safety projects, work with District 6-0 partners to track HSIP spending and plan for out years, and facilitate collaboration between District 6-0 and PennDOT Central Office to advance regional and statewide safety goals.

• Coordinate with state and federal partners on Transportation Performance Management safety performance measure tracking, support state SHSP updates and advancement of plan priorities, and support achieving Regional Safety Targets through inclusion of safety in all projects.

• Coordinate with the Office of Long Range Planning on the TIP project benefit

criteria, and collaborate on project safety review and score.

• Support state SHSP updates and advancement of plan priorities including NJ SHSP Emphasis Area Action Teams (Driver Behavior, Other Vulnerable Road Users, and Equity); attend Highway Safety Task Force meetings of New Jersey counties; participate in Philadelphia Vision Zero subcommittees; work with state DOT's and MPO partners to advocate for federal safety funding; PennDOT Planning Partners meeting participation.

• As needed, assist with RFP development, proposal review, and project tracking for HSIP-funded consultant-led safety improvement projects.

• Continue updating Crashes and Communities of Concern data elements.

• Coordinate support for regional partners awarded Safe Streets and Roads for All grants as needed and assist with application elements as needed.

4. Philadelphia Vision Zero Corridor Analysis: Wissahickon Avenue

• Assemble a steering committee, including relevant agencies and community groups, and convene the committee regularly to guide concept development.

• Work with the steering committee to identify appropriate outreach methods to involve a wide range of residents and businesses.

• Conduct public outreach to engage the local community and learn about their needs and ideas for improvements.

• Analyze crash data to identify crash trends.

• Conduct a road safety audit with stakeholders to identify possible causes and brainstorm potential solutions to crash issues.

• Building on public and stakeholder input, crash analysis, and road safety audit, develop up to two alternatives for roadway redesign.

• Conduct operations analysis using the most appropriate software for the alternatives that are developed (Synchro, SimTraffic, and/or VISSIM) to evaluate alternatives and collect traffic data as necessary to support this analysis.

• Engage stakeholders and the public to evaluate tradeoffs and determine a preferred alternative.

• Develop a detailed conceptual design for the preferred alternative, including cost estimates.

• Write a report summarizing the results of tasks a-i and outlining information necessary for preliminary engineering and grant applications.

This project is also supplemented by the Mobility and Design Analysis Program (25-52-030).

5. Special Studies & Coordination Efforts

• Coordinate with the Office of Transit, Bike, and Pedestrian Planning to provide continuing support to the City of Trenton as needed to advance tasks arising from the Vision Zero Action Plan and the Bike Plan.

• Drawing on experience gained from the City of Trenton Vision Zero project, and in assisting with Philadelphia Vision Zero, provide support to counties and cities in the region pursuing their own Vision Zero efforts.

• Collaborate with the Office of Communications and Engagement on project-specific and general safety messaging via social media; coordinate with the Bicycle Coalition of Greater Philadelphia to plan the annual Vision Zero conference; work

with NJTPA on advancing the Streets Smart statewide program locally; attend NJ Complete Streets Working Group as time allows; respond to new safety opportunities as they arise.

• Coordinate with other DVRPC offices on tasks related to work program partner discussions.

6. Regional Vision Zero (FY2025 tasks)

• Former county-partners steering committee.

• Finalize county partner scopes of work and budgets, and execute the sub-awards contracting process.

• Conduct outreach and engagement w]/county, municipal, and public partners (limited), to raise awareness of need and promote buy-in.

• In collaboration with the steering committee and state roadway owners, develop a Regional High Injury Network and integrate with existing network screening layers.

• Using DVRPC data and partner sources conduct a regional equity analysis.

• Collaborate across DVRPC on the development of a web presence and web tools for tracking plan process and gathering feedback.

• Outline final report components.

Products:

1. RSTF meeting materials and summaries, volunteer actions and outcomes tracking.
2. Crash databases, tools, and related electronic products.
3. Potential HSIP projects, and supporting analyses.
4. Final report for the Wissahickon Ave. Corridor Safety Study and Concept Development.
6. Regional Vision Zero final report, Regional High Injury Network, web tools,

Beneficiaries:

All members of the region's traveling public including residents, employees, and through-travelers; municipal, county, state, and federal partner agencies.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$399,250	$300,738	$97,262	$1,250	
2024	$419,250	$312,101	$105,899	$1,250	
2025	$447,500	$320,807	$124,193	$2,500	

25-52-050 **Transportation Operations**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Christopher King

Project Manager: Justin Neff, Kayla Bancone

Supports LRP Goals:

Goals:

Promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding.

Description:

Federal metropolitan planning regulations require MPO's to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Program (25-52-170) highlight key activities undertaken by these programs. The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs

implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include incident after action reviews, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management and I-476 Travel Management Projects). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

As a result of ongoing discussion within various IMTF's about the challenges responders face dealing with EV vehicle fires, DVRPC established an Electrical Vehicle Task Force. The task force is a coalition of first responders and other related parties dedicated to improving outcomes of EV-related incidents on roadways. The goal of the EV Task force is to act as a conduit for information-sharing and resource management of existing national and local best practices and EV trainings.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost-effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

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

Tasks:

Incident Management Task Forces Tasks
1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, electrical vehicle fire response, emerging technologies, severe weather preparedness and work zone traffic management.
5. Facilitate coordination between PennDOT and emergency responders on various Active Traffic Management projects (I-76 ICM, I-476/I-95, US 422), including working with PennDOT project managers to bring responders and design consultants together to identify issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access

a crash in a work zone if needed.
7. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
8. Social Media awareness campaigns for quick clearance.
9. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
10. Provide technical support, including mapping services, GIS, and other assistance as requested.
11. Continue to manage and implement the EV Taskforce, including sharing information and supporting collaboration efforts and communication, EV training and general awareness amongst various stakeholders.

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

Transportation Operation Task Force
1. Host the Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials
2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

Products:

Transportation Operations Task Force Products
1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List
3. Provide topical specialized training session(s) to be determined.

Incident Management Task Force Products
1. Incident management task force training session's agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay.
4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Roster and contact information of regional emergency agencies
8. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

Traffic Signal Optimization Products
1. Products developed for both the Pennsylvania and New Jersey Signal Retiming Programs.
2. MOU and concept of operations for each corridor when necessary.
3. Proposed and final signal timing plans
4. Implementation of Optimized Signal Timing Plans
5. Technical Memorandum which can include Performance Measures such as Travel Time, Delay, stops and fuel consumption.

TSMO Planning Efforts
1. Maintenance of the ITS Regional Architecture.
2. Maintenance of the TSMO Master Plan.
3. Implementations of programs to foster interagency cooperation.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$572,950	$137,297	$44,403	$1,250	$390,000
2024	$597,950	$154,333	$52,367	$1,250	$390,000
2025	$609,200	$156,222	$60,478	$2,500	$390,000

FY2025 Other Funding Details:
PA TIP - MPMS #81232- $208,000 CMAQ/$52,000 PA State 581;NJ TIP - DB #D02004 - $130,000 STBGP-PHILA

25-52-060 **Competitive Program and Project Management**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: John Coscia

Project Manager: Cleonie Meraz, Daniel Snyder, Joseph Banks, Joseph Natale

Supports LRP Goals:

Goals:

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

Description:

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

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

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

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

Tasks:

1. For each program, as appropriate, establish a Steering Committee and develop a

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

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$1,054,500	$64,500			$990,000
2024	$1,334,500	$144,500			$1,190,000
2025	$1,354,750	$159,500		$5,250	$1,190,000

FY2025 Other Funding Details:
PA TIP - MPMS #115965 - $712,000 STU/$178,000 PA State 581; MPMS #115966 - $120,000 STU/$30,000 PA State 581; NJ TIP - DB #X30A - $150,000 STBGP-PHILA

25-52-070	PA TDM Base Program Administration and Commuter Services (TripSmart PA)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Stacy Bartels

Project Manager: Amy Bernknopf

Supports LRP Goals:

Goals:

To manage the work of the seven SE PA TMAs and two contractors that work with employers to educate about and help implement commute alternatives programs for employees and with residents to educate them about alternative travel options available to them for different types of trips; this work is done to reduce the use of single-occupancy vehicles (SOV) in the region. The programs include educational offerings, promotional materials, and relevant services and programming within specific service areas through the tasks listed below, ultimately serving to help reduce traffic congestion and improve accessibility to a variety of safe and affordable modes of travel in the region.

Description:

This program was renamed TripSmart PA, as it replaces the former Mobility Alternatives Program (MAP). TripSmart allows for a broader education and outreach effort beyond just commuters. The Transportation Management Associations (TMAs) and other related partners in southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and programs for over two decades, in the form of two grants funded by PennDOT – the TMA Assistance Grant (one available to all TMAs in PA), and the Mobility Alternatives Program (MAP) grant (available only in SE PA). For FY2023, DVRPC and PennDOT developed a new TDM grant program that combines these two “legacy” grants into one new “base” TDM grant for each organization previously funded through one or both of the legacy grants; this work program carries that structure into FY25. Each organization was awarded a given amount of funding to perform standard TDM-related activities like education and outreach on TDM options, implementing TDM strategies, and the advantages for employers, employees and residents to regularly use these strategies or options. DVRPC will contract with and oversee the work program development and approval for each sub-recipient receiving these grants, and work with their respective county planning department(s) in addition to PennDOT (Central Office and District 6) and FHWA, in this development, as well as in tracking progress and results from their efforts.

This program supports DVRPC staff activities for planning, marketing, procurement, as well as funding to lease software for and manage the regional Share-A-Ride (SAR) ride match and the Emergency Ride Home (ERH) programs. This program also covers the development of necessary materials, planning and purchasing media schedules through a contracted vendor, and tools to help contractors

promote TDM with a unified message and look, in the SE PA region. Additionally this year, staff has been tasked with conducting research on AQ programs in other regions - how they are funded, whether they include free or reduced transit fares on Code Red (and higher) days - and how the free fare days programs are structured.

This program is part of the larger coordinated regional TDM effort that includes the Travel Options Program (TOP) competitive grant program. Completion of this work may require the purchase of equipment or services.

Tasks:

1. Work with TMAs/Contractors to develop Work Programs for Trip Smart PA TDM efforts.
2. Convene the PA TMA Policy Subcommittee of the Regional TDM Advisory Committee at least twice/year.
3. Ensure this work involves outreach to both employers and the general commuting public.
4. Oversee TMA/Contractor TDM education and outreach efforts and development, and placement of relevant materials; encourage cooperative efforts whenever possible.
5. Operation of the Share-A-Ride (SAR) ride match program, including annual soft
6. A summary of AQ "free fare" programs in peer metropolitan areas (to evaluate the potential for implementing a similar program in the DVRPC service area).
7. Review and payment of monthly or quarterly invoices and reports for each of nine sub-recipients.

Products:

1. Contractor Work Programs.
2. Regional outreach and advertising plans and materials.
3. SAR software lease and updates; ERH program administration (including processing reimbursements for approved use).
4. Contracts for/with each organization.
5. Bi-annual activity summaries and year-end report.
6. A memorandum or short report/presentation summarizing findings on peer region AQ "free fare" programs and recommendations for next steps as found appropriate.

Beneficiaries:

Residents and employers within and/or commuters travelling within or into the SE PA region; municipalities, counties or combination thereof; related county planning commissions/departments; PennDOT.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$325,000				$325,000
2024	$325,000				$325,000
2025	$325,000				$325,000

FY2025 Other Funding Details:
PA TIP - MPMS # 117930 - $325,000 STU/Toll Credit

25-53-010 **Travel Monitoring**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Cassidy Boulan, Christopher Mulroy, Jonathan Ferullo

Supports LRP Goals:

Goals:

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

Description:

This ongoing regional program collects and processes travel data, the primary form being traffic counts, including hourly and 48-hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to Vehicle Miles Traveled (VMT) forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis, traffic monitoring, and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. Traffic count information from the database may be queried at https://www.dvrpc.org/webmaps/TrafficCounts/. The program is supported by funding from various sources. Because this is a regional program, the federal PL funds help support the operations and infrastructure required as base elements to run a travel monitoring program region wide. These base elements include the leases on a fleet of travel monitoring vehicles, operations and maintenance of those vehicles, an inventory of data collection and safety equipment, editing, processing and uploading of the count data into the database system which feeds the count viewers on the DVRPC website

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

Tasks:

1. Coordinate with PennDOT, NJDOT, and member governments to review traffic count locations.
2. DVRPC will conduct traffic counts for PennDOT at assigned locations, with at least 40% of assigned locations being classification counts, if the total assignment cannot be reached then the percentage of classification counts will be increased until total assignment amount is reached even with 100% of assigned locations being classification counts.
3. Establish weekly schedules, staff assignments, and control procedures.
4. Collect traffic data at approximately 3,000 selected locations.
5. Process counts, edit for quality control, upload data into the DVRPC Traffic Count Database.

6. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
7. Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
9. Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits as requested.
10. DVRPC will also coordinate with PennDOT and NJDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory (as requested).

Products:

1. Database containing new and historic traffic counts.
2. Webviewer of all traffic counts accessible at https://www.dvrpc.org/webmaps/TrafficCounts/
3. Transmittals of traffic data to DOTs, member governments and interested parties.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$739,500	$594,500			$145,000
2024	$764,500	$619,500			$145,000
2025	$864,500	$634,500		$5,000	$225,000

FY2025 Other Funding Details:
PA TIP - MPMS #115968 - $225,000 STU/Toll Credit

FY 2025 | Unified Planning Work Program

Chapter **2B** DVRPC Project Descriptions

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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25-33-100 **Regional Transportation GIS Coordination**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Christopher Pollard

Project Manager: Sean Lawrence

Supports LRP Goals:

Goals:

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

Description:

This continuing project will focus on integrating transportation data developed by federal, state, and local governments and DVRPC into a regional database, allowing open data exchange. This project benefits all member governments and agencies by supporting DVRPC in developing and coordinating transportation data development and sharing. It includes the continued growth of DVRPC's transportation GIS, including updating and maintaining its geospatial data-sharing capabilities and web mapping applications. Efforts are being coordinated with NJDOT, PennDOT, member governments, and operating agencies to maximize the investments made in technology and data.

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

Tasks:

1. Coordinate regional database development with project participants, including PennDOT and NJDOT.
2. As requested, Provide technical assistance to member governments to identify and address IT, GIS, and data issues, opportunities, and solutions.
3. Acquire additional hardware, software, and training, as appropriate.
4. Ensure that geospatial data developed by NJDOT, PennDOT, and member governments are integrated into DVRPCs regional database and can be shared among project participants.
5. Maintain transportation data and make that data available to project participants and the public through DVRPC's GIS Open Data Portal and ArcGIS Server.
6. Provide assistance, technical knowledge, and web mapping and data visualization application development in support of DVRPC's outreach goals.

Products:

1. Regional transportation-related data is available to all member governments to support their GIS programs.
2. As necessary, hardware, software, and training for DVRPC and participating organizations.
3. Enhancements and improvements to DVRPCs GIS Open Data Portal, ArcGIS

Online organization, and GIS enterprise infrastructure.
4. Updates to and development of web mapping and data visualization applications.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$400,000				$400,000
2024	$400,000				$400,000
2025	$400,000				$400,000

FY2025 Other Funding Details:
PA TIP - MPMS #115969 - $200,000 STU/Toll Credit;NJ TIP - DB #X30A - $200,000 STBGP-PHILA

25-33-110 **Local Technical Assistance Program (LTAP)**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Najah Jackson

Supports LRP Goals:

Goals:

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

Description:

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

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

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

Each year, nearly 6,000 municipal employees take advantage of LTAP training and assistance in PA.

Currently, all classes are being held either on-site or virtually and they are scheduled by Pennsylvania State Association of Township Supervisors (PSATS).

Tasks:

1. Partner with PennDOT and the Pennsylvania State Association of Township Supervisors (PSATS) to market LTAP classes to municipalities, County Associations, and other similar organizations in the four suburban counties of southeastern Pennsylvania.
2. Find venues for LTAP classes and, when requested, roadshows, webinars, and other educational programs.
3. Work with municipal representatives and PennDOT personnel to identify training needs and opportunities, encourage participation among municipalities that have not participated in the past, and maximize class attendance.
4. Submit quarterly and annual reports to PennDOT.
5. Attend annual LTAP Planning Partner conference.

Products:

1. Coordination of 10-15 LTAP classes in southeast Pennsylvania per year.
2. Promote virtual classes scheduled by LTAP.
3. Quarterly and annual reports to PennDOT.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$30,000				$30,000
2024	$30,000				$30,000
2025	$30,000				$30,000

FY2025 Other Funding Details:
PA Local Technical Assistance Program (LTAP)

25-33-120 **Pennsylvania Coastal Zone Management Implementation Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amy Verbofsky

Supports LRP Goals:

Goals:

To provide technical assistance to the Pennsylvania Coastal Resources Management (CRM) Program to protect and enhance fragile natural resources by reducing conflicts between competing land and water use while representing a comprehensive approach to managing the impacts of development and other activities in coastal areas.

Description:

This is a continuing project to maintain regional coordination with local governments and the public to further the interests of the PA DEP Coastal Zone Management (CZM) Program. Staff will also continue to provide technical assistance to the state, its member governments, and citizens. Staff will assist the Pennsylvania Department of Environmental Protection (PADEP) in its efforts to achieve the above goals in the Delaware Estuary Coastal Zone (DECZ) through legislative authority, environmental monitoring, and technical and financial assistance.

Through this project, staff will provide support to PADEP to implement the Delaware Estuary component of the CZM program. Staff will coordinate with the CRM Program, which administers the CZM program for the Commonwealth of Pennsylvania, and CZM constituents and local stakeholders throughout the Delaware Estuary region. Through this collaborative effort, projects that improve water quality, enhance public enjoyment of and access to coastal resources, and mitigate the adverse impacts of stormwater runoff, extreme weather events, and non point source pollution will be supported.

Staff will organize and host up to 12 Urban Waterfront Action Group (UWAG) meetings to offer “one-stop shopping” for information about waterfront development permits in the Delaware River Estuary. The meetings provide an opportunity for applicants to meet with the regulatory agencies that provide environmental permits with the goal of identifying and hopefully resolving permitting issues before the applicant invests in detailed engineering for their project.

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

Tasks:

1. Coordinate the activities of the DECZ Advisory Committee and provide technical and administrative services.
2. Organize up to two DECZ Advisory Committee meetings.
3. Provide a mechanism for public involvement and education in the CZM Program.
4. Assist PADEP in working with eligible entities to prepare and submit project applications for federal grants.
5. Attend Coastal Zone Advisory Committee (CZAC) meetings and water/environment-related meetings, committees and special events, as necessary.
6. Organize and host up to twelve meetings of the UWAG.
7. Provide technical and administrative services on permitting to the UWAG.
8. Coordinate with PADEP on coastal climate change resiliency planning.

Products:

1. Agendas and meeting minutes for DECZ Advisory Committee meetings.
2. A biannual presentation on coastal zone activities, plans, and projects for the state CZAC.
3. Agendas and meeting minutes for up to twelve UWAG meetings.
4. Technical memoranda, as required.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$50,000				$50,000
2024	$50,000				$50,000
2025	$50,000				$50,000

FY2025 Other Funding Details:
PA Department of Environmental Protection (PA DEP)

25-33-130 **Healthy Communities Planning**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amy Verbofsky

Project Manager: Karin Morris, Patricia Elkis

Supports LRP Goals:

Goals:

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

This project supports PennDOT's Planning Priority of (IV) Land Use/Transportation Linkages/Economic Development/Modernization, specifically (B) to identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as: access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation and (E) provide input to PennDOT in efforts to identify any training and planning activities targeted to county and local governments, conservation districts and community stakeholders.

The project supports the NJDOT MPO Transportation Priority by promoting equity, public health, and outreach to partners and stakeholders, specifically by encouraging counties and municipalities to promote public health principles and practices in the implementation of transportation projects, and by increasing participation of minority and low income communities in the planning process.

Description:

Healthy communities planning encompasses a broad range of built environment issues that have the ability to impact an individual's wellbeing, including land use, active transportation, air quality, safety, complete streets, age-friendly communities, food systems, and open space. Healthy communities planning strives to integrate design, programmatic, and policy strategies to support greater community wellbeing, improve health outcomes, and increase livability within our region. NJDOT's Complete Streets Policy is an example policy that can be implemented to improve public health outcomes as complete streets improve the safety of all users and provide additional opportunities for physical activity from transportation. Additionally, healthy community planning supports important environmental justice/ladders of opportunity work.

Healthy Communities Task Force (HCTF)

Staff will continue to convene up to 4 meetings of the Healthy Communities Task Force. Topics will be determined by committee interest.

Regional Health Data
Staff will continue to work across the agency to integrate health data and considerations into DVRPC products and projects. This may entail staff consultation and/or the creation of a staff toolkit to communicate how to integrate health data, connect with health partners, and provide solutions that support healthier communities across the region. Staff will also maintain regional health data and resources, as necessary.

Staff will partner with other DVRPC units to support healthier and more resilient communities across the DVRPC region by helping to facilitate climate resilience regionally. Specific tasks may include supporting the development of a landscape assessment of available resilience resources, engaging in discussions with existing and new partners to understand their intersectional challenges and needs, and/or developing a needs assessment, as necessary.

Technical Assistance and Coordination
Staff will provide technical assistance and coordination to stakeholders and municipal/county constituents on a variety of health challenges, participate on a variety of healthy community-related working groups, and provide content to other projects, such as the Camden Food Security Collective, the Collaborative Opportunities to Advance Community Health (COACH) Group, FitCityPHL, Drexel University Dornsife School of Public Health Practice Council, Drexel's AgeWell Collaboratory, AARP PA's Livable Communities Network, and the Age-Friendly New Jersey Statewide Collaborative.

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

Tasks:

1. Provide technical assistance to member governments and stakeholders.
2. Convene up to 4 Healthy Communities Task Force.
3. Represent DVRPC and provide support and content to other projects throughout the region.
4. Participate and coordinate with government agencies, institutions, foundations, and non-profit organizations to support healthy communities, including national, regional, and local partners focusing on active transportation, air quality, safety, complete streets, age-friendly communities, and access to healthy food.
5. Provide subject matter expertise to staff to better integrate health-related data and considerations into DVRPC deliverables.
6. Support DVRPC's efforts to facilitate regional climate resilience.

Products:

1. Supporting materials related to technical assistance, as appropriate.
2. Supporting materials and highlights from Healthy Communities Task Force

meetings.
3. Meetings with constituents and stakeholders.
4. Regional Health Data deliverable.

Beneficiaries:

State DOTs, FHWA, member governments, health care and public health community, and local residents and businesses.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$137,500	$79,340	$25,660	$6,500	$26,000
2024	$142,500	$82,178	$27,822	$6,500	$26,000
2025	$152,500	$86,510	$33,490	$6,500	$26,000

FY2025 Other Funding Details:
PennDOT PL FHWA Supplemental

25-33-140 **PA/NJ Local Planning Initiatives**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Patricia Elkis

Project Manager: Christopher Linn

Supports LRP Goals:

Goals:

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

Description:

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

The funds under this code are intended to be used as match for, or to subsidize, yet-to-be-identified municipal planning projects conducted by DVRPC staff. Specific projects may include:
- Master Plan Climate Change Hazard Vulnerability Assessment Elements
- Environmental Resource Inventories
- Municipal Public Access Plans
- Master Plan Sustainability Elements
- Open Space and Recreation Plans
- Farmland Preservation Plans
- Master Plan Conservation Elements
- Conservation Design Zoning/Subdivision Ordinances
- Climate Change Action Plans
- Alternative Energy Ordinances
- Energy Efficiency Assessments for Municipal Operations
- Transit Oriented Development Studies
- Form Based Codes
- Local Food Access and Nutrition Strategies
- Trail Feasibility Studies
- Community Forestry Plans

In addition to providing subsidies for the above mentioned municipal environmental services projects, these funds may also be used as match to other grants awarded to DVRPC, as available, and as needed.

This project also allows DVRPC to partner with non-profit organizations for projects

that implement the Long-Range Plan.

Tasks:

1. Meet with appropriate committees and municipal staff to gather information for the project and to obtain review and approval of the final product.
2. Write and produce a printed summary document, plan, implementation brochure, etc., for distribution by the municipality, including publication on its local website.
3. Participate in municipal public hearings pertaining to the projects, as needed.
4. Provide technical support to the municipality on obtaining and processing data to support planning analysis.
5. Include the municipality in DVRPC-sponsored education programs on natural resource protection, open space/farmland preservation, climate change mitigation and adaptation, and livability initiatives.
6. Work with non-profit organizations on other efforts as needs are identified and opportunities arise.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$90,000			$40,000	$50,000
2024	$90,500			$40,500	$50,000
2025	$100,000			$50,000	$50,000

FY2025 Other Funding Details:
PA/NJ Local Municipalities

25-33-150 **A More Resilient Delaware Estuary Coastal Zone**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amy Verbofsky

Supports LRP Goals:

Goals:

To develop a Climate Resilience Landscape Assessment of the Delaware Estuary Coastal Zone to begin facilitating greater regional climate resilience.

Description:

The Delaware Estuary Coastal Zone (DECZ) is vulnerable to numerous climate change risks including sea level rise, salinity intrusion, extreme heat, intense precipitation, increased and more severe inland and coastal flooding, and more powerful storms. The impacts will not be evenly distributed across the region; they will amplify burdens that marginalized populations face, making it harder to adapt to, and recover from, climate stressors and acute disasters. While local governments, NGOs, and others have been active in the climate resilience space, this work is mostly happening in discreet pockets. The DECZ lacks a comprehensive understanding of the existing climate resilience-related assets and opportunities, including who is currently working to increase resilience in our communities.

Funding for this project is provided by PADEP and will specifically support the development of a DCEZ climate resilience landscape assessment, which will complement the work funded by the William Penn Foundation to develop a regional climate resilience collaborative and identify and prioritize regional resilience strategies. The landscape assessment will be based on available climate resilience resources and assess their strengths, weaknesses, opportunities, and threats. Existing and new partners will be engaged to better understand the necessary stakeholders and roles to facilitate greater climate resilience. This assessment will provide a better understanding of climate resilience-related challenges and identify common questions, needs, and actions.

Tasks:

1. Conduct outreach to local governments and key stakeholders to better understand climate resilience efforts and related challenges and needs.
2. Research and summarize existing resilience planning processes, initiatives, and project implementation efforts to date.
3. Identify gaps and recurring challenges that arise through initial conversations and research.
4. Compile findings in a DECZ Climate Resilience landscape assessment.

Products:

1. Landscape assessment summarizing the existing climate resilience-related resources and initiatives in the DECZ.
2. Semi-annual progress reports.

Beneficiaries:

Counties, municipalities, PADEP, NOAA, FEMA, PEMA, PennDOT, non-profit organizations, and the general public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$50,000				$50,000

FY2025 Other Funding Details:
PA Department of Environmental Protection (PA DEP)

25-33-160 **Rethinking Parking Requirements**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Andrew Svekla

Supports LRP Goals:

Goals:

This project will outline the potential economic, social, and environmental benefits that may result from more effective parking standards and management. It will describe alternatives to the use of generic minimum parking requirements and provide examples of successful implementation for use by local governments.

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

Description:

Minimum parking requirements have been commonplace in cities and towns since the middle of the 20th century and are typically part of a municipality’s zoning code. They are used to dictate how much parking must be provided for various types of land uses and are often based on the Institute of Transportation Engineers (ITE). standards.

In recent years, however, there is a growing recognition that minimum parking requirements often result in the creation of excess parking that consumes land and resources, exacerbates the impacts of climate change and weather events, and degrades water quality. Current parking standards need to be reformed to reflect the diversity of contexts and specific variables found in communities. More broadly, a variety of economic and social forces, including the rise of e-commerce and remote work, are having a profound effect on travel behavior and altering the demand for parking.

Staff will research the ways in which parking demand is shifting throughout the region and provide resources that municipalities can use to create more accurate and flexible standards for different land uses and environments. This project will develop alternative methods for developing more context-sensitive parking requirements for specific development projects based on development type and size, population and development density, availability of transportation choices, and

surrounding land use context.

Staff will provide an updated overview of parking management strategies that local governments can use to more comprehensively address overall parking needs in their communities.

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

Tasks:

1. Research best practices in parking management, including the elimination or reduction of minimum parking requirements.
2. Gather data on changes in parking utilization being observed around the region.
3. Outline parking policies that will help communities better meet parking demand while also supporting economic, social, and environmental goals.

Products:

1. Report summarizing forces that are altering demand for parking and strategies that local governments can use to create more effective parking requirements.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$150,000				$150,000

FY2025 Other Funding Details:
PennDOT Connects

25-33-180 **Regional Affordable and Accessible Housing**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Andrew Svekla

Project Manager: Derek Lombardi, Karin Morris, Spencer Gober

Supports LRP Goals:

Goals:

This project strives to evaluate and refine strategies to equitably promote housing options that are affordable, accessible, and sustainable to support and implement Connections 2050 and supports goals outlined in the Bipartisan Infrastructure Bill (BIL).

This project supports PennDOT's Planning Priorities of “Land Use / Transportation Linkages/Economic Development/Modernization,” specifically to “identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as; access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation,” and to “provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders,” on topics such as smart growth, complete streets, implementation tools, transit-oriented development, and healthy communities.

This project supports NJDOT's planning priorities of promoting interagency cooperation, supporting community livability through integrated transportation and land use planning, and maximizing the efficiency of the transportation system.This project seeks to help New Jersey communities achieve the goal of providing adequate housing at a reasonable cost as described in the New Jersey State Development and Redevelopment Plan.

Description:

Staff will collaborate with national organizations and contribute to the creation of a statewide Zoning Atlas for New Jersey. (PA counties to be completed through effort by Cornell University) Working with NJ’s two other MPOs, staff will process zoning information for municipalities in Burlington, Camden, Gloucester, and Mercer counties to provide an understanding of where and how much housing can be built on each lot through use and density restrictions. Due to home rule, local zoning has a powerful impact on housing supply and costs, transportation, education, and other quality of life determinants.

Staff will also continue to conduct research, analyze data, and engage stakeholders to diagnose and understand the housing affordability and accessibility challenges facing communities. Staff will participate in idea and data sharing through meetings

of the Philadelphia Housing Research Working Group, composed of state, city, and nonprofit housing organizations working toward the same goals.

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

Tasks:

1. Collaborate with NJ MPOs on development of statewide zoning analysis.
2. Conduct zoning code and geospatial analysis for municipalities in Burlington, Camden, Gloucester, and Mercer counties.
3. Participate in idea and data sharing with housing working groups and other stakeholders, as requested.

Products:

1. Centralized web product depicting key aspects of zoning codes for municipalities located in the New Jersey portion of the DVRPC region.
2. Memos, digital products, and presentations for and to stakeholders evaluating various housing policy issues and strategies, as requested.

Beneficiaries:

Member governments, DOTs, transit agencies, private sector, and nonprofit organizations

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$210,000	$156,884	$53,116		
2025	$220,000	$158,601	$61,399		

25-33-190	Economic Development District (EDD) Program

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Karen Cilurso

Project Manager: Karin Morris, Spencer Gober

Supports LRP Goals:

Goals:

This program area addresses planning priorities identified in the Infrastructure Investment and Jobs Act (IIJA), specifically supporting the economic vitality of the metropolitan area by promoting consistency between transportation improvements and state and local planned growth and economic development initiatives; improving the regional freight network to expand access to national and international trade markets; and supporting local and regional economic development.

The Economic Development District program area supports PennDOT's Planning Priorities by ensuring a collaborative process to take a more holistic approach to planning. This program supports NJDOT's alignment with the NJ State Strategic Plan, whose vision is for sustainable physical economic development. Additionally, this megaprogram supports NJDOT's priorities by collaborating with willing county and municipal partners for the integration of transportation and land use to promote community livability.

Description:

In 2022, DVRPC secured Economic Development District (EDD) designation from the Economic Development Administration (EDA) of the U.S. Department of Commerce. While EDA is the main economic development agency of the federal government and works with EDDs throughout the country to promote regional cooperation and job growth, DVRPC is now the designated liaison between EDA and our member counties and constituent communities. The primary purpose of the EDD is to implement the economic development activities and priorities set forth in the region's Comprehensive Economic Development Strategy (CEDS).

Staff will lead, participate, and support economic development investment strategies in the region, including managing and maintaining the region's Comprehensive Economic Development Strategy (CEDS), as required by the US EDA. Tasks may include completing and submitting the CEDS updates to EDA, amending the optional list of vital projects as appropriate, assisting in grant applications to EDA, and working with federal and regional partners to identify how to best advance the CEDS goals.

To ensure compliance with EDA guidelines, staff will explore the region's vulnerability with regards to a major economic downturn caused by a natural event, loss of a major employer, pandemic or similar major health crises, or international trends. This will include collaboration with the Office of Climate and Energy to

address potential weather events and provide consistency for mitigation strategies.

Staff will engage and build partnerships with US EDA and other economic development practitioners. Additional activities may include convening economic development partners for project development and reaching out to county partners outside of the DVRPC service area. Staff will continue to analyze employment and industry data and report on regional trends and any other data requests as part of our economic analyses supporting the long-range plan and CEDS.

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

Tasks:

1. Coordinate economic development activities within the Economic Development District.
2. Conduct advisory functions on topics related to the CEDS.
3. Coordinate the implementation of the CEDS with local, state, federal, and private organizations.
4. Facilitate the committee on the development and implementation of the CEDS, as required.
5. Identify regional project priorities for EDA grant funding in concert with the CEDs committee, if requested.
6. Monitor local and regional indicators to measure CEDS progress.

Products:

1. Meeting minutes/highlights from CEDS committee.
2. Progress reports to EDA, as requested.
3. Relevant data updates, as needed.

Beneficiaries:

Counties, municipalities, US EDA, economic development organizations.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$0			$0	$0
2025	$140,000			$70,000	$70,000

FY2025 Other Funding Details:
U.S. Economic Development Adminstration (EDA)

25-33-200	Regional Trails Program
Responsible Agency:	**Delaware Valley Regional Planning Commission**
Program Coordinator:	Shawn Megill Legendre
Project Manager:	Christopher Linn, Emily Goldstein, Melat Musie
Supports LRP Goals:	

Goals:

This program supports the development of the region-wide multi-use trail network, the Circuit Trails. The trail network supports multi-modal transportation enhancements, economic development, smart growth, cyclist and pedestrian safety, improves air quality, and reduces transportation emissions. This program supports the goals outlined in Connections 2050 and the Bipartisan Infrastructure Bill (BIL). .

This program supports NJDOT MPO Planning Priorities by seeking to complete the East Coast Greenway, the Circuit Trails, and other regional trail networks by assisting with the development of local trail plans and projects.

This program supports PennDOT's planning priorities by participating in a collaborative process to take a more holistic approach to planning and incorporating environmental stewardship principles into transportation investments.

Description:

Staff will provide technical assistance and collaborate with regional partners and stakeholders to advance the Circuit Trails network. Staff will continue to internally coordinate with a wide set of departments to ensure multi-use trail considerations in our transportation investments. Staff will coordinate with transportation and natural resource agencies in both New Jersey and Pennsylvania and provide data, information, and direct technical assistance to trail development partners, including counties, municipalities, and nonprofits. Staff will seek out opportunities to promote and publicize the Circuit Trails and other multi-use trails in the region through coordination and collaboration with internal and external partners.

William Penn (WP) Capital Grants and Administration: Staff will continue to provide administrative support to previously and newly awarded WP Capital grants. This will include facilitating the development of award contracts, monitoring project progress, reviewing reimbursement requests, and responding to sponsor inquiries. Staff will participate in project steering committees as requested. If additional external funding becomes available, staff will award and administer additional direct grants for trail planning, design, and construction and/or technical assistance.

Regional Trails Coordination Meetings: At the request of county partners, staff will host up to two group meetings of county and city trail planning staff to coordinate trail implementation initiatives. These meetings will identify opportunities for collaboration and provide a forum for joint action planning.

Pennsylvania Transportation Alternative Set-Aside (TASA) Technical Assistance: In coordination with the Office of Project Implementation, staff will support the provision of pre-application planning and engineering services and technical assistance for TASA-eligible projects in the Pennsylvania. This will include assisting with project meetings and management of an on-call consultant.

Baltimore Pike Active Transportation Master Plan: Assist the Office of Transit, Bicycle, and Pedestrian Planning with the development of a master plan for continuous multimodal transportation corridor along Baltimore Pike through the addition of multi-use side paths, bike lanes, and sidewalks. Tasks may include identification of the most appropriate facility type and an implementable action plan for all project partners.

East Coast Greenway Coordination: Staff will support implementation of the East Coast Greenway in Mercer, Bucks, Delaware, and Philadelphia counties and the alternate route in Burlington and Camden counties. This support will include direct technical assistance and facilitating collaboration between regional partners and stakeholders. Staff will chair the Pennsylvania Committee for the East Coast Greenway and participate in the New Jersey East Coast Greenway Committee.

Completion of tasks in this program may require the purchase of equipment or services.

Tasks:

1. Respond to requests for technical assistance from multi-use trail development partners.
2. Serve on multi-use trail project steering and advisory committees, as requested.
3. Develop publications, webinars, and other forms of assistance for trail development partners.
4. Collect and compile data on trail completions and trail funding.
5. Maintain Regional Trails Inventory and Circuit Trails data and maps.
6. Monitor data collected by permanently installed bicycle and pedestrian counters and maintain the associated web viewer for bicycle and pedestrian counts.
7. Hold up to two group meetings of county and city trail planning staff to coordinate trail implementation initiatives.
8. Hold up to two meetings of the Pennsylvania Committee for the East Coast Greenway.
9. Participate on the New Jersey East Coast Greenway Committee.
10. Participate on the East Coast Greenway Alliance's Greenway Council.

Products:

1. Trail maps, including the Regional Trails Inventory and Circuit Trails.
2. Trail use counts web viewer.
3. Materials from up to two meetings of county and city trail planning staff to coordinate trail implementation initiatives.

4. Baltimore Pike Active Transportation Master Plan deliverable, as identified.
4. Highlights from the Pennsylvania Committee for the East Coast Greenway meetings.
5. Publications, webinars, and other materials as appropriate to assist trail development partners.

Beneficiaries:

PA Department of Transportation, PA Department of Conservation and Natural Resources, PA Department of Community and Economic Development, NJ Department of Transportation, NJ Department of Environmental Protection, counties, municipalities, non-profit trail developers, the Circuit Trails Coalition, the private sector, and the general public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$89,000				$89,000
2024	$269,000	$111,962	$68,038		$89,000
2025	$269,000	$269,000			

25-34-120 **I-95 Planning Assistance**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Jesse Buerk

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

1. Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements as needed. Assist with design coordination and implementation of congestion mitigation strategies.
2. Facilitate coordination between SEPTA, PennDOT, and other agencies, including multiple agencies/departments within the City of Philadelphia.
3. Coordinate communications and outreach activities with the TMAs.
4. Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor.
5. Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway.
6. Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects.
7. Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects.
8. Coordinate with freight industry representatives on construction activities, detour routes, truck parking, long-range planning, and general coordination.
9. Provide mapping and Geographic Information Systems (GIS) support as requested.
10. Provide support in coordinating and developing legal agreements, as needed.

11. Assist with identifying and cataloging transportation infrastructure projects within the corridor.
12. Assist with coordination related to other transportation and land development projects in the corridor, as requested.
13. Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study.
14. Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study.
15. Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTA's West Trenton Line.

Products:

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

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$100,000				$100,000
2024	$100,000				$100,000
2025	$100,000				$100,000

FY2025 Other Funding Details:
PA TIP MPMS# 115972 $80,000 NHPP, $20,000 PA State 581

25-34-130	Enhance and Maintain Travel Forecasting Tools

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Fang Yuan

Project Manager: Benjamin Loeb

Supports LRP Goals:

Goals:

Support the economic vitality of the region, improve accessibility and mobility for people, goods and services, protect the environment, enhance connectivity between modes, and promote the efficient management and operation of the existing transportation system by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data used in the model.

Description:

DVRPC continually strives to keep its travel simulation models up to date to ensure the accuracy of travel forecasts and to respond to the requirements associated with the FHWA conformity demonstrations, NEPA requirements, FTA New Starts program, and other environmental regulations. Updating and enhancing travel simulation models is especially important in the era of changing travel behaviors (post-COVID) and emerging travel technologies (e.g. autonomous vehicles). Major activities in the Enhance and Maintain Travel Forecasting Tools project include updating the highway and transit networks to reflect base conditions; enhancing the demand modeling methods to better present real-world travel behaviors and emerging travel technologies; calibrating and re-validating the models with current data; integrating emerging computer and software technology and new data sources to enhance the efficiency and credibility of the models; and supporting model applications to evaluate the impacts and benefits of various transportation investment and planning scenarios.

In FY 2023, DVRPC completed a series of major improvements to its trip-based model (TIM2x), including migrating to a newer version of VISUM software, changing the model run structure and consequently improving the model run time, incorporating the new tour-based truck model into TIM2.x, and implementing the multi-class assignment method. In FY 2024, DVRPC began a series of enhancements to its activity-based model (TIM3x), including migrating to newer versions of VISUM, Python and PopSim, migrating to the Census 2020 geography, updating the data inputs at the microzone (MAZ) level, calibrating and validating the model to the 2019/20 condition, and creating a set of reporting tools for equity analysis.

In FY 2025, additional data will be collected and updated for TIM3x, including land use, demographic, and employment data, when they become available from Census and other sources. DVRPC will also update other auxiliary travel models, including truck, airport, and external travel models, and integrate them to TIM3x.

Meanwhile, DVRPC will start the new household travel survey and transit onboard survey, which will provide insights on the travel behavior changes after COVID and the data source for updating the demand model components of TIM3x in the following years. Before that, DVRPC will begin a series of enhancements to the network model components of TIM3x in FY 2025, including refining the highway network for multi-class assignment, speed and capacity assumptions, volume-delay function (VDF), value of time and impedance assumptions, and assignment methods. These network model components affect how the predicated travel demand (trips and traffic flow) are distributed and propagated through the highway network, and the resulting travel speed and delays on roads. For this work, DVRPC will collect, process and integrate travel speed and time data from INRIX and/or HERE, as well as traffic counts at the 15-minutes or higher resolution, for calibrating the VDF. In addition to the static traffic assignment (STA) currently used in TIM2x and TIM3x, DVRPC will start testing the dynamic traffic assignment (DTA) at the sub-regional or corridor level. DTA simulates the time-varying interaction between demand and supply, and it is more effective in explaining the formation and propagation of congestion in the network and in revealing network bottlenecks. VISUM's simulation-based DTA, pseudo-dynamic assignment, or hybrid assignment methods will be tested and evaluated in a case study. Improved network models and simulated travel time and speed from the model will improve the forecasting of the destination and mode choice of the demand model. Additionally, DVRPC will update the transit networks to include the new routes resulting from SEPTA's Bus Revolution project.

DVRPC's travel models will be used to evaluate and select projects for DVRPC's Long-Range Plan update. This may require new tools, scripts, and/or reporting functions to be created. Future-year socio-economic forecasts and transportation projects from DVRPC's 2050 Long Range Plan Update will be incorporated into VISUM's Scenario Manager for use in both the trip- and activity-based models and anticipated opening years will be adjusted when necessary to reflect up-to-date project schedules. New synthetic populations for 2019, 2020, 2025, 2030, 2035, 2040, 2045, and 2050 will be developed after new municipal population and employment forecasts are developed as part of the Long Range Plan update.

DVRPC will continue to refine its reporting tools for Equity Analysis to support its member governments' and planning partners', policies, and programs. Updated model data will continue to be integrated and published using the TIM viewer, a web tool for planning partners to access and visualize the model data (inputs, outputs, and validation data) outside the VIUSM platform. The visualization tool will be developed to present the results from ABM and tour-based truck models, in terms of the activity and travel itinerary of persons and trucks.

Also in FY2025, DVRPC will use its updated Travel Models and Enhanced Freight Model to support a Truck Circulation Re-Evaluation for the City of Trenton. Missing interchange moves and challenging wayfinding in the City of Trenton force trucks onto residential streets. New warehouse development in Morrisville, PA and Hamilton, NJ will exacerbate the problem. This task will build on the recently

completed Lower Bucks Freight Access and Trenton Air Quality and Health Studies, with additional data collection and analysis to explore and recommend truck circulation improvements. This work includes an evaluation of existing truck origins, destinations, and routes through Trenton using DVRPC's available truck routing data, and DVRPC model forecasts for the impacts of major routing changes, including an evaluation of the impacts of lifting the truck ban through the Lamberton Tunnel on NJ 29.

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

Tasks:

1. Develop 2025-2050 control targets for population synthesizer (PopSim) based on the 2050 LRP Update.
2. Develop 2025-2050 inputs for DaySim.
3. Update TIM3x highway networks for multiclass assignments.
4. Update TIM3x transit networks to include the updates from SEPTA's Bus Revolution.
5. Update TIM3x traffic assignment methods, including testing DTA.
6. Update TIM3x model documentation and validation report.
7. Update TIM3x-based tools for equality analysis.
8. Update visualization tool for TIM3x and DVRPC's postprocessor for air quality to interface with TIM3x and MOVES4.
9. Monitor COVID-related travel changes, collect data, and adjust mode assumptions as needed.
10. Update VISUM Scenario Manager for 2050 Long-Range Plan.
11. Develop demographic and employment by secotr forecasts at the zonal and microzone levels, based on 2050 LRP version 2.
12. Prepare future-year estimates of truck origins, destinations, and route choices.
13. Conduct Trenton Truck Circulation Re-Evaluation Study with updated Travel Model and Enhanced Freight models.

Products:

1. Validated TIM2.x and TIM3.x travel models.
2. Validated tour-based truck model, integrated with TIM2.x and TIM3.x .
3. Visualization tools for tour-based passenger and truck models and data.
4. Reporting tools for Equity Analysis.
5. Tools to interact with MOVES4.x, User Benefits, and Land Use models.
6. VISUM Scenario Manger for updates to DVRPC's Long Range Plan.
7. Up-to-date Model documentation.
8. Up-to-date multiclass model network
9. Process Memo for Trenton Truck Circulation Re-Evaluation.

Beneficiaries:

State DOTs, transit operators, member governments.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$665,000			$5,000	$660,000
2024	$665,000			$5,000	$660,000
2025	$670,000			$5,000	$665,000

FY2025 Other Funding Details:
PA TIP - MPMS #115973- $455,000 STU/Toll Credit; PA PL FHWA Supplemental $20,000; NJ TIP -B# X30A- $190,000 STBGP-PHILA

25-34-140 **District 6 Modeling Assistance**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Keith Hartington

Project Manager: Meijun Liu

Supports LRP Goals:

Goals:

Support the implementation of PennDOT District 6 Reconstruction Projects by serving as a planning and coordination resource for PennDOT and providing traffic modeling and forecasting services throughout the I-95 and I-295 corridor, and along other facilities as needed.

Description:

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be “on call” for quick-turnaround analysis or data collection tasks in support of specific and timely planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will dedicate two person-years of DVRPC modeling staff time to prepare traffic forecasts throughout the I-95 and I-295 corridor in Pennsylvania and on other District 6 projects as required. The staff members will report to the Associate Director for Travel Trends and Forecasts, and work with other staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

Tasks:

1. Coordinate with PennDOT and their consultants, attend meetings, and make presentations as needed.
2. Focus and calibrate the regional travel demand model on the I-95/I-295 corridor, and other facilities as needed.
3. Conduct computerized traffic assignments to determine horizon year traffic volumes under No-Build and Build scenarios.
4. Prepare average weekday daily traffic (AWDT) volumes for the I-95 mainline, ramps, and selected facilities impacted by the I-95 scenarios throughout Sectors A, B, C, and D.

5. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements, for the No-Build and Build scenarios, as needed.
6. Collect, tabulate, and/or process origin-destination and travel time data, as needed.
7. Prepare forecasts to evaluate the impact of new or improved transit connections on highway patterns, volumes, and interchange operations, as needed.
8. Prepare forecasts to evaluate the impacts of new land uses and/or redevelopment on travel patterns, volumes, and interchange operations, as needed.
9. Prepare maps and tables for transmittal of the data and travel forecasts to PennDOT and their consultants.
10. Prepare technical memorandums documenting the results of the travel forecasting; incorporate any comments from PennDOT and their consultants.

Products:

1. Traffic forecasts with supporting maps, tables, and figures.
2. Process memos as needed.

Beneficiaries:

PennDOT

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$460,000				$460,000
2024	$460,000				$460,000
2025	$460,000				$460,000

FY2025 Other Funding Details:
PA TIP MPMS # 115974 - $368,000 NHPP, $92,000 PA State 581

25-34-160 **I-95 Traffic Forecasts**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Matthew Gates

Supports LRP Goals:

Goals:

To support the implementation of all I-95 and I-295 projects by providing traffic data, modeling, and forecasting services throughout the I-95/I-295 corridor in Pennsylvania, and along other facilities as needed.

Description:

PennDOT is currently undertaking a long-term, multi-phase initiative to reconstruct and improve Interstates 95 and 295 in Pennsylvania. Projects are underway that will reconstruct approximately eight miles of I-95 north of Center City Philadelphia, known as Sector A. These projects include the Cottman/Princeton Interchange area, the Bridge Street Interchange area, the Betsy Ross Bridge/Aramingo Avenue Interchange area, the Allegheny Avenue Interchange area, and the Girard Avenue Interchange area. Planning and design work is proceeding for Sector B between the Girard Point Bridge and Spring Garden Street to improve the Broad Street, Walt Whitman Bridge, and Penn's Landing area interchanges. Additional planning activities are occurring in both Sector C (Delaware State line to Girard Point Bridge) and Sector D (Academy Road to NJ State line).

Over the last several years, DVRPC prepared traffic data and forecasts throughout the I-95/I-295 corridor to analyze the traffic volume impacts of alternative interchange configurations, support the screening of construction staging and closure alternatives, mitigate congestion along detour routes, address community concerns, and support point-of-access studies.

During the next several years, new traffic data and forecasts will be needed for additional tasks, as planning, design, and construction occurs throughout the corridor. A wide range of data collection, analysis, and forecasting is anticipated. These include collecting traffic volumes, compositions, and travel times; processing origin-destination data; analyzing freight movements; preparing travel model inputs to micro-simulation models; updating traffic forecasts with new long-range demographic and employment projections; preparing transit ridership forecasts; analyzing local street network impacts associated with I-95/I-295 construction; and providing data collection and forecasting services to support coordination and planning activities associated with the Bellwether District, Penn's Landing, Philadelphia International Airport, Sports Complex, Navy Yard, and waterfront ports.

This is an annual project and may require the purchase of goods or services.

Tasks:

1. Coordinate with PennDOT and their consultants on all aspects of the project. Attend meetings and make presentations as needed.
2. Collect ATR, vehicle classification, and turning movement traffic counts, as needed, at selected locations along I-95, I-295, their interchanges, and local streets and arterials throughout the corridor.
3. Collect, tabulate, and/or process origin-destination and travel time data, as needed.
4. Focus and calibrate regional travel demand model on the I-95/I-295 corridor.
5. Prepare updated travel demand model inputs for 2045 and 2050 horizon years.
6. Prepare average weekday daily traffic (AWDT) traffic volumes for I-95 and I-295 mainline, ramps, and selected facilities, as needed.
7. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements, as needed.
8. Prepare forecasts to evaluate the impact of new or improved transit connections on I-95/I-295 travel patterns, volumes, and interchange operations, as needed.
9. Prepare forecasts to evaluate the impacts of new redevelopment on I-95/I-295 travel patterns, volumes, and interchange operations, as needed.
10. Coordinate with freight industry representatives on construction activities and detour routes.
11. Prepare maps, tables, and figures for transmittal of the data and forecasts to PennDOT and their consultants.
12. Prepare technical memorandums documenting the results of the travel forecasts, as needed.

Products:

1. Maps, tables, and figures displaying traffic volumes and forecasts.
2. Technical memorandums.

Beneficiaries:

PennDOT; Member Governments; SEPTA, Residents and Businesses in the Corridor.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$155,000				$155,000
2024	$155,000				$155,000
2025	$155,000				$155,000

FY2025 Other Funding Details:
PA TIP - MPMS #117934 - $155,000 STP-IM/Toll Credit

25-34-170 **PA Air Quality Action Supplemental Services**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Stacy Bartels

Project Manager: Sean Greene

Supports LRP Goals:

Goals:

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

Description:

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers), social media (ads, sponsored posts, short videos, and text messages), and place-based advertisements.

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

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index; focus of materials may change depending on the audience and messaging from EPA/DEP.

Tasks:

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials including social media posts, texts messages and videos.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

Products:

1. Advertisements and educational materials.
2. Materials to support the educational initiatives such as the Flags for Schools and anti-idling signage programs at schools and public facilities.
3. Event and organization sponsorships.

Beneficiaries:

Member governments and residents of the region.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$125,000				$125,000
2024	$125,000				$125,000
2025	$125,000				$125,000

FY2025 Other Funding Details:
PA TIP - MPMS #81227 - $100,000 CMAQ/$25,000 PA DEP State Match

25-34-180 **NJ Air Quality Action Supplemental Services**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Stacy Bartels

Project Manager: Sean Greene

Supports LRP Goals:

Goals:

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

Description:

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers), social media (ads, sponsored posts, short videos, and text messages), and place-based advertisements.

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

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index.

Tasks:

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials including social media posts, texts messages and videos.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

Products:

1. Advertisements and educational materials.
2. Materials to support the educational initiatives such as the Flags for Schools and anti-idling signage programs at schools and public facilities.
3. Event and organization sponsorships.

Beneficiaries:

Member governments and residents of the region.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$50,000				$50,000
2024	$50,000			$10,000	$40,000
2025	$50,000			$10,000	$40,000

FY2025 Other Funding Details:
NJ TIP - DB #D0407 - $40,000 CMAQ/$10,000 DVRPC local Match

25-34-190 **Regional Electric Vehicle Planning Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Sean Greene

Supports LRP Goals:

Goals:

Support the region's transition to an electrified transportation system by sharing data and information, participating in federal, state, and local electrification coordination efforts, and supporting electrification efforts by providing planning assistance and support for funding opportunities.

Description:

This project leads planning efforts to prepare the region for the anticipated increase in the number of battery electric vehicles (EVs) in the DVRPC region by assisting with planning for, and funding of, electric vehicle charging equipment (EVSE).

The past few years have seen tremendous growth in the use of electricity in transportation. This includes private passenger vehicles, e-bikes, public transit buses, and delivery vehicles. The electrification of the transportation sector presents a wide range of planning challenges. DVRPC will leverage existing planning tools and data to assist planning partners in identifying logical locations for investing in EV infrastructure. DVRPC will offer data and technical support to assist in funding applications and EVSE deployment plans. The project will promote federal, state, and utility funding programs for EVSE and support member governments and partners funding applications.

This project supports both states' National Electric Vehicle Infrastructure (NEVI) deployment plans as well as the goals of the State of New Jersey P.L. 2019, c. 362, and PennDOT and PA DEP programs and policies that serve to increase electric vehicles including passenger vehicles, medium and heavy duty vehicles, and transit vehicles.

Tasks:

1. Facilitate EV coordination and discussion among partner organizations within the region.
2. Investigate and promote funding opportunities for EV fleet replacement and publicly accessible EVSE.
3. Work with municipalities and counties to provide guidance on EVs through online municipal resource guides, workshops, technical assistance, and charging infrastructure analyses.
4. Update and maintain the DVRPC EV webpages. Distill and streamline the webpages to reference NJ and PA state web resources.
5. Use the available data to assist planning partners in identifying locations for public

EVSE.
6. Participate in relevant local, regional, state, and national efforts related to electric vehicles and electric vehicle charging, including work with PA DEP, PennDOT, NJ DEP, NJ DOT, and NJ BPU. Coordinate as needed with planning partners to share consistent messaging around EVs and EVSE adoption.
7. Participate in conversations regarding implementation of the "Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Memorandum of Understanding" signed by the governors of Pennsylvania and New Jersey.
8. Work with both states to update electric vehicle registration data and make this data available for planning purposes.

Completion of these tasks may require the purchase of equipment or services.

Products:

1. Updated online EV resources and revising the scope of the resource as appropriate.
3. Responses to advice and technical assistance requests from counties and municipalities in the region.
3. EV charging infrastructure analyses for DVRPC counties, as requested.
4. Workshops and presentations for planning partners on electric vehicles.
5. Promotion and support for state, federal, and utility funding and education programs, serve on EV planning and funding task forces.
6. Lead and support EV and EV infrastructure funding applications.

Beneficiaries:

Member governments; state and federal agencies; transit authorities, municipal officials; and citizens.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$150,000				$150,000
2024	$150,000				$150,000
2025	$150,000				$150,000

FY2025 Other Funding Details:
PA TIP - MPMS #117936 $75,000 STU/Toll Credit; NJ TIP- DB# X30A- $75,000 STBGP-PHILA

25-52-100	Regional TOP Competitive Program Administration (PA and NJ)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amy Bernknopf

Project Manager: Stacy Bartels

Supports LRP Goals:

Goals:

This project supports ongoing administration, strategic planning, and priority-setting work for the regional competitive Travel Options Program (TOP), which funds implementation of TDM projects in Southeastern PA and NJ. This program also supports efforts to incorporate TDM more frequently into DVRPC and partner plans and projects, and encourages cooperation among partners on these efforts—contributing to more efficient and affordable use of our region's multimodal transportation infrastructure for improved access and equity overall.

Description:

In FY2021, DVRPC convened a new Regional TDM Advisory Committee with partner agencies, which developed and helped reach regional consensus on goals, objectives, and an initial vision for a new regional approach to prioritizing and funding the development of new ways to incorporate TDM strategies in the DVRPC region, and to implement new efforts and promote TDM in different ways. This Committee also helped develop and prioritize strategies to guide the selected pilot projects for testing, and helped determine ways to measure performance and impact.

Since then, this committee oversaw a reconstitution of regional TDM efforts at DVRPC into two programs: a Regional TDM base program that funds ongoing work for long-time grantees, and the Travel Options Program (TOP) competitive program which is intended to fund experimental or pilot initiatives. This project supports ongoing planning, evaluation, and program development work for TOP, including administration and evaluation of current projects, and development and oversight of the competitive program. DVRPC manages the contracts and invoicing activities with each of the selected grantees under this program.

This work also includes ongoing peer/best practice assessment for successful historic and current TDM plans and programs, here and in other regions, and evaluation of current plans and data that can be used to inform new priorities. A performance-based and outcome-driven approach to developing, evaluating, selecting, and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and determine new longer-term initiatives that can serve as a foundation for the regional TDM portfolio in future years. Completion of this work may require the purchase of equipment or services.

Tasks:

1. Convene regular meetings and/or workshops of the Regional TDM Advisory Committee, comprised of DVRPC member governments, State DOTs, transit agencies, partner MPOs and others, as appropriate, to continue providing input to and support for the Regional TDM Program.
2. Manage administrative functions associated with grants and reporting, as well as contract management and accounting activities.
3. Based on the outcomes of funded projects, further develop and prioritize strategies and pilot programs for broader testing in the DVRPC region, as well as ways to measure performance.
4. Document historic and ongoing TDM activities, in our region and nationally, as applicable, and consider relevant, available plans and data that can be used to inform new regional priorities for action. Share this information with committee members as relevant.
5. Review and revise, if necessary, the Regional TDM Plan (vision, goals, outcomes, and strategies) as a guide for our approach to TDM in the DVRPC region.
6. Document TDM projects that build on current activities and success, and also cultivate new strategies for trial, evaluation, and growth.
7. Advertise, promote, market, design, and products to promote TOP.
8. Work with Regional TDM Advisory Committee to create a smoother, more intuitive project evaluation process.
9. Manage and evaluate projects that are submitted for TOP funds.
10. Maintain and update project sponsor database.

Products:

1. Progress reports; meeting summaries; technical briefs/white papers.
2. Maintain the strategic plan for regional TDM activities, that can be updated as needed and required.
3. Application materials, releases, and evaluation materials.
4. Contracting and reporting materials as appropriate.
5. Ongoing updates to the program's web pages on the DVRPC web site for applicants to view information on upcoming applications and previous projects and case studies.

Beneficiaries:

DOTs; State, County, and City partners; transit agencies; TMAs; employers; commuters; residents.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$300,000			$20,000	$280,000
2024	$300,000			$20,000	$280,000
2025	$300,000	$72,091	$27,909	$20,000	$180,000

FY2025 Other Funding Details:
PA TIP - MPMS # 117931 $50,000 STU/Toll Credit; PennDOT PL FHWA Supplemental- $80,000.
NJ TIP - DB# DB2005- $50,000 STBGP-PHILA

25-52-110 **Philadelphia Pedestrian Bridge and Staircase Study**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Sarah Moran

Project Manager: Betsy Mastaglio, Joshua Rocks, Mark Morley

Supports LRP Goals:

Goals:

Collect data to support analysis of the benefit of pedestrian bridges and stairways across the City of Philadelphia.

Description:

The City of Philadelphia once contained a total of 18 pedestrian bridges (including 3 tunnels) that crossed over (or under) railways or arterial roads, connecting residential neighborhoods to each other, to commercial areas, to parks & recreation facilities, and, very often, to transit stops. Additionally, the City maintains a total of 19 stand-alone pedestrian stairways, primarily in the hilly northwestern section of the city, that provide direct pedestrian connections to transportation, commercial areas, and other amenities. Together, these represent important pieces of the City's transportation infrastructure, prioritizing pedestrian access and linking multiple modes of transportation.

Over the years, some of these bridges and stairways have been closed, while others are in need of maintenance. For this study, DVRPC's Office of Travel Monitoring will collect data at the identified locations. Then, DVRPC planning staff will conduct an analysis using the newly collected data.

Tasks:

1. A series of pedestrian counts at all of the City's nine currently active pedestrian bridges and 17 currently active stairways provide a baseline level of information that can be used to inform future planning efforts in this area.
2. A planning analysis and needs assessment of currently closed but still extant pedestrian bridge & stairway locations focused on the three City-maintained closed pedestrian bridges, including neighborhood pedestrian counts and data collection (approx. 10-11 locations anticipated). Analysis tasks include:
    a. Analyze origin/destination commuter flow data at areas around bridges and stairways (existing and proposed for reopening) to understand the correlation with count data, and to estimate which closed links might serve the greatest number of workers if reopened;
    b. Analyze the connectivity benefit of reopening each closed link using DVRPC's new Connectivity Analysis tool;
    c. Prepare diagrams of pedestrian volumes at each count location;
    d. Using existing pedestrian network data, analyze potential travel time savings estimates for opening closed link bridges or staircases;

e. Create a report or technical memorandum summarizing the above findings.

Products:

Traffic counts, technical memo summarizing traffic counts and results of analysis.

Beneficiaries:

City of Philadelphia, neighborhood residents, and the traveling public, especially pedestrians

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$150,000				$150,000

FY2025 Other Funding Details:
PennDOT Connects

25-52-130 **Increasing Safe and Accessible Transportation Options**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Cassidy Boulan

Project Manager: Amy Bernknopf, Betsy Mastaglio

Supports LRP Goals:

Goals:

The goal of this program generally is to assist member governments and roadway users of all modes, ages, and abilities in improving safety and access of the region's roadway network.

Description:

In November 2021, President Joe Biden signed into law the new Infrastructure Investment and Jobs Act (IIJA), insuring greater levels of investment into our roads, bridges, transit, rail, ports, broadband, and drinking water and wastewater infrastructure. Included in the act was an increase in federal PL, or planning, funds, for Metropolitan Planning Organizations (MPOs) to carry out eligible transportation planning activities. A new set-aside program for PL funds was created: Increasing Safe and Accessible Transportation Options (ISATO). This program aims at supporting planning activities that increase the safe and accessible options of multiple travel modes for users of all ages and abilities.

For FY2025, DVRPC will use these funds to continue our ongoing Expo program which assists communities (counties, municipalities, community/neighborhood groups, or partnerships therein) in the region with implementing innovative solutions to transportation problems through demonstration, pop-up, and/or quick build projects that aim to complete a streets' accessibility for multiple modes. The program will work with communities to develop, implement, and measure projects that apply various pedestrian, bicycle, transit, and roadway strategies that address complete streets in their respective communities.

Expo program description:
Communities are increasingly moving toward planning and engineering projects that can be implemented without unduly long project timelines and high costs. These projects, sponsored by community groups, activists, municipalities, and counties, aim to raise awareness of safety, mobility, and/or placemaking issues and solutions by demonstrating a proposed design in context. By piloting and building lightweight projects that increase access to pedestrians, bicyclists, drivers, transit operators, delivery people and anyone else using the street, communities can:

- Test a complete streets improvement strategy;
- Engage and educate stakeholders;
- Shorten project delivery timelines;
- Minimize disruption and cost;
- Conduct data-driven analysis; and

- Gather community support for future funding applications.

DVRPC staff will work with selected communities to advance interventions that address safety, mobility, and/or placemaking goals on local roads (non-state, non-federal aid). DVRPC assistance may take many shapes. Staff may work directly with a community coalition to provide technical assistance in developing concept design(s) for the project, identifying and coordinating with appropriate agencies, assisting with public outreach, creating educational and promotional materials, identifying performance measures, and creating and implementing data collection through intercept surveys, online polling, and/or multimodal traffic counts. DVRPC will lead a project through some, or all of these tasks based on project sponsor capacity and the needs of the project. Following the implementation, DVRPC will summarize the project in an easy-to-understand format, either as a memo, webpage, slide show, handout, or brochure. Summaries can be used by project sponsors to pursue permanent installation and to share with other regional partners that may be considering similar strategies. DVRPC may also take an advisory or participatory role while the project is led by others.

These projects and their outcomes will engage and educate the public, agency staff, and elected leaders throughout the DVRPC region so that they may advance their own Complete Streets strategies. This program has been ongoing for several years, and part of DVRPC's role is also to share lessons learned from regional projects with or without DVRPC's involvement, in order to increase awareness of demonstration projects. Some of these activities may require DVRPC to purchase materials and supplies or other services to meet program goals.

The activities in the ISATO project may include the purchase of services and equipment to complete tasks.

Tasks:

Expo Tasks:
1. Identify at least two communities with whom DVRPC can partner and provide technical assistance from project start to finish aiming for at least one demonstration project in both PA and NJ. Projects must: have a motivated project sponsor, have a direct transportation or placemaking solution to be tested/piloted, and can be designed and implemented by the sponsor within 6-9 months with available community/stakeholder resources (materials and funding).
2. As capacity and interest among communities warrants, provide support to other demonstration projects in the region through design and process feedback, travel monitoring counts, marketing and sharing of resources.
3. Identify and purchase materials to support the goals, outreach, education and analysis of the project.
4. Share lessons learned from regional projects that summarize demonstration project processes and outcomes.

Products:

Project summaries including plans, photos, and performance measures of projects. Memorandums, webinars, presentations and/or a dedicated web page sharing regional demonstration project processes and outcomes.

Beneficiaries:

DVRPC partners, community and arts groups, traveling public, residents, and local businesses.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$426,072				$426,072
2025	$219,364				$219,364

FY2025 Other Funding Details:
PA Increasing Safe and Accessible Transportation Options (ISATO) fund $138,000; NJ ISATO fund $81,364

25-52-140 **Pottstown Station Concept Plan**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amy Bernknopf

Project Manager: Andrew Svekla

Supports LRP Goals:

Goals:

1. Assist the Borough of Pottstown and its planning partners to prepare for the restoration of rail service by assessing local station infrastructure needs.

2. Work with Pottstown stakeholders to establish a vision for the future of the Pottstown Station Area.

This project supports the implementation of goals outlined in the Pottstown Metropolitan Regional Comprehensive Plan. This project supports PennDOT's Planning Priorities of “Land Use / Transportation Linkages/Economic Development/Modernization,” specifically to “identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as; access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation,” and to “provide input on any training and planning activities targeted to county and local governments, conservation districts and community stakeholders,” on topics such as smart growth, complete streets, implementation tools, transit-oriented development, and healthy communities.

Description:

The Schuylkill River Passenger Rail Authority (SRPRA) is working to facilitate the return of passenger rail service between Philadelphia and Reading with a stop in Pottstown, an objective supported by the Pottstown Metropolitan Regional Comprehensive Plan. The SRPRA has submitted an application to the Federal Railroad Administration’s (FRA) Corridor ID (CID) Program and is preparing to conduct an Alternative Routes Analysis study under an already-obtained FRA grant.

DVRPC will support this effort by examining Pottstown’s local station infrastructure as well as the potential impacts and opportunities of restored rail service on the larger community. This planning work is expected to take place over the course of two years with the creation of deliverables that will be responsive to timelines established through the Alternative Routes Analysis and/or CID program. We expect the two phases will overlap.

Phase One: Pottstown Station Facility Planning
Although the SRPRA has taken a leadership role in the effort to restore rail passenger service in the Reading – Philadelphia Corridor segment, local communities will largely be responsible for planning and developing passenger rail

stations suitable for Amtrak intercity passenger train operations. The Amtrak Station Planning and Development Guidelines addresses the planning and development process and describes design standards generally required by Amtrak and specifically required for compatibility with freight trains in a shared-track environment such as is proposed between Reading and Philadelphia. DVRPC, in coordination with local station partners, will use these Guidelines as a starting point to assess local rail infrastructure needs and develop conceptual plans illustrating potential station location(s), parking facilities, and multimodal connections.

Phase Two: Pottstown Station Vision Plan
The second phase of this study will use a community visioning process to assess the implications of restored rail service for the larger station area and the Pottstown community. The boundaries of the vision plan could differ slightly from that in phase one. This work will seek to gather feedback from local station partners as well as the general public that can be used to create a vision for the future of the Pottstown Station Area. DVRPC will lead a visioning process focused on identifying ways that the Borough can leverage rail service and investment in the station area to help achieve community goals. The framework of this Vision Plan will be responsive to local needs, but may include elements dedicated to community form, mobility, and economic development. The study will help identify ways local municipalities can guide growth and encourage transit-oriented housing development (not just affordable housing). This work will be coordinated with a planned update of the Pottstown Metropolitan Regional Comprehensive Plan where possible.

Tasks:

1. Identify and interview subject matter experts and local stakeholders and assemble a steering committee that represents these diverse interests and perspectives.
2. Convene steering committee at regular intervals to review and guide the work of the project team.
3. Conduct fieldwork to understand the existing conditions of the Pottstown Station Area. Map and document this information.
4. Document local infrastructure and passenger facility needs based on a comparison of existing conditions to Amtrak's Station Planning and Development Guidelines.
5. Conduct engagement activities to determine principles that should guide future development in the station area.
6. Share key findings from engagement activities with elected officials and stakeholders as needed.
7. Develop a work product that summarizes the community vision for the Pottstown Station Area.

Products:

1. Memo summarizing local infrastructure needs and the improvements that will be necessary to make the Pottstown Station suitable for rail service.
2. Document(s) and presentation(s) summarizing community vision for the Pottstown Station Area.

Beneficiaries:

SRPRA; Montgomery County; Chester County; Pottstown Metropolitan Regional Planning Committee; Pottstown Borough; Douglass Township; East Coventry Township; Lower Pottsgrove Township; North Coventry Township; Upper Pottsgrove Township; West Pottsgrove Township; and local residents, institutions, and businesses.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$75,000	$75,000			

25-52-150	PennDOT Connects Complete Streets Resurfacing Program

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Sarah Moran

Project Manager: Alyson Dressman, Betsy Mastaglio, Christopher Mulroy, Jesse Buerk, Kendra Nelson, Thomas Stead

Supports LRP Goals:

Goals:

Work with planning partners to identify and prioritize roadway improvement projects that can be implemented as part of regularly scheduled resurfacing projects, with the goal of improving safety for all road users and making the street more complete. Coordinate screening and analysis processes, assist with outreach efforts, and support implementation of roadway improvements.

Description:

PennDOT paving projects provide the City of Philadelphia and the surrounding suburban counties an opportunity to re-evaluate the operations, safety, and striping configurations of state roads. This program supports two parallel, ongoing PennDOT Connects project development pipelines: one in the City of Philadelphia, and one in the suburban counties. Design for suburban projects is funded through a TIP line item (MPMS #63406).

In the City of Philadelphia, DVRPC will support continued expansion of the bicycle network and renewed focus on safety through Vision Zero street redesigns by first, assisting the City and PennDOT in identifying roadways on the PennDOT resurfacing plan that are the best candidates for bike-friendly redesign. This will be based on factors like timing, favorability for redesign based on an initial screening-level review, and role in the planned network. Next, staff will conduct technical work to develop planning-level design concepts. Staff will collect data about existing conditions through traffic counts and fieldwork, which will be used to inform model calibration. Depending on the characteristics of a given corridor, concept refinement typically requires capacity analysis in Synchro to assess the impacts of lane configuration changes on traffic movements, and sometimes network analysis to assess the likely impact of capacity changes on other roadways. An initial scoping review in collaboration with City and PennDOT staff will determine the complexity of the priority projects and level of analysis required, which will in turn determine the number and extents of locations to be evaluated--with a target of 2 projects to be evaluated in detail during the course of the fiscal year.

In the suburban counties, DVRPC will support the evolution of the existing successful program to identify opportunities beyond bicycle facilities, to include other ways to make the streets more complete and improve safety for all road users. DVRPC will continue to support PennDOT District 6 in coordinating communication

between the District, county planners, the Bicycle Coalition of Greater Philadelphia (BCGP), SEPTA, and municipalities to identify, prioritize, and screen segments for potential improvements that can be implemented as part of resurfacing projects, such as bicycle lanes, road diets, bus lanes, and crosswalk improvements. DVRPC will also work with program partners to identify segments that require more detailed analysis to determine the traffic impact of the proposed treatments. For selected segments, DVRPC will collect data and provide traffic analysis and modeling support to evaluate these impacts. DVRPC will also assist PennDOT and the counties with outreach to municipalities to facilitate the process of submitting any necessary official requests to implement improvements, including maintenance agreements.

Priority improvements identified through this process that are beyond the scope of a resurfacing/restriping project will be documented and coordinated separately, with the DVRPC Office of Project Implementation. DVRPC staff will coordinate with PennDOT, County partners, and project sponsors to identify appropriate funding opportunities, develop high-quality projects, and submit grant applications to pursue these improvements.

Efforts under this program may require the purchase of hardware, software, equipment, and/or services.

Tasks:

1. City of Philadelphia Program
    • Work with City and PennDOT staff to identify up to two candidates for bike-friendly redesign on PennDOT's 5-year paving plan.
    • Work with City and PennDOT staff to develop initial concept plans or build scenarios for these candidate corridors.
    • Collect data and provide traffic analysis and modeling support to evaluate the facility and network-level traffic impacts of the initial concepts, as necessary.
    • Refine initial concepts as appropriate based on traffic analysis findings.
    • Prepare memos for City and PennDOT staff review and documentation of each evaluated corridor’s proposed configuration, traffic impacts, and anticipated benefits.

2. Suburban Program
    • Coordinate priority and feasibility screening process with PennDOT District 6, county planners, the BCGP, SEPTA, and DVRPC staff for segments on PennDOT’s 5-year resurfacing program.
    • Work with program partners to identify segments in need of traffic modeling to determine whether proposed improvements that would impact vehicle capacity will result in acceptable levels of service in the corridor (depending on scale and complexity, this project is expected to accommodate one location in each County).
    • For selected segments, collect data and provide traffic analysis and modeling support to evaluate the facility and network level traffic impacts of the concepts.
    • Assist PennDOT and counties with outreach to municipalities and coordination with projects as needed. Develop and update tools and collect information to assist

with these efforts.

• For projects that are beyond the scope of resurfacing, coordinate prioritization and project development with PennDOT, the Counties, and DVRPC's Offices of Project Implementation and Capital Programs to identify relevant funding opportunities, and develop high-quality grant applications or advance projects as capital improvements by other means.

• Enhance project tracking database based on user feedback and evolving program needs.

3. Support partner agencies in using the Bicycle LTS and Connectivity Analysis webtool, with continued updates and enhancements.

Products:

1. Continued maintenance of suburban project tracking database.
2. For segments selected for capacity analysis, memoranda documenting each evaluated corridor's proposed configuration, traffic impacts, and anticipated benefits, as appropriate.
3. Identification of resurfacing projects, with demonstrated benefit and local support, that are good candidates for new striping plans funded by MPMS #63406, "Retrofit for Bike Lanes and Shoulders" prior to resurfacing.
4. Identification and documentation of projects that are beyond the scope of resurfacing.

Beneficiaries:

PennDOT, counties, municipalities, pedestrians, bicyclists, the commuting public, and all users of roadways.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$250,000				$250,000
2024	$250,000				$250,000
2025	$250,000				$250,000

FY2025 Other Funding Details:
PennDOT Connects

25-52-160	Supporting Communities Program
Responsible Agency:	**Delaware Valley Regional Planning Commission**
Program Coordinator:	Gregory Krykewycz
Project Manager:	Alyson Dressman, Jesse Buerk, Shoshana Akins, Thomas Stead
Supports LRP Goals:	

Goals:

Conduct analysis and outreach work at various scales to identify, develop, and program transportation projects which are suitable for available federal funding, consistent with regional planning principles, and which would particularly benefit historically marginalized communities.

Description:

The purpose of our Supporting Communities program is to make DVRPC's transportation planning processes and project programming responsibilities more responsive to the wants and needs of disadvantaged communities, on an ongoing basis. We will do this by:

-Listening to community residents' and leaders' preferences and needs for transportation improvements, in collaboration with trusted local partners.
-Developing planning or capital projects based on what we hear from residents and local leaders, and informed by relevant transportation data (such as asset condition or crash history) as appropriate.
-Following through on those projects by providing assistance to deliver them through available funding programs.
-Adapting what we learn through these targeted efforts with specific communities, to benefit other communities across our full portfolio of work.

DVRPC's Supporting Communities program was established in FY2024, and consists of three levels or Tiers of work: Tier 1 listening sessions, to understand the transportation preferences and priorities of communities we have not heard from before; Tier 2 concept development, to turn that listening session feedback into achievable projects; and Tier 3 project delivery, to follow through on those projects by connecting them with established grant or program pipelines for design and construction funding. We anticipate this structure will continue to evolve in FY2025, advancing and following through on FY2024 priorities, and hearing from new communities entering the Supporting Communities pipeline.

Tasks:

1. Reconvene advisory committee (DVRPC member county, member city, state DOT, federal, and transit agency partners) to review program accomplishments in FY2024, discuss status of projects under development, and consider new

communities for outreach in FY2025.
2. In partnership with community partners, conduct Tier 1 "Listen" outreach with approximately three new communities in FY2025, including focus group(s) and interviews with community leaders, as appropriate.
3. Work with county and municipal partners to develop achievable project concepts (Tier 2) to benefit approximately three communities, drawing on what we heard from Tier 1 listening sessions in FY2024.
4. Work with county and municipal partners to advance FY2024's Tier 2 project concepts toward implementation, via grant or programming pipelines. This could include application development for competitive funding programs.
5. Consider other opportunities to assist qualifying disadvantaged communities with discrete project needs, wherever possible and as capacity permits.
6. Continue to evaluate program structure and achievements on an ongoing basis, adjusting approach as necessary and seeking ways to apply Supporting Communities principles to other DVRPC workflows.

Products:

Meeting notes; survey, focus group, and/or interview findings; maps, memos, or diagrams illustrating project concepts; applications for competitive grant programs.

Beneficiaries:

DVRPC member counties and cities, local municipalities, local nongovernmental organizations, regional residents and workers, particularly of historically marginalized communities.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$250,000	$50,000			$200,000

FY2025 Other Funding Details:
PennDOT Connects $200,000

25-52-170	Transportation Systems Management and Operations (TSMO)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Christopher King

Project Manager: Justin Neff, Kayla Bancone

Supports LRP Goals:

Goals:

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

Description:

Federal metropolitan planning regulations require MPOs to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two longstanding related initiatives. The Transportation Operations Program Area (25-52-050) and the Transportation Systems Management and Operations Project highlight key activities undertaken by these programs. The Transportation Systems Management and Operations (TSMO) Project incorporates strategies to help proactively manage the transportation system by addressing recurring and nonrecurring congestion. Strategies such as traffic incident management, traveler information services, safety service patrols, work zone management, and freight management improve system efficiency, enhance public safety, help reduce traveler delays and improve information access. Successful integration of these and other TSMO strategies will help to make the region more cohesive, and enhance communications and collaboration among transportation partners.

DVRPC's TSMO program encompasses a wide range of activities including the coordination of multi-agency regional initiatives. This year's efforts deploy two new initiatives: MView, which is a secure web-based video sharing portal for first responders, and Digital Alerting Services.

One of the program's primary initiatives over the past ten plus years, RIMIS, which provided CCTV camera access for first responders, will be replaced by a new video sharing platform called MView. It will provide responders with the opportunity to view live regional video providing situational awareness from most anywhere (i.e.) desktops, laptops, tablets, and smartphones. It was developed by the Maryland Coordination and Analysis Center - Department of Homeland Security. Currently there are 15,000+ cameras from over 200 agencies in the MidAtlantic region who participate.

PennDOT currently uses this platform, and the objective is to bring NJDOT,

Burlington County TOC, and the City of Philadelphia Streets Department cameras into the system during FY 2025. Different from publicly available 511 sites, MView, like RIMIS, allows agencies to create unique video walls, specific to their response areas.

In FY 2025, DVRPC will facilitate the necessary interoperability components to ensure the multiple agencies' CCTV feeds are accessible to the region's responders and transportation operators. The integration of these agencies into the MView system will likely require the use of a third-party software vendor, for which DVRPC will issue an RFP and manage the contract throughout. The software vendor's role will be to get the video feeds to MView; MView will then make the video feeds available to response agencies. As MView use grows, DVRPC will work to transition the agencies currently using the RIMIS system over to the MView platform.

Another new initiative in FY 2025 is the implementation of a digital alerting program for the region's emergency responders. Digital alerting is a technology that alerts approaching motorists of an upcoming incident scene. When Digital Alerting is activated, an alert is sent from the emergency vehicle to approaching motorists via their navigational app (Apple Maps, Waze, etc.) about a roadway incident ahead. This alert gives drivers time to slow down and/or move over safely. Digital Alerting technology is also endorsed as a technology by the FHWA under the program EDC-7: Next-Generation Traffic Incident Management, and is currently in use on NJDOT, PennDOT, and PA Turnpike vehicles.

For this program, DVRPC will select a digital alerting vendor through an RFP process to provide devices, installation, and a multiyear service subscription to local response agencies. DVRPC will be the primary agency to coordinate with the vendor to allocate and install the devices for response agencies. DVRPC will handle all the financial and logistical components of this program for any involved response agency. DVRPC will also work closely with its partners to determine the most effective and impactful way to distribute the devices throughout the region.

Other focus areas of DVRPC's TSMO program include maintaining DVRPC's Interactive Detour Route Mapping (IDRuM) application, providing training programs for emergency response personnel, monitoring performance measures, security planning, and providing technical assistance to agencies.

Activities listed below fall under three broad categories: MView, Digital Alerting, and Other TSMO Tasks. Some of these activities may require DVRPC to purchase equipment and/or services.

Tasks:

DVRPC MView Tasks:
1. Coordinate technical requirements to allow for video sharing to occur for each agency.
2. Develop RFP to select vendor responsible for getting video feeds from NJDOT, Burlington County, and any other agency providing feeds to MView's system.

3. Continued outreach to responders concerning MView functionality.
4. Serve as liaison between response agencies, MView, and selected vendor.
5. Perform activities associated with MView as need arises.

MView Vendor Tasks
1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the system administrator, adding new users upon request.
3. Software vendor will periodically meet with DVRPC and the users to review MView status and discuss and resolve operational issues.

DVRPC Digital Alerting Tasks
1. Develop an RFP to select a digital alerting vendor.
2. Identify and coordinate with first responder agencies interested in participating in the program.
3. Handle all invoicing and accounting of the digital alerting costs.
4. Serve as liaison between the region's response agencies and the designated digital alerting vendor.
5. Use data compiled from each device to create reports concerning number of alerts sent to motorists, incident duration, and other applicable performance metrics.

Digital Alerting Vendor Tasks
1. Determine necessary compatibility requirements for each response agency and vehicle.
2. Handle all installation and equipment maintenance over the life of the program.
3. Designate a specific customer support team to address issues for all agencies involved in the program.

Other TSMO Tasks
1. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies.
2. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM).
3. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
4. Continue to maintain the region's ITS Infrastructure Inventory.
5. Participate in appropriate security planning efforts by attending external meetings, webinars and other events such as the Delaware Valley Intelligent Center (DVIC) security roundtable quarterly meetings.
6. Continue to promote and provide training programs on TSMO and ITS strategies.
7. Continue coordination and participation with local and regional partners and their committees, such as The Eastern Transportation Coalition, Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee.
8. Continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our region's performance measures.
9. Continue to actively serve on both the boards of ITSNJ and ITSPA. Task include,

but are not limited to: planning annual conferences, coordinating multi-agency technical events, advocating the use of ITS and TSMO strategies to solve mounting transportation challenges.

Products:

1. Operation and maintenance of MView.
2. Management of MView software vendor.
3. Operation and maintenance of IDRuM.
4. Digital Alerting devices for first responders.
5. Implementation of programs to foster interagency cooperation.
6. Technical assistance to agencies.

Beneficiaries:

ITS operators, emergency responders, motorists, and transit users. Member governments and agencies, including PennDOT, NJDOT, transit operators, County Emergency Management and Planning Agencies; and citizens served by a more efficient and reliable transportation network.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$554,000				$554,000
2024	$554,000				$554,000
2025	$554,000				$554,000

FY2025 Other Funding Details:
PA TIP - MPMS #115971 - $310,400 STU/$77,600 PA State 581; NJ TIP - DB #01300 - $166,000 STBGP-PHILA

25-53-020/025 **HPMS and Functional Classification System (PA & NJ)**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Jonathan Ferullo

Supports LRP Goals:

Goals:

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

Description:

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

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

Tasks:

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

Products:

1. Updated HPMS data files of physical and operational characteristics.
2. Database of counts taken in New Jersey and Pennsylvania.
3. Record of requests for functional classification changes.
4. Updated functional classification maps.

Beneficiaries:

States, counties, and cities.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$190,000	$190,000			
2024	$200,000	$200,000			
2025	$215,000	$215,000			

25-53-030 **PennDOT District 6-0 Traffic Volume Data**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Jonathan Ferullo

Supports LRP Goals:

Goals:

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

Description:

This continuing project provides PennDOT District 6-0 with specific volume data at locations in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties for studies primarily related to traffic signals and controls. Depending on the location and type of information required, these data may include one or more of the following: manual vehicle classification counts; turning-movement counts; bicycle counts; pedestrian counts; physical characteristics of the intersection; descriptions of adjacent land use, particularly schools; and other appropriate information. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations.

Tasks:

1. Review PennDOT District 6-0 requests and prepare assignments for field personnel to collect data.
2. Collect data for one of the following types of studies : (a) video or manual intersectional vehicle turning movements recorded in 15-minute time increments; (b) 48-hour portable traffic recorder counts by hour; (c) video or manual truck classification hourly counts; and (d) weeklong bicycle/pedestrian counts in 15-minute time increments.
3. Review, process, and tabulate field count data. Convert recorder counts to average annual daily traffic (AADT) (motorized) and average annual daily bicycles (AADB) and average annual daily pedestrians (AADP) (non-motorized).
4. Enter counts into DVRPC Traffic Count System and transmit to PennDOT and member governments.
5. Transmit appropriate field data to PennDOT District 6-0 office and other entities as appropriate.

Products:

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

Beneficiaries:

PennDOT.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$300,000				$300,000
2024	$300,000				$300,000
2025	$300,000				$300,000

FY2025 Other Funding Details:
PA State Appropriation 582 Funds

25-59-700 **Member Government Special Studies**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Patricia Elkis

Supports LRP Goals:

Goals:

Improve the efficiency of the region's transportation network by preparing special sub-regional studies to supplement core planning efforts.

Description:

Through the Supportive Regional Highway Planning Program (SRHPP) and Transit Support Program (TSP), DVRPC passes through federal funds to member governments to support their core planning functions and their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs and data which helps inform the development of regional plans and programs such as the TIP, Long-Range Plan, and Congestion Management Program. In addition to providing direct support, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients. In some cases, the recipients pass back the Special Study funding and request that the studies be conducted by DVRPC staff because of some specific expertise or staff capacity. Detailed individual scopes of work for each Special Study are found in Chapters Three and Four of this document. This project represents the tasks and combined budgets of those Special Studies.

Tasks:

1. City of Philadelphia Traffic Counting Program (25-60-051)
2. Camden County Traffic Counting Program (25-61-070)
3. Gloucester County Traffic Counting Program (25-61-080)
4. Mercer County Traffic Counting Program (25-61-090)
5. Burlington County Traffic Counting Program (25-61-100)
6. SEPTA Traffic Modeling and Signal Coordination: Erie Avenue (25-63-007)
7. Southeastern Pennsylvania Transit Planning and Technical Assistance (25-63-008)
8. Transit Survey Program for Southeastern PA (25-63-009)
9. Complete Streets Implementation Support for NJ Counties (25-61-060)
10. Workforce to Warehouses Shuttle Study (25-63-025)
11. Transit Survey Program for NJ (25-63-026)

Products:

1. Technical memo, database, mapping or report for each study.

Beneficiaries:

Member governments and other agencies.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$991,944				$991,944
2024	$991,944				$991,944
2025	$1,146,944				$1,146,944

FY2025 Other Funding Details:
TSP and SRHPP special studies projects

25-59-701 **New Projects and Misc. Carryover**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Patricia Elkis

Supports LRP Goals:

Goals:

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

Description:

This project represents work that was initiated in FY24 and will carry over into FY25 as well as new projects that come in during the year after the final UPWP has been approved by the DVRPC Board. Each new project that comes in, includes a specific funding source which is additional funding to DVRPC's budget and is presented to the RTC and Board for approval as a Work Program amendment. These projects may include development of traffic forecasts on a specific facility, a grant from a state or federal agency that supports a program or project, or a grant from a foundation or non-profit organization to provide technical services or guidance.

Tasks:

1. Conduct studies or provide services as required.

Products:

1. Technical memo or report for each study.

Beneficiaries:

Member governments and other agencies.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$818,442				$818,442
2024	$466,633			$234,833	$231,800
2025	$820,827			$162,333	$658,494

FY2025 Other Funding Details:
Projects to be defined

25-59-702	NJ CRRSAA Technical Assistance, Contracts Administration and Trenton Area Safe Streets Support

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Patricia Elkis

Project Manager: Vanessa Doan

Supports LRP Goals:

Goals:

To ensure timely intergovernmental coordination, technical assistance, and administration of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds obligated for the urbanized areas of Burlington, Camden, Gloucester and Mercer counties.

Description:

In June 2023 the DVRPC FY2023 UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated CRRSAA funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Use of the CRRSAA funds is fairly flexible and DVRPC, NJDOT and NJ Division of FHWA agreed that these funds could be applied to DVRPC's Technical Assistance for Member Governments program area in the form of direct technical assistance by DVRPC staff to member governments, provision of consultant services, and pass-through funding for local governments to bolster their own operations and staff capacity. This funding can be spent over a duration of five years, with a funding end-date of 12/31/2028.

DVRPC has been working with NJ partners to develop more detailed scopes of work that will respond to their needs. As a result, the first batch of CRRSAA projects were approved as amendments to the FY24 UPWP and included three DVRPC staff projects (listed below) and three passthrough projects (Local Concept Development studies in Burlington County). All are multiyear projects but are shown differently in the UPWP. The passthrough LCD studies appear in FY24UPWP and in this FY25 UPWP under Table 10B: NJDOT Multi-Year Projects. The three DVRPC staff projects: 1) Technical Assistance and Coordination of NJ CRRSAA Funding- 5 years, 2) Procurement and Contracts Administration for NJ Transportation Programs- 5 years, and 3) Trenton Area Complete and Safe Streets for All Implementation- 5 years, also appear as FY24 UPWP amendments for one year duration (with some carryover), and in this FY25 UPWP for another 4 years until they expire in December of 2028.

As part of DVRPC's FY2024 Work Program Amendment, the three DVRPC staff projects were presented and approved by the DVRPC Board for FY2024 UPWP only. For administrative purposes, the remaining four years of these projects' duration are being re-introduced in this FY2025 Unified Planning Work Program to authorize DVRPC staff to be able to work on these projects from FY2025 to FY2028

and are included as part of DVRPC's operating budget. The multi-year approval will allow DVRPC staff to continue to provide supporting work and project deliverables to NJ county member governments efficiently and without interruption. Chapter 5B shows details on NJ CRRSAA funding including a summary of all the NJ CRRSAA funded projects, the scopes of work, deliverables, projects' duration and budgets.

Tasks:

1. Conduct studies or provide services as required in the applicable project write up, see Chapter 5B - NJ CRRSAA, for more details.

Products:

1. Provide technical memos, administrative activities, and/ or reports for each project.

Beneficiaries:

County planning departments, municipalities, state DOTs, businesses, and citizens.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$555,000				$555,000

FY2025 Other Funding Details:
Annual amount from NJ CRRSAA- Task Order PL-DV 2023, see Chapter 5B.

FY 2025 | Unified Planning Work Program

Chapter **3A** PA Supportive Regional Highway Planning Program (SRHPP)

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Table 6: PA Supportive Regional Highway Planning Program

Project Number	Agency	Project	Cash Amount
25-60-010	Bucks County	Supportive Regional Highway Planning	$104,200
25-60-020	Chester County	Supportive Regional Highway Planning	$155,300
25-60-030	Delaware County	Supportive Regional Highway Planning	$84,200
25-60-040	Montgomery County	Supportive Regional Highway Planning	$156,700
25-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	$247,600
25-60-051[1]	City of Philadelphia/ DVRPC	Philadelphia Traffic Counting Program	$80,000
		Program Total	**$828,000**

[1] Project work will be performed by DVRPC staff.

25-60-010 **Bucks County: Supportive Regional Highway Planning Program**

Responsible Agency: **Bucks County Planning Commission**

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

Task I - Program Administration and Coordination
1. Participate in the development of DVRPC's Planning Work Program and Bucks County SRHPP for next fiscal year.
2. Review transportation reports and correspondence and provide responses.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
5. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

Task II - Transportation Planning Data and Analysis
1. Monitor traffic count data.
2. Disseminate transportation information and data.
3. Integrate traffic information into GIS databases. Provide periodic maintenance of these databases.
4. Maintain the online Transportation-related GIS Interactive Mapping Applications, and provide periodic maintenance of these Mapping Applications.
5. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.
6. Assist with local asset data collection, as requested.

Task III - Transportation Improvement Program (TIP)

1. Maintain an inventory of proposed transportation improvements in Bucks County for the TIP.
2. Review and evaluate new or existing proposals for inclusion in the TIP.
3. Inventory and prioritize all existing and new projects for the TIP.
4. Participate and assist in the TIP update and maintenance processes.
5. Assist PennDOT in the maintenance and update of the Twelve Year Program.
6. Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
7. Coordinate with DVRPC, PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements
8. Participate and assist PennDOT and DVRPC with PennDOT Connects.
9. Participate in competitive project selection and evaluation processes, as appropriate.

Task IV - Transportation System Program
1. Work with DVRPC and PennDOT on congestion management strategies (CMP).
2. Provide technical assistance to municipalities concerning CMP implementation.
3. Promote inter-municipal coordination for transportation planning and other development-related issues.
4. Provide technical guidance to municipalities concerning the need for access controls along arterial highways.

Task V - Transportation Plan Maintenance
1. Maintain a comprehensive transportation plan.
2. Determine a strategy to implement transportation plan objectives that meet transportation improvements and clean air standards.
3. Coordinate with municipalities and regional planning agencies to implement transportation and clean air standards.
4. Provide input to DVRPC for short-range and long-range transportation planning studies.

Products:

1. Quarterly progress and expenditure reports and invoices.
2. Up-to-date inventory of proposed highway improvements.
3. Recommendations to DVRPC for regional TIP submissions and to PennDOT's Twelve Year Program.
4. Maintained regional TIP.
5. Input on various transportation task forces.
6. Input to municipal requirements for new development.
7. Participate in municipal transportation planning efforts.
8. GIS databases and Mapping Applications.
9. Sample corridor evaluation and recommended improvements.
10. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
11. County project proposals for consideration in next year's UPWP, if available.

Beneficiaries:

Bucks County, state, municipalities, region, and public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$94,200				$94,200
2024	$104,200				$104,200
2025	$104,200				$104,200

FY2025 Other Funding Details:
PA TIP- MPMS# 117912 $104,200 STU/Toll Credit

25-60-020 **Chester County: Supportive Regional Highway Planning Program**

Responsible Agency: **Chester County Planning Commission**

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

Task I - Program Administration and Coordination
1. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
2. Participate in the development of the DVRPC Planning Work Program and Chester County SRHPP for next fiscal year.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
5. Respond to information requests, including those from the public.
6. Perform public participation as appropriate.
7. Review transportation reports and correspondence and provide responses.

Task II - Transportation Improvement Program (TIP)
1. Maintain an inventory of proposed transportation improvements in Chester County for the TIP.
2. Review and evaluate new and/or existing proposals for inclusion in the TIP.
3. Inventory and prioritize all existing and new projects for the TIP.
4. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.
5. Coordinate with DVRPC, PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
6. Monitor transportation funding programs and opportunities, and provide programming information to county officials, legislators and local officials.

7. Participate and assist PennDOT and DVRPC with PennDOT Connects.
8. Participate in competitive project selection and evaluation processes, as appropriate.

Task III - Transportation Plan Maintenance
1. Participate in DVRPC committees and provide input to DVRPC for studies concerning short-range and long-range transportation planning.
2. Maintain the county transportation plan and other county-wide plans or studies related to transportation.
3. Assist in the development of local transportation plans and studies. Coordinate with municipalities, DVRPC, PennDOT, TMAs, and developers.
4. Review traffic impact studies, land development plans, zoning changes, and Comprehensive Plans that impact the county and regional transportation plans.
5. Assist with local asset data collection, as requested.

Products:

1. Quarterly progress and expenditure reports and invoices
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. County project proposals for consideration in next year's UPWP, if available
4. Inventory of proposed transportation improvements
5. Twelve Year Program and TIP submissions, including an updated regional TIP.
6. Input on various transportation plans and studies
7. Correspondence on meetings and seminars attended related to highway planning.

Beneficiaries:

Chester County, state, municipalities, region, and public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$136,300				$136,300
2024	$155,300				$155,300
2025	$155,300				$155,300

FY2025 Other Funding Details:
PA TIP- MPMS# 117912 $155,300 STU/Toll Credit

25-60-030 **Delaware County: Supportive Regional Highway Planning Program**

Responsible Agency: **Delaware County Planning Department**

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

Task I – Program Administration and Coordination
1. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
2. Participate in the development of the next fiscal year's DVRPC Planning Work Program and Delaware County SRHPP.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Respond to information requests, including those from the public.
5. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies, such as DVRPC and Delaware County TMA meetings that are not for specific projects or studies.
6. Perform public participation as appropriate.
7. Review transportation reports and correspondence and provide responses.

Task II – Transportation Improvement Program (TIP)
1. Maintain an inventory of proposed transportation improvements in Delaware County for the TIP.
2. Review and evaluate new or existing proposals for inclusion in the TIP, and participate in competitive project selection and evaluation processes, as appropriate
3. Inventory and prioritize all existing and new projects for the TIP.
4. Survey municipalities every two years for potential TIP funded projects.
5. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.

6. Monitor transportation funding programs and opportunities, inform municipalities of funding programs and provide assistance to them, and advocate Delaware County's position on this issue.
7. Provide programming information to county council, county executive director, legislative delegation, and municipal officials.
8. Coordinate with PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
9. Participate and assist PennDOT and DVRPC with PennDOT Connects.

Task III – Transportation Plan Maintenance
1. Participate in DVRPC Long-Range Plan discussions, as needed.
2. Prepare highway/bicycle/pedestrian components of Delaware County Comprehensive Plan.
3. Work with a consultant to prepare Delaware County Vision Zero Plan.
4. Work with a consultant to prepare Route 291 Road Diet Feasibility Study.
5. Prepare highway, bicycle, and pedestrian mobility components of municipal comprehensive plans (under contract with municipalities); review highway/bicycle/pedestrian components of draft municipal comprehensive plans (under Act 247 reviews).
6. Review land developments and traffic impact studies and provide comments on highway, bicycle, and pedestrian access to the Delaware County Planning Commission.
7. Participate in Delaware County, DVRPC, PennDOT, and municipal highway, bicycle, and pedestrian studies and planning efforts.
8. Assist with local asset data collection, as requested.
9. Develop a Complete Streets model ordinance and work with municipalities to customize to their needs.
10. Prepare an Active Transportation Plan. Prepare a bikeshare/micromobility feasibility study.

Products:

1. Quarterly progress and expenditure reports and invoices
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. Inventory of proposed transportation improvements.
4. Updated TIP and 12 Year Program submissions.
5. Correspondence on meetings and seminars attended related to highway planning.
6. Comments on land development plans.
7. Input on various transportation plans and studies.
8. County project proposals for consideration in next fiscal year's UPWP, if available.
9. Model Complete Streets Ordinance.
10. Active Transportation Plan and Bikeshare/Micromobility Feasibility Study.

Beneficiaries:

Delaware County,municipalities, state, region, and public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$68,200				$68,200
2024	$84,200				$84,200
2025	$84,200				$84,200

FY2025 Other Funding Details:
PA TIP- MPMS# 117912 $84,200 STU/Toll Credit

25-60-040 **Montgomery County: Supportive Regional Highway Planning Program**

Responsible Agency: **Montgomery County Planning Commission**

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

Task I – Program Administration and Coordination
1. Perform general administrative duties, including liaison and interagency coordination.
2. Review transportation reports and correspondence and provide responses.
3. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
4. Participate in the development of the DVRPC Planning Work Program and Montgomery County SRHPP for next fiscal year.
5. Respond to information requests, including those from the public.
6. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
7. Perform public participation as appropriate.

Task II – Transportation Improvement Program (TIP)
1. Maintain an inventory of proposed transportation improvements in Montgomery County for the TIP.
2. Review and evaluate new or existing proposals for inclusion in the TIP.
3. Inventory and prioritize all existing and new projects for the TIP.
4. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program
5. Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
6. Coordinate with DVRPC, PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements

7. Participate and assist PennDOT and DVRPC with PennDOT Connects.

Task III – Transportation Plan Maintenance and Implementation
1. Review traffic impact studies, zoning changes and new/revised comprehensive plans that impact the county and regional transportation plans.
2. Participate in various transportation study task forces and competitive project selection and evaluation processes, as appropriate
3. Enforce the county comprehensive plan, as well as Walk Montco and Bike Montco plans, and assist in the preparation of the upcoming new county comprehensive plan.
4. Participate in federal regional transportation planning efforts such as the Long Range Plan (LRP) and the Congestion Management Process (CMP).
5. Assist with local asset data collection, as requested.
6. Organize and lead meetings among departments to implement the county's Complete Streets policy.

Products:

1. Updated regional TIP, LRP, and CMP.
2. County Comprehensive plan implementation.
3. Public participation and outreach activities for Transportation Planning and Programming
4. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
5. Quarterly progress reports, closing report, and invoices.
6. County project proposals for consideration in next fiscal year's UPWP, if available.
7. Correspondence on meetings and seminars attended related to highway planning.

Beneficiaries:

Montgomery County, municipalities, state, region, and public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$141,700				$141,700
2024	$156,700				$156,700
2025	$156,700				$156,700

FY2025 Other Funding Details:
PA TIP- MPMS# 117912 $156,700 STU/Toll Credit

25-60-050 **Philadelphia: Supportive Regional Highway Planning Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

Task I: Program Administration and Coordination
1. Review and comment on the Commission's staff reports.
2. Continue development of Certification Acceptance or Modified Certification Acceptance documents, standards, and/or procedures.
3. Identify and resolve differences among city and regional highway planning agencies.
4. Develop a work program for future "pass through" funds.
5. Participate in the development of the Philadelphia SRHPP and DVRPC Planning Work Program for the next fiscal year.
6. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
7. Perform general administrative duties, including liaison and interagency coordination.
8. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
9. Respond to information requests, including those from the public.
10. Perform public participation as appropriate.
11. Review transportation reports and correspondence and provide responses.

Task II: Transportation Improvement Program (TIP)
1. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.
2. Develop, collect, and maintain information and data on individual transportation projects under construction for inclusion in the TIP and maintain an inventory of

projects for capital program consideration.
3. Assist in developing project descriptions.
4. Coordinate preparation of the TIP with local community groups, elected officials, DVRPC, state agencies, and the public for the purpose of developing a regional TIP. This includes participation in various competitive funding programs.
5. Coordinate candidate projects with other city agencies to ensure that transportation capital projects are consistent with overall city and regional goals and objectives.
6. Develop a prioritization of projects and facilities under consideration for inclusion in the Capital Program.
7. Review and comment on the TIP with federal, state and regional agencies.
8. Coordinate city involvement for PennDOT's Twelve-Year Program.
9. Monitor and update the TIP as it relates to county and regional transportation objectives.
10. Coordinate and review projects with implementing agencies, including PennDOT and DVRPC.
11. Review certain "milestone" data for city federal-aid projects and provide updates to PennDOT.
12. Review and coordinate project cost estimates and breakdowns for programming with the PennDOT Program Management Committee (PMC).
13. Monitor funding programs and opportunities, and provide programming information to city officials and legislators.
14. Participate and assist PennDOT and DVRPC with PennDOT Connects.

Task III: TSMO Planning
1. Develop, maintain and prioritize an inventory of TSMO-type projects.
2. Identify TSMO deficiencies and candidate projects.
3. Review literature on TSMO planning.
4. Coordinate the City of Philadelphia TSMO programs.
5. Coordinate and participate in TSMO public forums.
6. Review and comment on TSMO studies and proposals for the county and region. Provide county input to the regional TSMO effort.
7. Review and comment, as required, on the recommended TSMO Plan report and assist and coordinate with DVRPC in the adoption of the plan, as may be appropriate.
8. Participate, coordinate, and assist in the implementation of regional TSMO strategies.
9. Assist and coordinate in the maintenance of the Regional TSMO plan through periodic update and plan amendments.
10. Assist and coordinate corridor-level analysis of a selected TSMO corridor for incorporation in the TIP in cooperation with PennDOT and DVRPC.

Task IV: Transportation Plan Maintenance/Technical Coordination
1. Analyze and evaluate the impact of proposed developments on transportation facilities.
2. Coordinate the city highway network with the regional highway network.
3. Identify and update those links of the city highway system that augment the

regional system.
4. Review existing functional classification system.
5. Participate in development and implementation of a county and regional transportation planning work program, including participation at intra-city planning strategy meetings.
6. Participate in regional transportation study meetings, committees, community meetings, teams, panels, etc. Review and comment on data and reports developed as part of these studies.
7. Participate in the corridor analysis of locations, corridors, neighborhood commercial streets, and other highways.
8. Participate in local and regional intermodal improvement efforts such as "Transit First" and park/ride facilities, pedestrian/bicycle facilities and goods movement strategies.
9. Manage and oversee selected competitive grant awards.
10. Attend transportation-planning-related meetings and conferences sponsored by organizations such as PennDOT, FTA, APA, Urbanism Next, NACTO, and TRB.

Task V: Transportation Facilities/Data Files
1. Collect, coordinate, update and process traffic flow/volume information.
2. Review, analyze and evaluate traffic flow/volume data.
3. Inventory and assemble appropriate physical transportation facility data and put such information into an easily accessible and usable form.
4. Process automatic traffic recorder information through the MPO to ensure compatibility of data collection efforts with those in the surrounding areas.
5. Provide federal, state, county and regional agencies with traffic flow/volume data.
6. Assemble traffic information files that accurately reflect existing physical conditions resulting in more efficient revisions to the functional classification system and an equitable allocation of funding.
7. Expand traffic counting coverage throughout the city.
8. Perform technical coordination of studies, plans, committee reports, analyses, etc. concerning the city's highways and highway program.
9. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.
10. Assist with local asset data collection, as requested.

Products:

1. Correspondence on meetings and seminars attended related to highway planning.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. Successful completion of capital improvements.
4. An up-to-date highway capital improvement program for the City of Philadelphia.
5. Advancement of high-priority TSMO projects.
6. A plan showing any updated transportation facility data, functional class revisions, or other transportation system changes.
7. County project proposals for consideration in next fiscal year's UPWP, if available.
8. Quarterly progress reports, closing report, and invoices.
9. A program TIP document for use by the Commission and others.

Beneficiaries:

City of Philadelphia, state, region, and public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$207,600				$207,600
2024	$247,600				$247,600
2025	$247,600				$247,600

FY2025 Other Funding Details:
PA TIP- MPMS # 117912 $247,600 STU/Toll Credit

25-60-051 **Philadelphia Traffic Counting Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Jonathan Ferullo

Supports LRP Goals:

Goals:

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

Description:

The City of Philadelphia has requested that DVRPC perform a travel mode counting program. This information will be used for the city's transportation, planning, engineering and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian and crosswalk count information as well as speed studies at locations determined by the City's planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in the City of Philadelphia.

Tasks:

1.Schedule meetings with City of Philadelphia representatives to determine locations for conducting counts.
2.Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle, crosswalk counts and speed studies where required.
3.Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4.Check field data for accuracy.
5.Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6.Prepare and send count data to Philadelphia City Planning Commission, Streets Department, and Office of Transportation, Infrastructure, and Sustainability.

Products:

1.Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

Beneficiaries:

Philadelphia City Planning Commission, City of Philadelphia Streets Department, City of Philadelphia Office of Transportation, Infrastructure, and Sustainability (OTIS), PennDOT, residents, and businesses, and DVRPC project managers.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$50,000				$50,000
2024	$50,000				$50,000
2025	$80,000				$80,000

FY2025 Other Funding Details:
PA TIP- MPMS# 117912- $80,000 STU/Toll Credit

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Chapter **3B** NJ Supportive Regional Highway Planning Program (SRHPP)

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Table 7: NJ Supportive Regional Highway Planning Program

Project Number	Agency	Project	Cash Amount
25-61-010	Burlington County	Supportive Regional Highway Planning	$39,755
25-61-020	Camden County	Supportive Regional Highway Planning	$44,015
25-61-030	Gloucester County	Supportive Regional Highway Planning	$39,100
25-61-040	Mercer County	Supportive Regional Highway Planning	$34,130
25-61-050	City of Camden	Supportive Regional Highway Planning	$24,000
		Subtotal	**$181,000**
Project Number	**Agency**	**Project**	**Cash Amount**
25-61-060[1]	NJ Counties/DVRPC	Complete Streets Implementation Support for NJ Counties	$123,000
25-61-070[1]	Camden County/DVRPC	Traffic Counting Program	$80,000
25-61-080[1]	Gloucester County/DVRPC	Traffic Counting Program	$80,000
25-61-090[1]	Mercer County/DVRPC	Traffic Counting Program	$80,000
25-61-100[1]	Burlington County/DVRPC	Traffic Counting Program	$80,000
		Subtotal	**$443,000**
		Program Total	**$624,000**

[1] Project work will be performed by DVRPC staff.

25-61-010 **Burlington County: Supportive Regional Highway Planning Program**

Responsible Agency: **Burlington County - Land Development**

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

Task I - Program Administration and Coordination
1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit Biannual progress reports/invoices.
3. Participate in the development of the DVRPC Planning Work Program and Burlington County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

Task II - Transportation Improvement Program (TIP)
1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
4. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
5. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
6. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests
7. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

Task III - Transportation Plan Maintenance
1. Coordinate local governments land use and transportation policies.
2. Periodically review and update the Burlington County Transportation Plan.
3. Review proposed development to ensure compliance with the transportation plan and to assess its impact on existing and proposed transportation systems.
4. Update the priority list of projects generated by the transportation plan.
5. Participate in the development of Transportation Development Districts to further the goals of the transportation plan.
6. Produce and review maps and conceptual plans to be used for transportation planning.
7. Review regional, state and municipal transportation plans for consistency with the transportation plan.

Task IV - Transportation Planning Data and Analysis
1. Update and maintain the County Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county.
2. Maintain accident files and analyze accident reports as a data source for the transportation planning effort.
3. Take traffic counts at selected locations to support transportation studies, to gauge the effectiveness of implemented or proposed transportation improvements, and to maintain the county's traffic count map.
4. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

Products:

1. Biannual progress and expenditure reports and invoices
2. Correspondence on meetings and seminars attended related to highway planning.
3. County project proposals for consideration in next fiscal year's UPWP, if available.
4. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
5. Commentary on transportation reports when appropriate.
6. A federally approved TIP to maintain with DVRPC.
7. Various maps and/or plans used in planning transportation improvements.
8. Coordination of various transportation studies and projects to ensure an integrated transportation system.
9. Traffic Volume Map, available for public use.
10. Updated accident files.

Beneficiaries:

Burlington County, municipalities, state, region, and public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$39,755				$39,755
2024	$39,755				$39,755
2025	$39,755				$39,755

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $39,755 STBGP-PHILA/Toll Credit

25-61-020 **Camden County: Supportive Regional Highway Planning Program**

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

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

Task I - Program Administration and Coordination
1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices.
3. Participate in the development of the DVRPC Planning Work Program and Camden County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

Task II - Transportation Improvement Program (TIP)
1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
4. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
5. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
6. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests

7. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

Task III - Transportation Plan Maintenance
1. Coordinate local governments' land use and transportation policies with the regional and state Long-Range Plans.
2. Prepare modifications, as required to update the county's transportation planning process and coordinate with DVRPC.
3. Monitor and evaluate the impact of existing and proposed residential, commercial, and industrial development in terms of short- and long-range transportation facility improvements, including social, economic and environmental considerations, population growth and business growth.
4. Evaluate proposed Senate and Assembly bills pertaining to highway planning.
5. Estimate future land use activities (e.g. corridor delineation) including identification of high growth areas. Coordinate the activity with the growth center development patterns during the New Jersey State Development and Redevelopment Planning (SDRP) process, and “Smart Growth” grants.
6. Assist with the development and update of CMS corridors and strategies.

Task IV - Transportation Planning Data and Analysis
1. Develop and maintain a GIS-based Highway Asset Management database.
2. Field collection of highway asset data.
3. Participate in DVRPC IREG, future Imagery Acquisition, and other steering committee meetings, as needed.

Products:

1. Quarterly progress and expenditure reports and invoices.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. A federally approved TIP to maintain with DVRPC.
4. Correspondence on meetings and seminars attended related to highway planning.
5. Inventory and status of TIP projects.
6. Aerial photographs, DVRPC CMS and PMS updates, sign and signal management data updates.

Beneficiaries:

Camden County, municipalities, state, region, and public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$44,015				$44,015
2024	$44,015				$44,015
2025	$44,015				$44,015

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $44,015 STBGP-PHILA/Toll Credit

25-61-030 **Gloucester County: Supportive Regional Highway Planning Program**

Responsible Agency: **Gloucester County Planning Department**

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

Task I - Program Administration and Coordination
1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices.
3. Participate in the development of the DVRPC Planning Work Program and Gloucester County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

Task II - Transportation Improvement Program (TIP)
1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
4. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
5. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
6. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests
7. Participate in project selection and evaluation processes, as appropriate, including

DVRPC competitive programs.

Task III - Transportation Plan Maintenance
1. Coordinate county transportation policies with the regional and state long-range plans.
2. Monitor and evaluate the impact of proposed land development on existing and proposed highway and transit facilities.
3. Monitor certain state highway improvements and proposals.
4. Update the Gloucester County Official Map.
5. Maintain an update of the functional classification system.
6. Review regional, state, and municipal transportation policies for consistency with the county's plan.

Task IV - Transportation Planning Data and Analysis
1. Prepare and maintain a traffic volume map using data supplied by DVRPC as well as counts taken by the county and share traffic count data with interested parties.
2. Maintain data files supplied by NJDOT as a data source for the transportation efforts.
3. Maintain information on Management Systems such as Bridge, Pavement, Safety, etc.
4. Take traffic counts at selected locations to support transportation studies and to maintain the county's traffic map.
5. Develop and maintain a GIS database for traffic counts.
6. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

Products:

1. Quarterly progress and expenditure reports and invoices.
2. Correspondence on meetings and seminars attended related to highway planning.
3. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
4. A federally approved TIP to maintain with DVRPC.
5. A brief report on the activities that were undertaken in the planning/implementation of TIP projects.
6. Current and up-to-date version of the Official Map of County Highways and related transportation planning documents, as necessary.
7. Traffic Information available for public use.
8. Updated traffic counts at selected locations to support transportation planning efforts.
9. County project proposals for consideration in next year's UPWP, if available.

Beneficiaries:

Gloucester County, municipalities, state, region, and public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$39,100				$39,100
2024	$39,100				$39,100
2025	$39,100				$39,100

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $39,100 STBGP-PHILA/Toll Credit

25-61-040 **Mercer County: Supportive Regional Highway Planning Program**

Responsible Agency: **Mercer County Planning Department**

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

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

Tasks:

Task I - Program Administration and Coordination
1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices.
3. Participate in the development of the DVRPC Planning Work Program and Mercer County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

Task II - Transportation Improvement Program (TIP)
1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Identify locations and mitigation concepts for safety- and congestion-related capital projects.
4. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
5. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
6. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
7. Review and provide feedback on NJDOT Capital Program Screening Committee

(CPSC) and Capital Program Committee (CPC) project requests
8. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

Task III - Transportation Plan Maintenance
1. Develop and maintain a master plan for improvements to transportation facilities under County jurisdiction.
2. Coordinate local governments' land use and transportation policies with the regional and state long-range plans.
3. Communicate with the public about the master plan.
4. Review master plans being updated by municipalities to determine their consistency with the county transportation plan and resolve any differences, and ensure alternative modes of transportation are considered and compatible with the regional transportation system.
5. Prepare modifications as required to the master plan and present to the planning board for public hearing and adoption.
6. Review regional, state and local plans, particularly with respect to long-range plans, as required.
7. Review land development proposals for conformity with the master plan and with the County's highway design standards.

Task IV - Transportation Planning Data and Analysis
1. Review and compile statistical data and inventories as provided by state agencies, DVRPC, and private sources.
2. Manage enterprise GIS to support transportation planning, transportation asset management, and land use planning.
3. Compile and analyze land use, economic and demographic data to support transportation planning.
4. Create and update transportation-related maps.
5. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

Products:

1. Quarterly progress and expenditure reports and invoices.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. A federally approved TIP to maintain with DVRPC.
4. Highway data and analysis to the county and other governmental agencies, developers and citizens.
5. Correspondence on meetings and seminars attended related to highway planning.
6. Highway project analyses as they relate to new highway construction, functional classification and future planning activities.
7. Selective reports and new technical data files.
8. County project proposals for consideration in next fiscal year's UPWP, if available.
9. Maps, data, and/or studies used in planning transportation improvements

Beneficiaries:

Mercer County, municipalities, state, region, and public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$34,130				$34,130
2024	$34,130				$34,130
2025	$34,130				$34,130

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $34,130 STBGP-PHILA/Toll Credit

25-61-050 **City of Camden - Supportive Regional Highway Planning Program**

Responsible Agency: **City of Camden**

Program Coordinator: Amani Bey

Supports LRP Goals:

Goals:

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

Description:

Manage and maintain the general administration of the program and maintain coordination and cooperation with federal, state, regional, and local agencies. Maintain public participation in the transportation planning process. Identify, prioritize, and analyze a capital program of federal and state-funded transportation improvements reflecting local input and coordination with state and regional agencies. Monitor implementation of the capital improvements. Assess impact of proposed land use on transportation facilities and recommend Camden City's position on certain regional transportation improvements and programs. Maintain and update data files required for the comprehensive transportation planning effort. Monitor various transportation indicators (e.g., traffic counts and turning movements). Retrieve and disseminate information as required.

Tasks:

Task I - Administration
1. Perform general and contract administrative duties.
2. Prepare quarterly progress reports, expenditure reports, annual completion report, and participate in the development of the DVRPC Planning Work Program and Camden City SRHPP for the next fiscal year.
3. Perform public participation as appropriate.
4. Review transportation reports and correspondence and provide feedback.
5. Attend meetings, including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required. Present data to Camden City for its use.
6. Respond to information requests.
7. Conduct interagency liaison and coordination.
8. Attend Training Modules, Workshop, and Seminars – CEU opportunities.

Task II - Transportation Improvement Program
1. Monitor Federal Aid and STATE-DVRPC Program progress.
2. Maintain and inventory TIP projects and update project status. Maintain channels of communication with DVRPC, NJDOT, and the public regarding project status.
3. Participate and assist in the TIP update and maintenance processes.

4. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests
5. Participate in project selection and evaluation processes, as appropriate.

Task III – Transportation Plan Maintenance
1. Monitor Certain County and Municipal Capital Improvement Programs/Projects
2. Monitor certain state improvements.

Task IV - Transportation Planning Data and Analysis
1. NJDOT's Safety Voyager or NJDHTS's Numetric Crash Analysis tool. Maintain data supplied by NJDOT as a data source for transportation planning effort.
2. Maintain information on roadways and bridges, such as condition, cartway width, rights of way, age, etc.
3. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

Products:

1. Quarterly progress and expenditure reports.
2. Brief reports on meetings and seminars attended related to highway planning.
3. Annual completion report.
4. SRHPP for the subsequent fiscal year.
5. Adopted Transportation Improvement Program
6. City project proposals for consideration in next fiscal year's UPWP, if available.

Beneficiaries:

Camden City, Camden County, residents, businesses, and the region.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$24,000				$24,000
2024	$24,000				$24,000
2025	$24,000				$24,000

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $24,000 STBGP-PHILA/Toll Credit

25-61-060	Complete Streets Implementation Support for NJ Counties

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Sarah Moran

Project Manager: Kelsey McElduff, Mark Morley, Thomas Stead

Supports LRP Goals:

Goals:

Conduct technical analysis to support the implementation of projects to make County-owned roads more complete and safer for all road users in Camden, Burlington, Gloucester, and Mercer Counties.

Description:

Mercer County
For the past several years, Mercer County has continued to make investments to improve its bicycle network. In some locations, however, the existing infrastructure cannot physically or safely accommodate bicycle-related improvements within the existing right-of-way. DVRPC staff will work with the County in identifying these problematic locations. The project team will conduct technical work to develop planning-level design concepts that improve the safety and connectivity of the current multimodal network. Concept refinement may require capacity analysis to assess the impacts of lane configuration changes on traffic movements. Specific tasks are outlined below.

Burlington County
Burlington County is interested in improving its bicycle network, providing safe connections across the County. In FY24, DVRPC conducted a capacity analysis along a selected corridor and developed recommendations to make the street more complete and safe for all road users. Building on this work, DVRPC will continue to support Burlington County in analyzing roadway reconfigurations along selected corridors. Specific tasks are outlined below.

In addition to supporting Burlington and Mercer counties, this program will also support efforts to develop similar programs in other New Jersey counties.
Efforts under this program may require the purchase of hardware, software, equipment, and/or services.

Tasks:

Mercer County:
1. Coordinate with Mercer County to identify study locations for analysis (this project is expected to accommodate 1 corridor in FY25) .
2. Perform a crash analysis, speed study, and conduct field work as appropriate to

better understand existing issues.
3. Collect turning movement traffic counts at key intersections to be used in modeling efforts.
4. Identify and document existing or planned transportation infrastructure (roadway geometry, signals, transit) in the area.
5. Prepare a microsimulation model including roadway and intersection geometry, traffic control, and signal timing plans.
6. Determine potential alternatives for analysis and concept design.
7. Evaluate the impact of proposed treatments on traffic flow, producing performance measures such as delay/level of service and queuing.
8. Evaluate the impact of proposed treatments on multimodal network accessibility, safety, and quality.
9. Develop conceptual plans and diagrams for roadway configuration alternatives and other treatments incorporating bicycle striping and other infrastructure.

Burlington County:
1. Gather and review existing plans and data, and coordinate with Burlington County planners and engineers to identify priority locations along the County-owned road network for on-road bike facilities or lane reconfiguration.
2. Work with Burlington County to identify segments (this project is expected to accommodate 1 corridor in FY25) for capacity analysis.
3. For selected corridors, collect traffic counts, signal plans, and geometry information
4. Prepare existing conditions graphics in Remix
5. Develop Synchro network for capacity analysis and analyze existing conditions
6. Prepare concept plans for a proposed alternative in Remix
7. Meet with stakeholders and incorporate feedback
8. Develop and analyze alternatives in Synchro
9. Prepare memo with capacity analysis results

Camden and Gloucester counties:
1. Meet with counties to discuss opportunities for comparable complete streets implementation support to work conducted in Burlington and Mercer counties; provide technical assistance on a pilot basis as appropriate.

Products:

Technical memos summarizing modeling methods and results and improvement recommendations.

Beneficiaries:

Mercer County, Burlington County, Camden County, Gloucester County, the traveling public

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$0				$0
2025	$123,000				$123,000

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $123,000 STBGP-PHILA/Toll Credit

25-61-070 **Camden County Traffic Counting Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Jonathan Ferullo

Supports LRP Goals:

Goals:

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

Description:

Camden County has requested that DVRPC perform a travel mode counting program. This information will be used for the county's transportation, planning, engineering and pavement management studies. DVRPC will provide vehiclular, bicycle, pedestrian and crosswalk count information at locations determined by the county's planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Camden County.

Tasks:

1. Schedule meetings with Camden County representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send data to Camden County for their use.

Products:

1.Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

Beneficiaries:

Camden County, Camden City, NJDOT, residents, businesses, and DVRPC project managers.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$60,000				$60,000
2024	$60,000				$60,000
2025	$80,000				$80,000

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $80,000 STBGP-PHILA/Toll Credit

25-61-080 **Gloucester County Traffic Counting Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Jonathan Ferullo

Supports LRP Goals:

Goals:

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

Description:

The Gloucester County Planning Division has requested that DVRPC continue to perform a traffic counting program within Gloucester County. This information will be used for the county's transportation, planning, engineering, and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian, and crosswalk count information at locations determined by the county's planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Gloucester County.

Tasks:

1. Schedule meetings with county planning and engineering representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send count data for the county's GIS file and prepare traffic count map showing new locations.
7. Update the county's GIS traffic count file and map.

Products:

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.
2. An updated traffic information file and GIS map.

Beneficiaries:

Gloucester County, municipalities, NJDOT, residents, businesses, and DVRPC project managers.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$60,000				$60,000
2024	$60,000				$60,000
2025	$80,000				$80,000

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $80,000 STBGP-PHILA/Toll Credit

25-61-090 **Mercer County Traffic Counting Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Jonathan Ferullo

Supports LRP Goals:

Goals:

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

Description:

To supplement existing counts in the Transportation Development District, the county needs DVRPC to annually collect approximately 200 counts throughout the county.

In addition to vehicular counts, DVRPC will provide requested bicycle, pedestrian and crosswalk count information at locations determined by the county's planning and engineering staff.

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

This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Mercer County.

Tasks:

1. Schedule meetings with county planning and engineering representatives to determine locations for conducting counts in addition to cyclical vehicle counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average annual daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Update the county's GIS traffic count file and map.
6. Prepare and send count data for the county's GIS file and prepare traffic count map showing new locations.

Products:

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.
2. Maps, tables, and text for transportation element of the master plan.

Beneficiaries:

Mercer County, municipalities, NJDOT, residents, businesses, and DVRPC project managers.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$60,000				$60,000
2024	$60,000				$60,000
2025	$80,000				$80,000

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $80,000 STBGP-PHILA/Toll Credit

25-61-100 Burlington County Traffic Counting Program

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Jonathan Ferullo

Supports LRP Goals:

Goals:

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

Description:

Burlington County has requested that DVRPC perform a travel mode counting program. This information will be used for the county's transportation, planning, engineering and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian and crosswalk count information at locations determined by the county's planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Burlington County.

Tasks:

1. Schedule meetings with Burlington County representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send data to Burlington County for their use.

Products:

Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

Beneficiaries:

Burlington County, NJDOT, residents, businesses, and DVRPC project managers.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$60,000				$60,000
2024	$60,000				$60,000
2025	$80,000				$80,000

FY2025 Other Funding Details:
NJ TIP - DB #X30A - $80,000 STBGP-PHILA/Toll Credit

FY 2025 | Unified Planning Work Program

Chapter **4A** PA Transit Support Program (TSP)

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Table 8: PA Transit Support Program

Core Projects					
Project Number	**Agency**	**Project**	**FY 2025 Budget**		
			Cash	**Match**	**Total**
25-63-001	Bucks County	Transit Planning and Programming	$61,734	$15,434	$77,168
25-63-002	Chester County	Transit Planning and Programming	$46,069	$11,517	$57,586
25-63-003	Delaware County	Transit Planning and Programming	$107,504	$26,876	$134,380
25-63-004	Montgomery County	Transit Planning and Implementation	$77,400	$19,350	$96,750
25-63-005	Philadelphia Office of Transportation, Infrastructure, and Sustainability	Transit Planning and Programming	$98,535	$24,633	$123,168
25-63-006	Philadelphia City Planning Commission	Short-Range Planning	$119,758	$29,940	$149,698
		Subtotal	**$511,000**	**$127,750**	**$638,750**
Special Studies					
Project Number	**Agency**	**Project**	**FY 2025 Budget**		
			Cash	**Match**	**Total**
25-63-007[1]	SEPTA/DVRPC	SEPTA Traffic Modeling & Signal Coordination: Erie Avenue	$185,000	$46,250	$231,250
25-63-008[1]	DVRPC	Southeastern PA Transit Planning and Technical Assistance	$144,000	$36,000	$180,000
25-63-009[1]	SEPTA/DVRPC	Transit Survey Program for Southeastern PA	$80,000	$20,000	$100,000
		Subtotal	**$409,000**	**$102,250**	**$511,250**
		Program Total	**$920,000**	**$230,000**	**$1,150,000**

[1] Project work will be performed by DVRPC staff. An in-kind match ($17,042) will be added to all PA core agreements.

25-63-001 Bucks County Transit Planning and Programming

Responsible Agency: **Bucks County Planning Commission**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

Examine the need for public transportation services, specifically in areas of rapid traffic volume increases and escalating traffic congestion. Advocate and coordinate the implementation of activities and services that support public transit usage and help improve suburban mobility.

Rapid development and minimal public transportation services have led to an overburdened highway network in Bucks County. The county's geographic location between the New Jersey to New York corridor to the east, Philadelphia to the south, and the Allentown-Bethlehem-Easton areas to the north guarantees that development pressures will continue. Bucks County's comprehensive plan aims to guide and coordinate development to minimize its adverse impacts.

This project will allow staff to examine opportunities to minimize traffic impacts and enhance suburban mobility through an expanded public transportation system. Public transportation objectives will be pursued through coordination with local governments, the business community, and area service providers.

Tasks:

Task 1: Administration
1. Program administration and inter-agency coordination to include general program correspondence and public information requests.

Task 2: Planning and Programming
1. Assist the business community in identifying unique transportation needs and provide information as to public transportation alternatives.
2. Review existing and proposed development to identify areas capable of supporting public transportation services or areas in particular need of expanded transit services.
3. Review county and municipal growth management policies to ensure that access to public transportation services are included where feasible.
4. Review existing paratransit services for evaluation and compliance with ADA Requirements.

Task 3: Coordination

1. Maintain liaison with the Bucks County Transportation Management Association.

Products:

1. Monthly and quarterly progress reports.
2. Quarterly invoices.
3. Expanded and/or modified transit service proposals.
4. Recommendations for improving transit services throughout the county.
5. Proposed TSP Work Program for next fiscal year.

Beneficiaries:

Operating agencies and utilities; economic development agencies; private sector; and municipalities.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$88,210		$61,734		$26,476
2024	$94,210		$61,734		$32,476
2025	$94,210		$61,734		$32,476

FY2025 Other Funding Details:
$32,476 Local SILOC Match ($15,434 for 24-63-001, $17,042 for special studies projects)

25-63-002 **Chester County Transit Planning and Coordination**

Responsible Agency: **Chester County Planning Commission**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

The purpose of this project is to provide comprehensive planning, programming, monitoring, and coordination of transit services in Chester County. It provides for staff support to respond to requests for technical and policy assistance on regional public transportation issues and projects. It enables staff to coordinate with PennDOT, SEPTA, TMACC, GVFTMA, Amtrak, and other public transit service providers and stakeholders.

Tasks:

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

Task 2: Planning and Programming
1. Monitor existing transit services and evaluate the need and potential for new public transportation services. Participate in various transportation study advisory committees related to public transit.
2. Participate in developing and amending the Transportation Improvement Program (TIP).
3. Review and provide input to SEPTA's capital budget, operating budget, and annual service plan. Monitor service changes and capital projects.
4. Monitor transportation funding programs and opportunities.

Task 3: Coordination
1. Participate in meetings of regional or multi-county interest to discuss issues related to public transportation services or policies. Coordinate with DVRPC, SEPTA, Amtrak, PennDOT, TMACC, and other organizations that plan or provide transit and paratransit services.
2. Provide technical assistance and policy input to the county commissioners and SEPTA board members.
3. Participate in meetings and activities of the TMA of Chester County and Greater Valley Forge TMA.

Products:

1. Quarterly progress reports and invoices.
2. Proposed TSP Work Program for next fiscal year.

Beneficiaries:

State, county, municipalities, transit operating agencies, the private sector, and Chester County residents and employees.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$82,128		$46,069		$36,059
2024	$74,628		$46,069		$28,559
2025	$74,628		$46,069		$28,559

FY2025 Other Funding Details:
$28,559 Local SILOC Match ($11,517 for 24-63-002, $17,042 for special studies projects)

25-63-003 Delaware County Transit Planning and Coordination

Responsible Agency: **Delaware County Planning Department**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

This project will enhance the mobility of the residents of Delaware County by providing comprehensive planning, programming, monitoring, and coordination of transit services in the county.

Tasks:

1. Administer project and prepare required invoices, progress reports, and completion reports.
2. Continue to build and maintain a transit database/needs improvement inventory.
3. Monitor transit service through performance analysis and service improvement requests.
4. Provide input to SEPTA operating budgets and determine impacts on fares, subsidies, and levels of service.
5. Provide input to SEPTA and PennDOT capital budgets and monitor capital projects and subsidies.
6. Promote transit initiatives through marketing strategies, service planning, and travel demand management.
7. Prepare public transit components of County Comprehensive Plan and municipal comprehensive plans.
8. Review land development proposals and provide recommendations for improved public transit access.
9. Plan and coordinate paratransit services.
10. Maintain liaison with SEPTA, PennDOT, Community Transit, The Delaware County TMA, and private providers.
11. Management of County Employee Transportation Programs: develop a strategy for how the DCPD Transportation Planning staff could assist with the management of County employee transportation programs for employees working in Media, including streamlining the RideECO enrollment process and providing relevant transit information through transit fairs, new employee packets, etc.
12. Provide technical assistance support to the City of Chester to improve access to transit

Products:

1. Quarterly progress reports
2. Quarterly invoices
3. Closing report
4. TSP Work Program for next fiscal year
5. Strategy for how the DCPD Transportation Planning staff could assist with the management of County employee transportation programs for employees working in Media

Beneficiaries:

Member governments, operating agencies, the private sector, and citizens.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$120,422		$87,504		$32,918
2024	$126,422		$87,504		$38,918
2025	$151,422		$107,504		$43,918

FY2025 Other Funding Details:
$43,918 Local SILOC Match ($26,876 for 24-63-003, $17,042 for special studies projects)

25-63-004 **Montgomery County Transit Planning and Implementation**

Responsible Agency: **Montgomery County Planning Commission**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

The purpose of this project is to partially fund staff participation in transit planning with SEPTA, DVRPC, and Pottstown Area Rapid Transit (PART). It will fund planning activities dealing with route and service modifications, new route planning, capital and operating budget review, policy development, and data gathering and analysis.

Tasks:

Task 1: Administration
1. Prepare TSP submittal and participate in DVRPC's annual Planning Work Program development.
2. Prepare quarterly progress and financial reports and general correspondence and respond to public information requests.

Task 2: Planning and Programming
1. Provide policy analysis and liaison with county commissioners and SEPTA board Members.
2. Review new or modified transit service proposals and review subdivision and land development plans for transit access.
3. Enforce the county comprehensive plan, and WalkMontco and BikeMonto plans, as well as assist in the preparation of the upcoming new county comprehensive plan.

Task 3: Coordination
1. Participate in the activities of the Greater Valley Forge and The Partnership TMAs.
2. Provide inter-agency coordination with DVRPC, SEPTA and PART.
3. Participate in various transportation study task forces.
4. Participate in the development of new transit services and improved facilities.
5. Establish and communicate the county's capital priorities for SEPTA and PART.
6. Participate in the development of the Transportation Improvement Program.
7. Review SEPTA and PART operating and capital budgets.
8. Organize and lead meetings among departments to implement the county's Complete Streets policy.

Products:

1. Monthly progress and financial reports.
2. Route and service plans.
3. County transportation plan update.
4. TSP Work Program for inclusion in next year's DVRPC Planning Work Program.
5. County project proposals for annual UPWP.

Beneficiaries:

Operating agencies, the private sector, county, and municipalities.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$107,792		$77,400		$30,392
2024	$113,792		$77,400		$36,392
2025	$113,792		$77,400		$36,392

FY2025 Other Funding Details:
$36,392 Local SILOC Match ($19,350 for 24-63-004, $17,042 for special studies projects)

25-63-005 Philadelphia Transit Planning and Programming

Responsible Agency: **Office of Transportation and Infrastructure Systems**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

The major purpose of this program is to reimburse the Philadelphia Office of Transportation, Infrastructure, and Sustainability (OTIS) for expenses incurred as a result of its input and participation in the regional transit planning and capital programming processes.

Tasks:

Task 1: Administration
1. Participate in DVRPC's annual Planning Work Program development.
2. Prepare TSP quarterly progress and financial reports.

Task 2: Planning and Programming
1. Manage, analyze, develop, and evaluate the City of Philadelphia's short-range low-capital-intensive transportation projects that are under various stages of implementation, with emphasis on coordination with the city's neighborhood and commercial corridor improvement programs.
2. Prepare necessary inputs into the regional transportation plan and Transportation Improvement Program (TIP)
- Assist in the development and coordination of city and regional transit plans.
- Assist in planning for compliance with, and implementation of, strategies related to the Clean Air Act Amendments and the Americans with Disabilities Act.
- Participate in the development of regional TSM planning.
- Review and evaluate short-range transit plans.
- Participate in the Commission's transit planning projects.
- Participate in SEPTA's transit planning technical studies and projects such as route analysis and comprehensive bus network redesign.
- Participate in transit planning studies sponsored by other agencies, such as the Delaware River Port Authority, New Jersey Transit, PennDOT, and the Center City Philadelphia TMA.
- Participate in the development of a City of Philadelphia transit plan and subsequent planning work.
3. Make field trips to examine sites as required.
4. Identify and resolve issues requiring coordination with the Commission and member agencies.

5. Collect data for each city transit improvement project, including purpose, justification, physical description, status, and implementation schedule.
6. Prepare and review the City of Philadelphia's long-range Capital Budget and Program for transit projects.
7. Update and present to the Commission and member agencies the City's portion of the regional TIP updates and updates to the state Twelve Year Transit Capital Program.
8. Assist with local asset data collection, as requested.

Task 3: Coordination
1. Long-Range Transit Planning Process: Assist in updating and/or modifying the transportation elements of DVRPC's Long- Range Plan Update.
2. Attend transportation-planning-related meetings and conferences sponsored by FTA, PennDOT, APTA, TRB, PTI, NACTO, IMPACTS, or other transportation organizations.
3. TIP Coordination and Development:
- Review and analyze the current regional TIP, including the status of the current budget year and the two- to six-year program of the City of Philadelphia's Transportation Capital Budget and Program.
- Coordinate the TIP's progress and status with the Commission and member agencies.

4. Review and analyze the draft regional TIP in light of the Long-Range Plan.
5. Prioritize and stage the elements of the TIP within fiscal funding constraints.
6. Make suggestions to improve and revise the city's and SEPTA's Transit Capital budgeting process.
7. Participate in the preparation and coordination of city submissions for Transportation Enhancements, CMAQ, TCDI, and TCSP funding.
8. Provide assistance to the Commission's staff in analyzing the City of Philadelphia's TIP projects and implementation thereof.

Products:

1.Transit Capital Project element of the city's long-range Capital Budget and Program.
2. TSP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. Updated regional TIP.

Beneficiaries:

City of Philadelphia, Pennsylvania, SEPTA, PATCO, and NJ Transit.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$145,459		$98,535		$46,924
2024	$140,210		$98,535		$41,675
2025	$140,209		$98,535		$41,674

FY2025 Other Funding Details:
$41,674 Local SILOC Match ($24,633 for 24-63-005, $17,041 for special studies projects)

25-63-006 Philadelphia Short-Range Planning

Responsible Agency: **Philadelphia City Planning Commission**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

To support the Philadelphia City Planning Commission's (PCPC) transportation planning and programming efforts at both city and regional levels, and to develop recommendations on specific issues, as needed.

Description:

The City of Philadelphia's Home Rule Charter requires that the City Planning Commission prepare an annual Capital Program and Budget. This work also provides input into the development of the regional TIP. Support is needed for the proper analysis, ranking, and determination of cross-functional priorities of the projects submitted for review, as well as for continued capital program maintenance. The City Planning Commission is also required by the Charter to prepare and maintain a Comprehensive Plan for the City. Staff supports the integration of inter-departmental transportation needs and priorities into the citywide and district-level stages of this work. Support is also needed for analyses of proposed developments, as well as the development of transportation improvement proposals for immediate implementation. This project will also include participation in the regional planning process.

Tasks:

Task 1: Administration
1. Develop, prepare, and submit quarterly invoices and progress reports for TSP.
2. Participate in DVRPC's annual Planning Work Program development.

Task 2: Planning and Programming
1. Evaluate requested transportation projects and make recommendations about their inclusion and level of funding in the city's Capital Budget and Program and regional Transportation Improvement Program (TIP).
2. Develop supporting data, tables, and text for the Capital Program and contribute to Capital Program maintenance, including the evaluation and processing of Modifications and Amendments.
3. Review and make recommendations regarding studies and plans for transportation capital projects. These recommendations may include recommended improvements based on diversity, equity, and inclusion initiatives.
4. Work with the CONNECT: Transit First Subcommittee in its efforts to improve the effective operation of surface transit.
5. Continue non-motorized transportation planning activities, including updates to the Pedestrian & Bicycle Plan, Trail Master Plan, and the city's transit-oriented

development ordinances and projects like the Equity Tool for Trail Planning, Wissahickon Gateway, Poquessing Creek Trail, and Mule Bridge, particularly as they relate to transit access.
6. Evaluate proposed development projects for potential impacts on transportation systems, through Complete Streets Reviews for Civic Design Review cases.
7. Data collection and technical analysis for existing internal multimodal projects.
8. Assist with providing existing local asset data collection, as appropriate.
9. Evaluate transportation related projects for consistency with the city's comprehensive plan and provide letters of plan compliance for grant funded projects.
10. APA and AICP individual membership for Mason Austin to help meet program tasks and goals.

Task 3: Coordination
1. Participate in the development and maintenance of the transportation elements of the city's comprehensive plan and district plans.
2. Provide City Planning Commission input to DVRPC's transportation planning projects, including the maintenance of the Long-Range Plan.
3. Attend transportation-planning-related meetings and conferences sponsored by organizations such as PennDOT, FTA, MPact, Urbanism Next, NACTO, and TRB.
4. Review plans and participate in planning efforts of other agencies, including SEPTA, the Streets Department, OTIS, PennDOT, PATCO, Clean Air Council, the Central Philadelphia TMA, and University City TMA.
5. Participate in the Regional Technical Committee of DVRPC and the SEPTA city-county meetings.
6. Participate in the development and maintenance of the regional Transportation Improvement Program.

Products:

1. Recommended Capital Budget and Program.
2. Final Capital Program Report.
3. Memos and reports on individual transportation issues.
4. TSP Work Program for inclusion in subsequent year DVRPC Planning Work Program.
5. Updated regional TIP.
6. SEPTA Bus Revolution

Beneficiaries:

General Public/Citizens, DVRPC, and SEPTA

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$171,989		$119,758		$52,231
2024	$166,740		$119,758		$46,982
2025	$166,739		$119,758		$46,981

FY2025 Other Funding Details:
$46,981 Local SILOC Match ($29,940 for 24-63-006, $17,041 for special studies projects)

25-63-007	SEPTA Traffic Modeling & Signal Coordination: Erie Avenue

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Kelsey McElduff, Sarah Moran

Project Manager: Thomas Stead

Supports LRP Goals:

Goals:

Support transit planning, design, and analysis work for SEPTA's Strategic Plan 2021-2026: SEPTA Forward: A Vision for a Stronger Future. Analyze the traffic impacts of proposed alternatives to implement transit priority improvements along Erie Avenue.

Description:

In 2023, SEPTA was awarded an Areas of Persistent Poverty (AoPP) grant to study, plan, and design transportation improvements for the Erie Avenue corridor from Broad Street to Kensington Avenue, called the Erie Avenue Transit Priority Study. SEPTA is partnering with the City of Philadelphia to advance the design and implementation of transit priority improvements on this critical transit corridor. SEPTA requests that DVRPC develop existing and alternative traffic models to support this project. Due to the length of this study area, this modeling work will be completed over 18 months, beginning in July 2024 and ending in December 2025.

Efforts under this program may require the purchase of hardware, software, equipment, and/or services.

Tasks:

1. Collect traffic counts and conduct fieldwork along Erie Avenue.
2. Develop existing conditions traffic model for Erie Avenue.
3. Develop up to two (2) traffic models based on alternatives developed in the Erie Avenue Transit Priority Study.
4. Prepare a memo to share the results of the modeling analysis.

Products:

Technical memo, outlining methods and describing results of modeling analysis.

Beneficiaries:

SEPTA, City of Philadelphia, the traveling public

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$185,000		$185,000		
2025	$185,000		$185,000		

25-63-008 **SE PA Transit Planning and Technical Assistance**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amy Bernknopf

Project Manager: Joanna Hecht, Kelsey McElduff, Sarah Moran

Supports LRP Goals:

Goals:

Support transit planning, design, and analysis work for transit agencies and member governments in Southeastern Pennsylvania.

Description:

Work conducted under this program will help to implement the planning goals and policies of Connections 2050, the region's adopted Long Range Plan, while assisting Southeastern Pennsylvania public transit agencies in the implementation of their planning and project agendas. Work under this program may include tasks or projects in their entirety, and may also supplement transit planning work by DVRPC staff for projects funded under other programs.

Project tasks may include existing conditions analysis, identification of potential transit improvements through conceptual design or evaluations of multimodal access improvements, as well as evaluations of feasibility and network operations impacts of proposed interventions. DVRPC will take advantage of skills and expertise from across the agency in a collaborative effort to best meet the needs of the project sponsor and to further the goal of establishing an increasingly-multimodal transportation system for Southeastern Pennsylvania. Completion of work undertaken through this program may require the purchase of equipment or services.

In FY2025, DVRPC will support traffic modeling and signal coordination efforts that align with SEPTA's transit corridors, limited to 1-2 corridors depending on the length and required effort. This program will also support the Erie Avenue Corridor Analysis (25-63-007) in FY25. Specific modeling tasks are outlined below.

Tasks:

1. Corridor modeling support for SEPTA
   - Coordinate with SEPTA to select corridors and intersections for analysis.
   - Collect traffic counts and other relevant data to analyze existing conditions.
   - Develop a network for analysis in Synchro and/or Vissim.
   - Refine concept designs to determine the proposed alternatives to be modeled.
   - Analyze future scenarios with proposed roadway configuration changes.
   - Summarize methods and results in a technical memo.

2. Conduct technical analysis as required to support transit planning work by DVRPC

staff for projects funded under other programs.

Products:

Technical memo, outlining methods and describing results of modeling analysis

Beneficiaries:

SEPTA, City of Philadelphia, the traveling public

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$144,000		$144,000		
2024	$144,000		$144,000		
2025	$144,000		$144,000		

25-63-009 **Transit Survey Program for Southeastern PA**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Amy Bernknopf, Christopher Mulroy, Leea Kelly, Thomas Stead

Supports LRP Goals:

Goals:

This project is part of a continuing multi-year project performing survey work, license plate surveys, and/or observational data collection in order to better understand passenger origins and destinations and identify future issues or needs, and assist in meeting Title VI requirements.

Description:

The purpose of this project is to collect and analyze data from bus and rail services in Pennsylvania in order to better understand passenger travel patterns, issues and needs. DVRPC will assist SEPTA in identifying timely planning questions that can be answered through survey and observational work at stops/stations.

This project might include one or more of the following methods:

- License plate surveys at transit stations. DVRPC will work with SEPTA and Pennsylvania county partners to identify stations in which to survey, or record, license plates of the vehicles that are parked at each station and map the addresses that are associated with those plates. This data determines the geographic areas from which park-and-ride customers originate. Rider origins are obtained from license plates, address matched by PennDOT/DMV, and mapped. The resulting station catchment area information, from which personally identifiable information is removed, provides clear and accurate data used to support planning functions by the transit agencies, counties, and local municipalities for changes in marketing, route operations, and capital planning (expansion of parking and station facilities).

- Observational data collection of passenger access and station facilities. DVRPC will conduct on-site observations at stations that might include: passenger arrival mode and path, existing sidewalk, bicycle facility, parking, lighting, and station amenity condition. This data provides transit agencies with a window into the on-site conditions passengers experience and the behavior that occurs at stations.

Data collected from this project will be used to update the regional traffic model and the DVRPC hosted passenger origins website. This project is coordinated alongside a parallel project, New Jersey Transit Survey Program (25-63-026). This project may involve the purchase of goods and/or services.

Tasks:

Ridership survey, license plate survey analysis, park and ride passenger origin mapping, and observational analysis as needed.

Products:

1. Survey and data collection recorded through photos, tables, web and narrative, as appropriate.
2. Updated data to the DVRPC hosted passenger origins website https://www.dvrpc.org/webmaps/parkride/.

Beneficiaries:

SEPTA, other regional transit agencies, Philadelphia, Montgomery, Delaware, Chester and Bucks counties, municipalities, and commuters.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$80,000		$80,000		
2025	$80,000		$80,000		

FY 2025 | Unified Planning Work Program

Chapter **4B** NJ Transit Support Program (TSP)

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Table 9: NJ Transit Support Program

Core Projects					
Project Number	**Agency**	**Project**	**FY 2025 Budget**		
			Cash	**Match**	**Total**
25-63-020	Burlington County	Transit and Ridesharing	$37,392	$9,348	$46,740
25-63-021	Camden County	Transit Planning and Programming	$41,500	$10,375	$51,875
25-63-022	Gloucester County	Transportation Systems Planning	$38,680	$9,670	$48,350
25-63-023	Mercer County	Transit Planning and Programming	$33,284	$8,321	$41,605
25-63-024	Camden City	Transit Planning Program	$20,800	$5,200	$26,000
25-63-027	Trenton City	Transit Planning Program	$20,000	$5,000	$25,000
		Subtotal	**$191,656**	**$47,914**	**$239,570**
Special Studies					
Project Number	**Agency**	**Project**	**FY 2025 Budget**		
			Cash	**Match**	**Total**
25-63-025[1]	NJ Regional/ DVRPC	Workforce to Warehouses Shuttle Study	$79,944	$19,986	$99,930
25-63-026[1]	NJ Regional/ DVRPC	Transit Survey Program for New Jersey	$135,000	$33,750	$168,750
		Subtotal	**$214,944**	**$53,736**	**$268,680**
		Program Total	**$406,600**	**$101,650**	**$508,250**

[1] Project work will be performed by DVRPC staff. An in-kind match ($8,956) will be added to all NJ Core agreements.

25-63-020 Burlington County Transit and Ridesharing

Responsible Agency: **Burlington County - Land Development**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

Description:

Identify, provide, promote, and maintain transit and ridesharing opportunities within Burlington County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Cross County Connection TMA, developers, large employers, and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services

Tasks:

Task 1: Administration
1. Participate in DVRPC's annual Planning Work Program development.
2. Prepare TSP bi-annual progress and financial reports.

Task 2: Planning and Programming
1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and CCCTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Implement the transit portion of the Burlington County Transportation Master Plan.
7. Serve on the executive committee of the CCCTMA.

Task 3: Coordination
1. Coordinate programs with local, county, state, and regional agencies.
2. Draft regulations and sample ordinances that would implement TCMs at county and municipal levels.

3. Coordinate with the operators of light rail transit in Burlington County.

Products:

1. Quarterly progress reports.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system, including preparation of the final report.
4. Transit section of Burlington County Transportation Master Plan.
5. TSP Work Program for subsequent fiscal year.

Beneficiaries:

Burlington County, local governments, private citizens, developers, transportation engineers, and NJDOT.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$57,487		$37,392		$20,095
2024	$57,487		$37,392		$20,095
2025	$55,696		$37,392		$18,304

FY2025 Other Funding Details:
$18,304 Local Match ($9,348 for 24-63-020, $8,956 for special studies projects)

25-63-021 **Camden County: Transit Planning and Programming**

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

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

Maintain current local and regional transportation activities and provide the means to develop future public transportation plans that meet changing local and regional transportation needs. Do research and prepare reports on public transportation matters as required, etc. Coordinate with Cross County Connection TMA, other counties and state agencies. Serve on various corridor study task forces.

Tasks:

Task 1: Administration
1. Administer the project, which includes submission of a progress report, final billing and report.

Task 2: Planning and Programming
1. Keep abreast of NJ Transit service within the county.
2. Assist communities in identifying their transportation needs and provide information as to their transportation alternatives through participation in TMA activities.
3. Provide technical assistance and program coordination with local, regional, and New Jersey state agencies.
4. Participate in transportation planning meetings and conferences.
5. Develop and maintain GIS to include the development and update of asset management data on county roadways.

Task 3: Coordination
1. Coordinate planning activities with various county and state agencies.
2. Provide technical support to the CMAQ Subcommittee of the DVRPC RTC.
3. Develop the Camden County Work Program for inclusion in the DVRPC Unified Planning Work Program.
4. Respond to public information requests.
5. Continue to work with transit agencies to ensure that barrier free access and ADA compliance is maintained around transit stops and shelters.

Products:

1. TOD GIS data and reports.
2. Progress reports and final report.
3. Work Programs for DVRPC UPWP.

Beneficiaries:

Citizens, private sector, and operating agencies.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$62,622		$41,500		$21,122
2024	$62,622		$41,500		$21,122
2025	$60,831		$41,500		$19,331

FY2025 Other Funding Details:
$19,331 Local Match ($10,375 for 24-63-021, $8,956 for special studies projects)

25-63-022 **Gloucester County Transportation Systems Planning & Implementation**

Responsible Agency: **Gloucester County Planning Department**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

Improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

Improve the efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program to maintain current local and regional public transportation activities and to provide the means to develop future public transportation plans that meet changing local and regional needs. Serve on steering committees and the Local Citizens Transportation Advisory Committee. Conduct research and prepare reports on public transportation matters as required. Attend meetings, seminars, and public hearings related to public transportation.

Tasks:

Task 1: Administration
1. Administer project, which will include submission of quarterly progress reports, quarterly invoices, and final report.

Task 2: Planning and Programming
1. Monitor NJ Transit service within the county, perform detailed analysis, and submit recommendations to NJ Transit.
2. Continue regional marketing and marketing activities.
3. Provide technical assistance and program coordination with regional, state and local agencies.

Task 3: Coordination
1. Participate in transportation meetings, and conferences.
2. Respond to public information requests.
3. Assist NJDOT, NJ Transit, and DVRPC in the investigation of potential transportation improvements.
4. Assist the business community in identifying their transportation needs and provide information as to their transportation alternatives.

Products:

1. Service improvement recommendations.
2. Quarterly reports and billings and final report.
3. TSP Work Program for next fiscal year's DVRPC Planning Work Program.

Beneficiaries:

Gloucester County, municipalities, the private sector, and citizens.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$59,097		$38,680		$20,417
2024	$59,097		$38,680		$20,417
2025	$57,306		$38,680		$18,626

FY2025 Other Funding Details:
$18,626 Local Match ($9,670 for 24-63-022, $8,956 for special studies projects)

25-63-023 **Mercer County Transit Planning and Programming**

Responsible Agency: **Mercer County Planning**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

Description:

Identify, provide, promote and maintain transit and ridesharing opportunities within Mercer County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Greater Mercer TMA, developers, large employers and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services including light rail where possible.

Tasks:

Task 1: Administration
1. Attend DVRPC Board and Regional Technical Committee (RTC) meetings, RTC Subcommittee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare TSP quarterly progress and financial reports.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Review transportation reports and correspondence and provide responses.
5. Respond to information requests, including those from the public.
6. Perform public participation as appropriate.

Task 2: Planning and Programming
1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and GMTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transit specific transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Ensure that transit services are considered and are compatible with the regional

transportation system by reviewing municipal master plans and state, county, and/or local roadway projects.
6. Work with municipalities, county government, and other appropriate agencies to plan for bicycle and pedestrian improvements that are along or within 5 miles of the existing transit network.
7. Participate in the development and maintenance of DVRPC's annual Planning Work Program, NJ TIP, TIP Evaluation Criteria, and DVRPC LRP.
8. Participate in CMP project meetings as appropriate.
9. Assist DVRPC with license plate survey data collection at NJTransit park-and-ride lots.

Task 3: Coordination
1. Coordinate programs with local, county, state, and regional agencies.
2. Coordinate bi-annual CMAQ flex amounts for county paratransit services.

Products:

1. Quarterly progress reports and invoices.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system.
4. TSP Work Program for inclusion in next year's DVRPC Planning Work Program.

Beneficiaries:

Mercer County, Local Governments, Private Citizens, Developers, Transportation Engineers, NJ Transit and NJDOT.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$52,352		$33,284		$19,068
2024	$52,352		$33,284		$19,068
2025	$50,561		$33,284		$17,277

FY2025 Other Funding Details:
$17,277 Local Match ($8,321 for 24-63-023, $8,956 for special studies projects)

25-63-024 **City of Camden: Transit Planning Program**

Responsible Agency: **City of Camden**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

To improve efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program.

Description:

This project will enhance the mobility of the residents of the City of Camden by providing comprehensive planning, programming, monitoring, and coordination of transit services in Camden.

Tasks:

Task 1: Administration:
1. Administer the project and prepare required invoices and progress reports.

Task 2: Planning and Programming
1. Monitor and provide input for NJ Transit and PATCO capital projects within the City of Camden.
2. Promote transit initiatives in the City of Camden as they pertain to residents, employees, employers, developers, and event spaces.
3. Evaluate upcoming land development and recommend measures to increase transit use.

Task 3: Coordination
1. Provide input into NJ Transit operating budgets and determine impacts on fares, subsidies, and levels of service.
2. Participate in activities of the Cross County Connection TMA.
3. Maintain liaison with NJ Transit, PATCO, NJDOT, and other transit service providers in the City of Camden.
4. Monitor certain county and municipal road projects.

Products:

1. Quarterly progress reports and invoices.
2. Closing report.
3. TSP Work Program for next fiscal year.

Beneficiaries:

New Jersey TMAs, NJDOT, and commuters in the DVRPC region in New Jersey.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$36,747		$20,800		$15,947
2024	$36,747		$20,800		$15,947
2025	$34,956		$20,800		$14,156

FY2025 Other Funding Details:
$14,156 Local Match ($5,200 for 24-63-024, $8,956 for special studies projects)

25-63-025 **Workforce to Warehouses Shuttle Study**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amy Bernknopf

Supports LRP Goals:

Goals:

Recommend a suitable service and mode to provide a transit connection for residents who work in warehouse and major employment centers that do not have existing direct transit service, focusing in Mercer County but considering adaptability to other locations in our NJ counties.

Description:

The recent increase in warehouse development in many locations around the region has shifted the employment landscape, offering economic opportunity to new workers in new locations. But while many of these jobs are accessible from a skills standpoint to the region's workforce, they are often not accessible by workers without access to private vehicles. This is an ongoing and growing need, most recently discussed by DVRPC and our partners in a Workforce Mobility Summit in March 2023.

This project will explore this access gap and consider recommendations to improve job access, with a focus on the City of Trenton and Greater Mercer County, but seeking solutions that can be more widely adapted. In coordination with Mercer County and Greater Mercer TMA, this project will evaluate the best service and mode to provide a transit connection for residents of the City of Trenton to access warehouse jobs on the US 130/NJ Turnpike corridor. Limited stops and a tight schedule create last mile challenges in dispersed warehouse complexes. One potential focus would be in partnership with Isles, Inc on their implementation of the City of Trenton's EV shuttle program.

Tasks:

1. Form a steering committee and coordinate with Mercer County, Burlington County, Gloucester County, Camden County, Bucks County, Greater Mercer TMA, Cross County Connection TMA, Isles, Trenton, employers and other advocacy groups.
2. Work with this steering committee to learn where the gaps exist and who could potentially use a new service. This would include major employers and new developments that could have relevant ridership and possibly be funding partners.
3. Review relevant work and data collection completed nationally and locally including, but not limited to Equity through Access, Mercer County CHST plan and surveys, supporting communities, traffic counts, planning studies, and capital projects.
4. Conduct analysis to determine where transit gaps exist between major

employment areas and residential areas. This will likely be a combination of qualitative and quantitative sources.
5. Conduct surveys and/or turning movement and traffic counts to determine travel patterns in concentrated areas.
6. Present at local meetings, employment centers, advocacy and community groups to understand what is missing and once the findings of the study are drafted to share them and hear feedback.
7. Prepare and publish a final report.

Products:

Final report.

Beneficiaries:

Mercer County residents, employees, and employers, Mercer County, Southern New Jersey, Greater Mercer TMA, City of Trenton.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$0		$0		
2025	$79,944		$79,944		

25-63-026	Transit Survey Program for New Jersey

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joshua Rocks

Project Manager: Amy Bernknopf, Betsy Mastaglio, Christopher Mulroy, John Coscia, Leea Kelly, Matthew Gates

Supports LRP Goals:

Goals:

This project is part of a continuing multi-year project performing survey work, license plate surveys, and/or observational data collection in order to better understand passenger origins and destinations and identify future service issues or needs, and assist transit agencies in meeting Title VI requirements.

Description:

The purpose of this project is to collect and analyze data from NJ TRANSIT and PATCO bus and rail services in South Jersey within the DVRPC region in order to better understand passenger travel patterns, issues and needs. DVRPC will assist NJ TRANSIT and PATCO in identifying timely planning questions that can be answered through survey and observational work at stops/stations.

This project supports the following types of data collection, with specific methods and locations varying year by year:

- On-board passenger survey data collection on select NJ TRANSIT and PATCO bus and rail routes. This would update existing data and would support identification of travel patterns, customer preferences, and operational issues or needs, and help meet Title VI requirements. DVRPC will work with the transit agencies to identify routes to be surveyed, design the sampling plan and survey instrument and agent schedules. Collected data will be processed and cleaned to ensure high data quality.

- License plate surveys at transit stations. DVRPC will work with NJ TRANSIT, PATCO, and NJ counties to identify stations in which to survey, or record, license plates of the vehicles that are parked at each station and map the addresses that are associated with those plates. This data determines the geographic areas from which park-and-ride customers originate. Rider origins are obtained from license plates, address matched by NJDOT/DMV, and mapped. The resulting station catchment area information, from which personally identifiable information is removed, provides clear and accurate data used to support planning functions by the transit agencies, counties, and local municipalities for changes in marketing, route operations, and capital planning (changes to parking and station facilities).

- Observational data collection of passenger access and station facilities. DVRPC will conduct on-site observations at stations that might include: passenger arrival

mode and path, existing sidewalk, bicycle facility, parking, lighting, and station amenity condition. This data provides transit agencies with a window into the on-site conditions passengers experience and the travel behavior that occurs at stations.

Data collected from this project will be used to update the regional travel demand model and the DVRPC hosted passenger origins website. This project may involve the purchase of goods and/or services. This project is coordinated alongside a parallel project, Transit Survey Program for Southeastern PA (25-63-009), for our Pennsylvania counties.

Tasks:

Ridership survey, license plate survey analysis, park and ride passenger origin mapping, and observational analysis as needed.

Products:

1. Survey and data collection recorded through photos, tables, web and narrative, as appropriate.
2. Updated data to the DVRPC hosted passenger origins website https://www.dvrpc.org/webmaps/parkride/.

Beneficiaries:

New Jersey Transit, PATCO, Camden, Gloucester, Mercer and Burlington counties, municipalities, and commuters.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$89,000		$89,000		
2024	$135,000		$135,000		
2025	$135,000		$135,000		

25-63-027 **City of Trenton: Transit Planning Program**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Joanna Hecht

Supports LRP Goals:

Goals:

To improve efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program.

Description:

This project will enhance the mobility of the residents of the City of Trenton by providing comprehensive planning, programming, monitoring, and coordination of transit services in Trenton.

Tasks:

Task 1: Administration:
1. Administer the project and prepare required invoices and progress reports.

Task 2: Planning and Programming
1. Monitor and provide input for NJ Transit, SEPTA, and Amtrak capital projects within the City of Trenton.
2. Promote transit initiatives in the City of Trenton as they pertain to residents, employees, employers, developers, and event spaces.
3. Promote micro-transit initiatives in the City of Trenton such as GoTrenton!
4. Implement Trenton Transit-Oriented Development Strategic Plan action items.
5. Plan and implement improvements to intersections around the Trenton Transit Center.
6. Plan and implement land use, infrastructure, and policy projects that improve access and usage of the Trenton Transit Center, light rail stations, and bus stops.

Task 3: Coordination
1. Provide input into NJ Transit and SEPTA operating budgets and determine impacts on fares, subsidies, and levels of service.
2. Participate in activities of the Greater Mercer TMA.
3. Participate in relevant DVRPC meetings, including but not limited to, Long Range Plan, TIP, Congestion Management, Air Quality, UPWP, and Transit Performance.
4. Maintain liaison with NJ Transit, SEPTA, NJDOT, and other transit service providers in the City of Trenton.
5. Monitor certain county and municipal road projects that affect transit service.

Task 4: Public Engagement
1. Performing or participating in public engagement activities for the promotion of transit and transit-oriented

development.
2. Attending conferences related to transit or transit-oriented development.

Products:

1. Quarterly progress reports and invoices.
2. Closing report.
3. TSP Work Program for next fiscal year.

Beneficiaries:

New Jersey transit operators, NJDOT, and commuters in the DVRPC region in New Jersey.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$33,956		$20,000		$13,956

FY2025 Other Funding Details:
$13,956 Local Match ($5,000 for 24-63-024, $8,956 for special studies projects)

FY 2025 | Unified Planning Work Program

Chapter **5A** Other Member Government Projects

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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25-33-170 **Aerial Imagery (5 Years)**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Glenn McNichol

Supports LRP Goals:

Goals:

To provide a reliable source of current information regarding the region's physical characteristics and development patterns.

Description:

This project continues our 5-year aerial imagery acquisition cycle, which dates back to 1965. It offers a unique way of tracking change, from a historical perspective, throughout the Delaware Valley region.

This project provides digital orthoimagery which is integrated into geographic information systems (GIS) and other mapping applications. This orthoimagery is used by DVRPC, our member governments, and the public to create and update spatial data, and for cartographic purposes. It serves as an invaluable resource in support of the region's planning and mapping activities.

Planning for this project involves determining the aerial imagery needs of DVRPC and its member governments. It is also necessary to evaluate technological and business changes such as imagery acquisition advancements, cloud-based, Software as a service (SaaS) imagery options, supplemental products, etc. In addition, if feasible, the project will be coordinated with any similar imagery acquisition efforts that may be undertaken by federal or state agencies, member governments, operating agencies, or other parties.

Acquisition of hardware, software, or training may be required to take full advantage of the data.

Tasks:

1. Assess imagery and supplemental imagery product needs for 2025.
2. Identify preferred imagery characteristics and other potential products such as impervious surface data (including building footprints), LiDAR, etc., and determine expected costs.
3. Coordinate with other interested parties, if possible.
4. Consider alternative methods for obtaining aerial imagery, such as licensed imagery products.
5. Develop all necessary administrative documents that may be required.
6. Plan for and complete vendor selection process, if required.
7. Seek to upgrade equipment necessary for imagery distribution (web-based or otherwise), storage, and hardcopy reproduction.

8. Work with member governments to ensure that they are able to access and use the imagery.

Products:

1. Request for Proposals, Scope of Services, and/or other administrative documents as required.
2. Orthoimagery in designated specifications and file formats.
3. Supplementary products such as impervious surface data, LiDAR, etc., if possible.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$1,100,000				$1,100,000

FY2025 Other Funding Details:
PA TIP MPMS#48203- $737,000 STU/Toll Credit; NJ TIP DB# X30A- $363,000 STBGP-PHILA.

25-34-200	2025 On-Board and Household Household Travel Surveys (Year 1 of 3)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Matthew Gates

Project Manager: Brad Lane, Fang Yuan

Supports LRP Goals:

Goals:

Support the economic vitality of the region; improve accessibility and equity; enhance connectivity between modes; promote the efficient management and operation of the transportation system; and support the development and use of transportation, air quality, economic development, and land use models by collecting data on the systems users and their travel-related behavior.

Description:

On-Board and Household Travel Surveys are necessary both to understand the travel behavior of a region's residents and workers, and also to build and validate travel models that reflect that behavior. They provide up-to-date trip and tour rates by purpose and household or person type; insights into the interactions between transportation and land use; origin, destination, and trip length frequency data; detailed statistics on the factors that affect mode choice and transit ridership; and information on how auto operating costs, tolls, fares, and parking charges impact the transportation system. As the COVID pandemic recedes, several structural changes that impact trip making behavior and the transportation system are likely to endure, including a greater propensity to work-from-home, a greater reliance on E-commerce, and less of a traditional downtown/CBD focus for work trips. Long-term impacts to transit ridership and trip rates by purpose and time-of-day are less well understood.

Planning for new federal, state, and local transportation policies and programs would also benefit from new survey data. These include the federal Carbon Reduction Program and Justice40 Initiative, expanded efforts to improve equity through transportation projects, and Vision Zero programs to improve safety. All of these are likely to lead to changes in the types and locations of transportation programs and projects that are pursued over the next several decades. Accurate, up-to-date data on the characteristics of the users of the system and how they use the system will be essential to forecast the impacts of these projects, and to plan for their implementation.

There are several new and emerging technologies that may offer significant benefits over traditional pen and paper surveys in terms of easier facilitation and implementation of the data collection process, higher survey response rates, and more accurate survey results. These include the use of smartphone applications

and tracking devices by survey respondents, purchasing cell phone location data from Location Based Service (LBS) vendors, purchasing add-on surveys to the National Household Travel Survey (NHTS) program, and mining SEPTA Key data. It is anticipated that the most effective and efficient data collection program will combine elements of these programs with traditional survey diaries and on-board interviews.

In FY2024, data collection plans for both a comprehensive On-Board Survey and a Household Travel Survey were developed. This project will implement those plans. Survey data will be collected, tabulated, cleaned, processed and analyzed over the course of three fiscal years. DVRPC will draft and release RFPs for data collection for both surveys; evaluate and rank the proposals, and hire consultants to perform data collection. Data collection will begin in FY2025 - pilot surveys targeting small segments of the population will be used to test the survey questions and methodology, and determine if any adjustments or refinements need to be made before official launch. Once the On-Board and Household Travel surveys are officially underway, DVRPC will monitor and supervise data collection and perform other administrative tasks as needed. Data collection will continue throughout FY2026 and FY2027. The project will culminate in FY2027 with consultant delivery of cleaned and processed databases for both the On-Board and Household Travel surveys. Following delivery of the databases, the final tasks will be divided between DVRPC and the consultants in an as yet to be determined way, and will include geocoding survey responses, survey expansion, summarizing the results, and writing the technical reports documenting the survey methodologies and results.

This project will require the purchase of goods and/or services including any/all of the following: Hiring consultants, hiring temp agency workers, purchasing NHTS add-on data, purchasing cell phone location data from LBS vendors.

Tasks:

1. Create steering committee to evaluate and rank proposals.
2. Draft RFP for On-Board Survey data collection.
3. Review, evaluate, and rank consultant proposals for On-Board Survey data collection.
4. Hire consultant team for On-Board Survey data collection.
5. Draft RFP for Household Travel Survey data collection.
6. Review, evaluate, and rank consultant proposals for Household Travel Survey data collection.
7. Hire consultant team for Household Travel Survey data collection.
8. Monitor and supervise data collection for both the On-Board and Household Travel surveys
9. Review consultants' work products.
10. Expand On-Board Survey to represent regional universe of transit riders.
11. Write technical report documenting On-Board survey methodology and results.
12. Expand Household Travel Survey to represent regional universe of households.
13. Write technical report documenting Household Travel Survey methodology and

results.

Products:

1. On-Board Survey database.
2. Expansion factors for On-Board Survey.
3. Technical Memo for On-Board Survey.
4. Household Survey database.
5. Expansion factors for Household Travel Survey.
6. Technical Memo for Household Travel Survey.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$1,500,000				$1,500,000

FY2025 Other Funding Details:
PA TIP MPMS# 81237- $1,095,000 STU/Toll Credit ; NJ TIP DB# X30A- $405,000 STBGP-PHILA.

25-53-300 **PA/NJ Regional GIS Implementation**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Christopher Pollard

Project Manager: Mark Gatti, Sean Lawrence

Supports LRP Goals:

Goals:

Advance the development and maintenance of GIS infrastructure to support integrated and coordinated planning in the region.

Description:

This pass-through program enables the regional planning partners to expand their GIS capabilities to maintain a level of technical sophistication that guarantees interoperability and compatibility between NJDOT, PennDOT, DVRPC, and other member governments. Transportation GIS data continues to be enhanced and maintained by each planning partner as needed. Updates to these datasets and subsequent data sharing are critical to effective decision-making throughout the planning process. Efforts to promote and enhance GIS data sharing are encouraged.

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

Tasks:

1. Provide input as it relates to project direction and focus as well as attend meetings as needed.
2. Review submitted quarterly progress reports, including budgets and receipts.
3. Acquire and maintain GIS hardware, software, and training as approved for use in the project.
4. Augment in-house staff as necessary to complete tasks.
5. Contribute existing transportation-related data as necessary.
6. Assist in development of new transportation-related data as required.
7. Ensure that all contributing data meets project standards.
8. Share methodologies related to effective and innovative use of transportation data to project participants as requested.

Products:

1. Submitted purchase invoices and progress reports.
2. Hardware, software, and training necessary for project participation.
3. Regional transportation-related data available to all project participants to support their GIS programs.

Beneficiaries:

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

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$300,000				$300,000
2024	$300,000				$300,000
2025	$300,000				$300,000

FY2025 Other Funding Details:
PA TIP - MPMS #115969 - $150,000 STU/Toll Credit Match; NJ TIP - DB #X30A- $150,000 STBGP-PHILA.

25-62-100 **New Jersey Local Concept Development (3 Years)**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: John Coscia

Project Manager: Daniel Snyder

Supports LRP Goals:

Goals:

Improve the efficiency of the region's transportation network by providing federal funds to the New Jersey subregions to advance projects through New Jersey Local Concept Development.

Description:

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the Concept Development (CD) phase by consultant forces. The CD Phase involves drafting a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed. CD Phase elements include, but are not limited to, data collection, coordination with New Jersey Department of Transportation (NJDOT) Subject Matter Experts/local stakeholders, risk identification, development of a reasonable number of sensible and practical conceptual alternatives and investigation of all aspects of a project. These aspects may include environmental, right of way, access, utilities, design, community involvement, and constructability.

The major objectives of the CD Phase are to identify and compare reasonable alternatives and strategies that address the Purpose and Need Statement and select a Preliminary Preferred Alternative.

The CD Phase will provide the information to determine whether or not the study can be advanced to the next phase of the Project Delivery Process and to procure a designer to take the potential project through PE, Final Design (FD) and Construction (CON). The CD Phase provides the framework for advancing the project into the PE phase. Considerable Coordination among parties requires a 3-year cycle for expenditure of these funds. Completion of this work may require the purchase of equipment or services.

Current/New projects for Concept Development include:

1. Williamstown Road (CR536 Spur) and Erial Road (CR 706) Intersection Improvements, Winslow Township, Camden County

Tasks:

1. Select Consultant
2. Kickoff meetings
3. Stakeholder Meetings
4. Public meetings
5. Perform data collection: traffic/crash data, management systems, utility identification, etc.
6. Complete Environmental Screening. Initiate early coordination with SHPO, if appropriate.
7. Perform analysis of collected data, review data, prepare collision diagram, and other needed engineering analysis.
8. Perform HSM Analysis (when required)
9. Develop Conceptual Plans for Preliminary Preferred Alternative (PPA)
10. Confirm the environmental document that will be obtained in PE
11. Develop Construction Cost Estimates of various alternatives
12. Prepare CD Report
13. Project Management

Products:

1. Clearly defined Purpose and Need Statement for each project.
2. Concept Development Report for each project.

Beneficiaries:

Member and local governments and the traveling public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	$430,000				$430,000
2024	$400,000				$400,000
2025	$400,000				$400,000

FY2025 Other Funding Details:
NJ TIP- DB #- X30A: $400,000 STBGP-PHILA.

25-64-100 **NJ Regional Signal Retiming (2 Years)**

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Christopher King

Supports LRP Goals:

Goals:

Reduce congestion and improve air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties.

Description:

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials and traffic signal retiming is one of the most cost-effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion, improve the mobility and safety of the street system, and contribute environmental benefits. This type of improvement also promotes an integrated corridor management approach, which looks at corridors as multimodal systems and makes operational decisions for the benefit of the entire corridor, regardless of who owns the signals.

The New Jersey Regional Signal Retiming Initiative Project will be used to make improvements to the transportation network by optimizing select traffic signal systems on signalized 500 and 600 routes in Burlington, Camden, Gloucester and Mercer counties. The chosen consultant will make improvements based on traffic data, observed conditions, and input from stakeholders. Implementation of the proposed timing plans is included with this project, but hardware upgrades are not. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended.

Tasks:

1. Form project teams for selected corridors.
2. Perform data acquisition and analysis.
3. Develop proposed signal timing plans.
4. Perform "before" and "after" analyses.
5. Implement signal timing plans.
6. Project management.

Products:

1. MOU (if required) and Concept of Operations for each corridor
2. Proposed and final signal timing plans
3. Implementation of signal timing plans
4. A technical memorandum documenting the signal optimization analysis with appropriate recommendations

Beneficiaries:

Burlington, Camden, Gloucester and Mercer Counties, various local cities, townships and/or municipalities in New Jersey's DVRPC Region, NJDOT, DVRPC, and motorists

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$380,000				$380,000
2025	$380,000				$380,000

FY2025 Other Funding Details:
NJ TIP- DB #- D1601 $350,000 CMAQ/ $30,000 STBGP-PHILA.

25-67-100	Pennsylvania Transportation and Community Development Initiative (TCDI) - 2 Years

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Spencer Gober

Project Manager: Karen Cilurso

Supports LRP Goals:

Goals:

Further the goals of the region's long range plan by supporting early stage planning projects that enhance the region's multi-modal transportation infrastructure.

Description:

The Transportation and Community Development Initiative (TCDI) is a grant program that supports smart growth in the individual municipalities of the Delaware Valley through initiatives that implement the region's long-range plan, Connections 2050 Plan for Greater Philadelphia. Central to the effort is the objective to enhance quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning.

TCDI seeks to support and leverage state and county programs, by providing funding to undertake planning, analysis or early-stage design projects which improve the efficiency of the regional transportation system.

Through a competitive selection process, DVRPC will award up to $1.2 million to select projects in the 5-county Pennsylvania region which includes the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia.

Tasks:

1. Award up to $1.2 million dollars to selected projects within Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.
2. Contract with selected project sponsors.
3. Provide support and maintenance to the TCDI portal for progress reports and invoicing.

Products:

1. Contracts with selected consultants/project sponsors as a result of the competitive selection process.
2. Progress reports from the selected consultants/project sponsors.

Beneficiaries:

Municipal and county governments, transit agencies and Transportation Management Associations (TMAs) in DVRPC's five-county Pennsylvania region.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$1,200,000				$1,200,000

FY2025 Other Funding Details:
PA TIP- MPMS # 117904- $1,200,000 STU/Toll Credit.

25-70-100	Pennsylvania Transportation Demand Management Base Program - TripSmart PA (2 Years)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Stacy Bartels

Supports LRP Goals:

Goals:

To fund and guide the TMAs and contractors that will work with employers and residents to encourage them to choose travel alternatives to the single-occupancy vehicle (SOV). This will happen through educational programming and relevant products and services within specific service areas, through the tasks listed below. These tasks will result in improved accessibility to a variety of safe and affordable travel modes and a reduction in SOV travel that will lead to reduced traffic congestion and improved air quality in the region.

Description:

This program was renamed TripSmart PA, as it replaces the former Mobility Alternatives Program (MAP). TripSmart allows for a broader education and outreach effort beyond just commuters. The Transportation Management Associations (TMAs) and other related partners in Southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and programs for nearly three decades, in the form of two grants funded by PennDOT; for FY2023, DVRPC and PennDOT created a TDM grant program that combines these two "legacy" grants into one new "base" TDM grant for each organization previously funded through one or both of the legacy grants. Each TMA/Contractor will contract and collaborate with DVRPC on work program development and implementation, along with their respective county planning department(s), PennDOT (Central Office and District- 6), and FHWA, to ensure relevant TDM issues and needs are addressed. Completion of this work may require the purchase of equipment or services.

Tasks:

1. TDM education and outreach to the general public.
2. TDM education and outreach to employers and municipalities.
3. TDM education and outreach to other commute-related groups, professional organizations, community groups, etc.
4. Promotion of and assistance with the Share-A-Ride (SAR) ride match program and the Emergency Ride Home (ERH) program.
5. Locally-based projects that enhance commuters' ability to choose a mode other than driving alone to work.

Products:

1. Educational materials (adapted from DVRPC's existing TripSmart PA/TOP portfolio or newly created for a specific employer, group, or TMA service area).
2. Outreach and marketing plans and media.
3. Eligible expenses related to TDM-specific events and programs.
4. Quarterly activity summaries and invoices, and year-end report.
5. Project completion (if applicable).

Beneficiaries:

Residents and employers within and/or commuters traveling into a service area, municipality, county or combination thereof; related county planning commission; PennDOT.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$2,310,000				$2,310,000

FY2025 Other Funding Details:
PA TIP MPMS# 117929- $1,848,000 STU/Toll Credit; $462,000 Local In-Kind Match.

25-70-300	Pennsylvania Transportation Demand Management (TDM) I-95 Corridor (2 Years)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Stacy Bartels

Supports LRP Goals:

Goals:

Perform outreach on TDM options specifically to employers and employees located and/or working along the I-95 corridor currently under construction, in order to help reduce traffic congestion and improve accessibility to a variety of safe and affordable modes of travel during construction that can delay and reroute travel.

Description:

This project supports contractor work to educate targeted employers about TDM options and encourage them to implement commute alternative programs and benefits, as well as encourage commuters to choose travel alternatives to the single-occupancy vehicle (SOV). Similar to the PA TDM Base program, but specific to this defined geographic area, this work can include educational programming, promotional materials and placements, and relevant services and programming.

PennDOT is in the midst of a long-term initiative to rebuild and improve I-95, a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring counties. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by crashes and construction. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow.

The goal of the TDM implementation strategy is to help mitigate congestion on I-95 during (and beyond) construction by reducing the number of drivers on the road, particularly during AM and PM peak hours. With a considerable number of the region's workers adopting teleworking during the COVID-19 pandemic, there is a unique opportunity to utilize marketing efforts to promote the continuation of teleworking following the pandemic's end as a means to minimize traffic within the construction area.

To achieve this goal, the participating TMAs/subrecipients will engage in direct outreach to employers, employees, and residents of the targeted areas, as appropriate. A particular focus will be placed on minimizing a shift to SOV commuting along the I-95 corridor in the recovery from COVID-19, by promoting telework, biking, and transit use.

Tasks:

1. Develop two-year Work Programs, updated annually.
2. Ensure this work involves outreach to both employers located along or near I-95, and the general commuting public using this corridor.
3. Utilize the DVRPC communications guide and coordinated materials whenever possible; some may need to be revised or new ones created for specific construction segments or issues.
4. Plan and coordinate TDM education and outreach efforts and placement of relevant materials; using cooperative efforts whenever possible is encouraged.
5. Submission of monthly or quarterly invoices and reports for each of nine subrecipients.

Products:

1. Work Programs.
2. Regional outreach and advertising materials and plans.
3. Regular invoices, and bi-annual activity summaries and year-end report.

Beneficiaries:

Employers along and/or commuters traveling within the sections of I-95 under construction; municipalities, counties or combination thereof; related county planning commissions/departments; PennDOT.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2024	$232,500				$232,500
2025	$465,000				$465,000

FY2025 Other Funding Details:
*PA TIP- MPMS #106654- $465,000 NHPP.

25-80-100	Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Year)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Amy Bernknopf

Supports LRP Goals:

Goals:

This work program supports the delivery of the regional transportation demand management (TDM) program for both PA and NJ counties within DVRPC's service area (with administration and coordination tasks funded separately under project 25-52-100). This program's purview includes an application and grant award program (Travel Options Program or TOP) to fund traditional TDM activities with demonstrated reduction of single-occupant vehicle (SOV) trips, develop pilots for new TDM projects and tools to manage SOV demand, as well as help to create and cultivate new mobility opportunities for residents and workers. This program will fund a two-year project round over FYs 2025-2026.

Description:

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region for other purposes, in a coordinated, cost-effective, and environmentally-positive way. It involves the strategies that more efficiently distribute travel demand across all modes, and especially reduce SOV travel. An important element of TDM is providing education and outreach to commuters, employers, residents, and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system.

Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use, like Waze and Google Maps, are themselves a form of TDM, enabling a more efficient use of transportation networks, but they don't necessarily reduce SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms – "mobility as a service (MaaS)." These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives such as variable road pricing, trip-reduction plans, and transportation benefit ordinance requirements. All of these conditions warrant novel consideration of which TDM strategies can work most effectively in the greater Philadelphia region; therefore a Regional TDM Plan was developed and is used as a guide for these efforts.

Although DVRPC has long included TDM as an element in many individual projects

and efforts, there was not a formal, coordinated TDM program for the full DVRPC service region until FY21. This new competitive and coordinated program of projects and activities helps DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to provide connections to various safe and affordable transportation modes, and to reduce congestion and improve air quality. In coordination with the development of the Commission's 2050 Long-Range Plan and the Regional TDM Plan and new direction will allow for a broader, more strategic approach to TDM in the region, which differs from the service area-based approach.

A uniform, performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio. Completion of this work may require the purchase of equipment or services. This program will be funded largely with Surface Transportation Block Grant funds (also called STU in PA), instead of Congestion Mitigation Air Quality (CMAQ) funds; however, some projects in DVRPC's NJ counties (especially outside of the Philadelphia Urbanized Area) will continue to be partially funded with CMAQ dollars. Staff are familiar with the eligibility requirements for CMAQ funds from the previous TOP funding cycle, so can properly evaluate any projects submitted in the geographic areas that will require CMAQ instead of STBG funds; FHWA-NJ will also be consulted.

Tasks:

1. With planning and administrative tasks funded under project 25-52-100, DVRPC will work with partners as appropriate to solicit and deliver projects showing demonstrable results related to the five principles in the Regional TDM Plan, in both PA and NJ. This may include managing vendor/provider contracts.
2. Obtain and record relevant data to support analysis of each activity's impact; strategy effectiveness will inform subsequent program rounds.

Products:

1. Implementation of TOP program
2. Progress reports, as required; technical briefs/white papers on results
3. Data to measure impact of new initiatives and pilots

Beneficiaries:

DOTs; State, County, and City partners; transit agencies; TMAs; employers; commuters; residents.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$948,000				$948,000

FY2025 Other Funding Details:
PA TIP MPMS# 117928- $723,000 STU/Toll credit;
NJ TIP DB# D2005- $100,000 CMAQ, $125,000 STBGP-PHILA.

FY 2025 | Unified Planning Work Program

Chapter **5B** New Jersey CRRSAA-funded Projects

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Table 10: New Jersey CRRSAA-funded Projects

Coronavirus Response and Relief Supplemental Appropriations Act (HIP CRRSAA)

Funding Source/Activity: CRRSAA Fund/Central Staff (Obligated in June 2023) Job Number: 2207438
NJDOT Contract: Task Order No. PL-DV 23-01 Funding End Date: 12/31/2028
Federal Agreement: Z972D00S601 Total Amount: **$8,881,374**

NJDOT Task Order No. PL-DV 23-01			**FY23 Task Order Obligated**	**Trenton Urbanized Area**	**PHL Urbanized Area**
Project #	**Project Name**	**End Date**	**$8,881,374**	**$2,102,143**	**$6,779,231**
	FY2024 UPWP:				
23-23-081	Technical Assistance and Coordination of NJ CRRSAA Funding (Year 1)	6/30/2024	$110,000	$27,500	$82,500
23-23-082	Procurement and Contracts Administration - NJ Transportation Programs (Year 1)	6/30/2024	$125,000	$31,250	$93,750
23-23-083	Trenton Area Complete and Safe Streets for All Implementation (Year 1)	6/30/2024	$112,500	$112,500	$-
23-62-200	NJ Local Concept Development: Rancocas Creek Greenway, Route 130 (MP40-42)/Rancocas Creek Crossing, Willingboro and Delran Townships, Burlington County (4 years)	12/31/2027	$700,000	$-	$700,000
23-62-300	NJ Local Concept Development: Burlington County Bridge D4.56 Church Road (CR616) over Southwest Branch of Rancocas Creek, Medford Township, Burlington County - (4 years)	12/31/2027	$400,000	$-	$400,000
23-64-100	Traffic Signal Document Control Software-Burlington County (3 years)	12/31/2026	$500,000	$-	$500,000
	Total Authorized in FY2024 UPWP		**$1,947,500**	**$171,250**	**$1,776,250**
	FY2025 UPWP:				
23-23-085	Technical Assistance and Coordination of NJ CRRSAA Funds (Years 2-5)	12/31/2028	$360,000	$90,000	$270,000
23-23-086	Procurement and Contracts Administration - NJ Programs (Years 2-5)	12/31/2028	$1,125,000	$281,250	$843,750
23-23-087	Trenton Area Complete & Safe Streets for All Implementation (Years 2-5)	12/31/2028	$1,012,500	$1,012,500	$-
	Total Authorized in FY2025 UPWP		**$2,497,500**	**$1,383,750**	**$1,113,750**
	Remaining Balance		**$4,436,374**	**$547,143**	**$3,889,231**

23-23-085	Technical Assistance and Coordination of NJ CRRSAA Funds (4-Years)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Patricia Elkis

Supports LRP Goals:

Goals:

To ensure timely intergovernmental coordination, project selection and planning on other initiatives and administration of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds obligated for the urbanized areas of Burlington, Camden, Gloucester and Mercer counties.

Description:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated CRRSAA funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Use of the CRRSAA funds is fairly flexible and DVRPC, NJDOT and NJ Division of FHWA agreed that these funds could be applied to DVRPC's Technical Assistance for Member Governments program area in the form of direct technical assistance by DVRPC staff to member governments, provision of consultant services, and pass-through funding for local governments to bolster their own operations and staff capacity. This funding can be spent over a duration of five years, with a funding end-date of 12/31/2028. DVRPC is working with NJ partners to develop more detailed scopes of work that will respond to their needs.

Tasks:

1. Collaborate with the four New Jersey counties and representatives from Trenton and City of Camden to plan the use and distribution of CRRSAA funds.

2. Respond to member governments' project requests by providing assistance in the development of project scopes of work and budget suitable for the CRRSAA funds.

3. Coordinate and provide technical assistance to New Jersey counties and consultants on competitive solicitation and selection including development of task order deliverables, meeting schedules, deadlines, and other project management requirements.

4. Recruit and manage any new DVRPC staff brought on with CRRSAA funds by providing training and oversight of activities prioritized by member governments.

5. Oversee all the projects supported by CRRSAA funding, ensure coordination among DVRPC staff and partners, monitor technical progress, and provide communications to the RTC, Board, and other committees as appropriate.

Products:

1. Project development for each of the New Jersey counties.

2. Refined scopes of work and deliverables for projects to be included in Request For Proposals (RFPs), consultant contracts, and other agreements for pass-through funding to member governments, as needed.

3. Local Concept Development reports.

4. Plans, final products and required documents, as per approved scopes of work.

Beneficiaries:

County planning departments, municipalities, state DOTs, businesses, and citizens.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$360,000				$360,000

FY2025 Other Funding Details:
NJ CRRSAA- Task Order PL-DV 2023

23-23-086	Procurement and Contracts Administration - NJ Programs (4-Years)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Vanessa Doan

Supports LRP Goals:

Goals:

To ensure appropriate grant administration and expenditure of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds obligated for the urbanized areas of Burlington, Camden, Gloucester and Mercer counties.

Description:

In June 2023 the DVRPC UPWP project Technical Assistance for Member Governments (23-23-080) was amended by adding $8,881,374 in previously unobligated Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds available to the urbanized portions of Mercer, Burlington, Camden and Gloucester counties. Of this total, $2,102,143 is obligated for the Trenton urbanized area and $6,779,231 is for the Philadelphia urbanized area of Burlington, Camden and Gloucester counties. The NJ CRRSAA funds was obligated in NJ Task Order PL-DV 2023 and will expire in December 31, 2028.

Eligible activities under the CRRSAA funds include a wide range of activities in non-construction and operations costs such as personnel, consultant services, and administrative costs. Due to significant increases in New Jersey projects and pass-through programs, DVRPC is in critical need of adding one new staff person to the Office of Procurement and Contracts. Currently, the team has three staff and faces many challenges in meeting and keeping up with the service demands. This project will allocate funding over 5 years to hire a new staff person to support internal operations and administrative tasks necessary to sustain service requests, including formal competitive solicitations, contracts, MOUs, and grant administration.

As part of DVRPC's FY2024 Work Program Amendment, the first year of funding for Procurement and Contracts Administration was approved by the Board. The remaining four years of funding will be included in DVRPC's FY2025 Annual Unified Planning Work Program with a project duration of 4 years in order to authorize DVRPC staff to continue working on these tasks from FY2025 to FY2028. The approval of these multi-year projects will align with the approval from NJ FHWA and NJDOT as these projects are funded with the same funding source which was obligated in Task Order PL-DV 2023- NJ CRRSAA fund. The multi-year project duration aligns with the funding duration and it ensures that DVRPC staff can provide ongoing support work and project deliverables to NJ member governments without interruption.

Tasks:

End to End Programs: providing support and administration services such as conducting formal competitive solicitations, issuing contracts, drafting MOUs, invoicing, reviewing progress reports and finalizing project close out for-
1. NJ Transportation and Community Development Initiative (TCDI)
2. NJ Local Concept Development (LCD)
3. NJ Signal retiming
4. Camden City Traffic Operations
5. NJ Local Aid projects including preliminary design, final design and preliminary engineering.

Other NJ passthrough programs: providing support and administration services for formal competitive solicitations (when needed), contracts, subrecipient monitoring, invoicing, reviewing progress reports and finalizing project close out for-
1. Travel Options Program (TOP)
2. Geographic Information System (GIS)
3. Transit Support Program (TSP)
4. Supportive Regional Highway Planning Program (SRHPP)
5. CRRSAA subgrants and consultants needed to serve the four NJ counties over the next four to five years.

Products:

1. Program guidelines and compliance support to member governments
2. Requests for Proposals (RFPs) and applicable evaluation materials
3. Subrecipient monitoring and coordination
4. MOUs and Contracts for member governments and consultants
5. Progress reports, invoices and closing report

Beneficiaries:

County planning departments, municipalities, state DOTs, businesses, and citizens.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$1,125,000				$1,125,000

FY2025 Other Funding Details:
NJ CRRSAA- Task Order PL-DV 2023

23-23-087	Trenton Area Complete & Safe Streets for All Implementation (4-Years)

Responsible Agency: **Delaware Valley Regional Planning Commission**

Program Coordinator: Cassidy Boulan

Supports LRP Goals:

Goals:

Support the City of Trenton to implement the goals and policies of Trenton250, Trenton's adopted comprehensive plan. This will be done by assisting Trenton City to advance the recommendations of recently completed studies designed to promote access, safety, equity, and multi-modalism. Provide assistance and pursue complete and safe streets implementation across the Trenton Urbanized Area to advance a truly multimodal transportation network.

Description:

Work under this project will be conducted by a staff person primarily dedicated to advancing and implementing Trenton250, the Trenton Complete Streets Design Handbook, the Trenton Vision Zero Plan, and Our Streets: A Trenton Bike Plan for All. This includes supporting the Trenton Safe Streets for All committee, which was created by the Complete and Green Streets Ordinance passed in October 2022. Some of these actions may require cross-municipal coordination and implementation. Therefore, other activities to support similar goals and actions across the Trenton Urbanized Area will also be undertaken as appropriate and in coordination with Mercer County. The purchase of materials, services, and/or equipment may be required to complete this project.

Tasks:

1. Perform technical analyses and/or develop concept design plans necessary for advancing the Trenton Vision Zero plan, bike plan (Our Streets), and other Complete Streets implementation, as needed.

2. Support for the Trenton Safe Streets for All Committee. Tasks may include participating in the committee, facilitating the process for identifying department actions, providing training on the role of committee members, how to utilize the Complete Streets Design Handbook, assisting with producing annual reports and other responsibilities as laid out in the Complete and Green Streets ordinance. Assistance may also include setting up systems, processes, and templates that will allow the committee to continue efficiently without support.

3. Coordinate, organize and facilitate Trenton boards and committees in support of Trenton staff, including the Zoning Board, Planning Board and Safe Streets for All Committee, etc.

4. Work with City of Trenton and/or Mercer County staff to prepare applications for funding and/or technical assistance to advance Vision Zero and Complete Streets in the Trenton Urbanized Area.

5. Support ongoing public and community outreach and engagement necessary for the Vision Zero efforts and Our Streets implementation, including coordinating and building partnerships with Trenton community based organizations.

6. Advance the Trenton Trails Plan by coordinating with DVRPC staff working under the DVRPC Regional Trails Program and other activities. Support and coordinate trail work in other parts of the Trenton Urbanized Area, as appropriate.

7. Plan, coordinate and support public outreach and engagement that builds public ownership of and support for the Mercer County-led New Jersey Route 29 project and Systemic Congestion Mitigation project, as appropriate.

8. In an effort to advance Complete Streets across the Trenton Urbanized Area, work with Mercer County to advance their bike plan and Complete Streets implementation by performing technical analyses, municipal and project coordination and developing conceptual designs.

Products:

Planning/policy documents, datasets, maps, white papers, training documents and/or presentations, promotional materials, engagement events and/or memorandums with findings and recommendations, as appropriate.

Beneficiaries:

City of Trenton, Mercer County, the Trenton Urbanized area, bicyclists, pedestrians, transit users, and the traveling public.

Project Cost and Funding:

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2025	$1,012,500				$1,012,500

FY2025 Other Funding Details:
NJ CRRSAA- Task Order PL-DV 2023

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Chapter 6
Continuing Projects

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Introduction

This chapter provides a summary of New Jersey Transportation Improvement Program (TIP) funded projects that are conducted to benefit New Jersey Counties. These projects typically span over multiple fiscal years due to project scope of work, consultant selection process, and extent of review and approval required from various NJ member governments and municipalities. DVRPC staff continues to work with various stakeholders to provide administrative and technical support including competitive consultant selection process, project management, and communication to ensure the project deliverables are met timely and within budget. These multi-year projects consist of Local Concept Development (LCD) studies, NJ Regional Signal Retiming projects, Transportation and Community Development Initiatives (TCDI), and other planning studies.

NJDOT Initial No Cost Time Extension List

Due to unforeseen delays, projects may require additional time beyond the original established expiration timeline to ensure adequate completion of the approved scope of work. The progress of these projects is driven by consultant planning studies in collaboration with member governments from New Jersey counties. These continuing planning studies were fully obligated and they will be carried over into FY 2025 UPWP. Table 11A provides a summary of these projects including project number, project title, task order number, agreement number, funding amount, carryover estimate, current project end date and requested project end date.

Table 11A: NJDOT Initial No Cost Time Extension List*

Project Number	Project Title	Funding Amount	Carryover Estimate	Current End Date	Requested End Date	Task Order Number	Agreement Number
23-23-082	CRRSAA procurement/ contract admin	$125,000	$60,000	6/30/2024	6/30/2025	PL-DV-23-01	Z972D00S601
23-23-083	CRRSAA staff- Trenton Area Complete & Safe Streets	$112,500	$50,000	6/30/2024	6/30/2025	PL-DV-23-01	Z972D00S601
22-65-100	NJ HSIP (2-years)	$220,000	$210,000	6/30/2024	6/30/2025	PL-DV-22-01	Z23ED00S539
	Total:	**$457,500**	**$320,000**				

*Task orders from prior years that will continue into DVRPC's Fiscal Year 2025 (July 1, 2024 - June 30, 2025).

NJDOT Multi-Year Projects

Multi-year projects are either initiated in the current FY2025 Unified Planning Work Program or on-going projects that are expected to be carried forward for multiple fiscal years due to project duration timeframe. Table 11B provides a summary of current multi-year projects and previous multi-year projects that will continue into Fiscal Year 2025 and beyond. The listing contains fiscal year, project number, project title, funding amount, current project end date and requested project end date.

Table 11B: NJDOT Multi-Year Projects

Fiscal Year	Project Number	Project Title	NJ Funding Amount	Current End Date	Requested End Date
2025	25-62-100	New Jersey Local Concept Development (3 Years)	$400,000	6/30/2027	N/A
2025	25-64-100	New Jersey Signal Retiming (2 Years)	$380,000	6/30/2026	N/A
2025	25-80-100	Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Years)	$225,000	6/30/2026	N/A
2025	25-33-170	Aerial Imagery (5 Years)	$363,000	6/30/2029	N/A
2025	25-34-200	2025 On-Board and Household Travel Surveys - Phase I	$405,000	6/30/2025	N/A
2025	23-23-085	Technical Assistance and Coordination of NJ CRRSAA Funds (4 years)	$360,000	12/31/2028	N/A
2025	23-23-086	Procurement and Contracts Administration - NJ Programs (4 years)	$1,125,000	12/31/2028	N/A
2025	23-23-087	Trenton Area Complete & Safe Streets for All Implementation (4 years)	$1,012,500	12/31/2028	N/A
2024	23-62-200	NJ Local Concept Development: Rancocas Creek Greenway, Route 130 (MP40-42)/Rancocas Creek Crossing, Willingboro and Delran Townships, Burlington County (4 years)	$700,000	12/31/2027	N/A
2024	23-62-300	NJ Local Concept Development: Burlington County Bridge D4.56 Church Road (CR616) over Southwest Branch of Rancocas Creek, Medford Township, Burlington County - (4 years)	$400,000	12/31/2027	N/A
2024	23-64-100	Traffic Signal Document Control Software- Burlington County (3 years)	$500,000	12/31/2026	N/A
2024	24-62-100	New Jersey Local Concept Development - (3 Years)	$400,000	6/30/2026	N/A
2024	24-64-100	New Jersey Signal Retiming (2 Years)	$380,000	6/30/2025	N/A
2024	24-66-100	NJ Transportation and Community Development Initiative (TCDI) - (2 Years)	$600,000	6/30/2025	N/A
2024	24-68-100	Concept of Operations for Traffic Operation Center - Camden City (2 Years)	$275,000	6/30/2025	N/A
2023	23-62-100	NJ Local Concept Development (3 years)	$430,000	6/30/2025	N/A
2022	22-65-100	NJ HSIP (2-years)	$220,000	6/30/2024	6/30/2025
		Total:	**$8,175,000**		

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Appendix A
NJDOT Funding

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Schedule A: NJDOT Funding Summary

			STIP:	X30A	X30A	X30A	X30A	# D1601	#01300	#D0407	*#D2004*	*#D2005*	TOTAL FEDERAL FUNDS	LOCAL MATCH
				FY23 FHWA-PL	FY23 FTA-PL FLEX*	Increasing Safe & Accessible Transportation Options (IIJA)	STBGP-PHILA	CMAQ/STBGP-PHILA	STBGP-PHILA / TSMO	CMAQ / OZONE	*STBGP-PHILA/ TRANSP. OPERATIONS*	*STBGP-PHILA/ Regional TOP Admin*		
TOTAL AVAILABLE FUNDS:				$ 3,256,116	$ 1,462,449	$ 81,364	$ 2,557,000	$ 380,000	$ 166,000	$ 40,000	$ 130,000	$ 275,000	$ 8,347,929	$111,650
TOTAL DVRPC PROGRAM & BUDGET FOR FY25 UPWP:														
CENTRAL STAFF	Various Programs and Projects	$ 4,311,965		$ 3,256,116	$ 1,055,849								$ 4,311,965	
NJ Regional GIS	25-33-100	$ 1,875,364					$ 200,000						$ 200,000	
NJ Regional GIS Impl Coordination	25-53-300 (Chapter 5)						$ 150,000						$ 150,000	
Enhance and Maintain Travel Forecasting Tools	25-34-130						$ 190,000						$ 190,000	
Regional Electric Vehicle Planning Program	25-34-190						$ 75,000						$ 75,000	
2025 On-Board and Household Travel Survey Phase I	25-34-200						$ 405,000						$ 405,000	
NJ Local Concept Development Admin/Competitive Program & Project Mgmt	25-52-060						$ 150,000						$ 150,000	
Increasing Safe and Accessible Transportation Options	25-52-130					$ 81,364							$ 81,364	
NJ Supp Reg. Hwy Plan Program (SRHPP)	Project # 25-61-010 to 25-61-100 (Chapter 3B)						$ 624,000						$ 624,000	
Transportation Operations	25-52-050	$ 130,000									$ 130,000		$ 130,000	
Transp Syst Mngmt & Ops (TSMO)	25-52-170	$ 166,000							$ 166,000				$ 166,000	
New Jersey Signal Retiming (2 Years)	25-64-100; DB#: D1601 (CMAQ $350K/ STBGP-PHILA $30K)	$ 380,000						$ 380,000					$ 380,000	
Regional TOP Competitive Program Administration (NJ)	25-52-100	$ 50,000										$ 50,000	$ 50,000	
Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Years)	25-80-100	$ 225,000										$ 225,000	$ 225,000	
Local Concept Development- 3 Years (Williamstown Rd and Erial Road (CR 706) Intersection Improvements, Winslow Township, Camden County)	25-62-100	$ 400,000					$ 400,000						$ 400,000	
Aerial Imagery (5 Years)	25-33-170	$ 363,000					$ 363,000						$ 363,000	
NJ AIR QUALITY	25-34-180	$ 40,000								$ 40,000			$ 40,000	
(+MATCH)		$ 10,000												$10,000
NJ Transit Support	Project # 25-63-020 to 25-63-026 (Chapter 4B)	$ 406,600			$ 406,600								$ 406,600	
(+MATCH)		$ 101,650												$101,650
	Total Project Costs:	$ 8,459,579		$ 3,256,116	$ 1,462,449	$ 81,364	$ 2,557,000	$ 380,000	$ 166,000	$ 40,000	$ 130,000	$ 275,000	$ 8,347,929	$111,650

FY 2025 | Unified Planning Work Program

Appendix B
Acronyms

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Acronyms

Commonly Used Terms in DVRPC's Regional Planning Process

AADB – Annual Average Daily Bicycles

AADP – Annual Average Daily Pedestrians

AADT – Annual Average Daily Traffic

AASHTO – American Association of State Highway and Transportation Officials

AB Model – Activity-Based Model

ACS – American Community Survey

ACT – American Communities Survey

ADA – Americans with Disabilities Act

APTA – American Public Transportation Association

AQA – Air Quality Action

AQP – Air Quality Partnership

ATR – Automatic Traffic Recorder

AV – Autonomous Vehicle

AWDT – Average Weekday Daily Traffic

BCTMA – Bucks County Transportation Management Association

BID – Business Improvement District

BIL – Bipartisan Infrastructure Law

BRT – Bus Rapid Transit

CAAA – Clean Air Act Amendments

CAC – Clean Air Council

CBD – Central Business District

CBNR – Comprehensive Bus Network Redesign

CCCTMA – Cross County Connection Transportation Management Association

CD – Concept Development

CDC – Community Development Corporation

CEDS – Comprehensive Economic Development Strategy

CHSTP – Comprehensive Human Services Transportation Plan

CMAQ – Congestion Mitigation and Air Quality Improvement Program

CMP – Congestion Management Program

CPTMA – Central Philadelphia Transportation Management Association

CR – County Route

CRRSAA – Coronavirus Response and Relief Supplemental Appropriations Act

CTPP – Census Transportation Planning Package

CZAC – Coastal Zone Advisory Committee

CZM – Coastal Zone Management

DBE – Disadvantaged Business Enterprise

DCA – Department of Community Affairs

DCTMA – Delaware County Transportation Management Association

DECZ – Delaware Estuary Coastal Zone

DEP – Department of Environmental Protection

DOD – Department of Defense

DOT – Department of Transportation

DRPA – Delaware River Port Authority

DRWI – Delaware River Watershed Initiative

DVGMTF – Delaware Valley Goods Movement Task Force

ECG – East Coast Greenway

EDA – Economic Development Administration

EDD – Economic Development District

EJ – Environmental Justice

ERH – Emergency Ride Home

ETA – Equity through Access

FAA – Federal Aviation Administration

FAST Act – Fixing America's Surface Transportation Act

FASTLANE – Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies

FEMA – Federal Emergency Management Agency

FHWA – Federal Highway Administration

FLMA – Federal Land Management Agency

FTA – Federal Transit Administration

FY – Fiscal Year

GHG – Greenhouse Gas

GIS – Geographic Information Systems

GMTMA – Greater Mercer Transportation Management Association

GVFTMA – Greater Valley Forge Transportation Management Association

HAV – Highly Autonomous Vehicle

HCTF – Healthy Communities Task Force

HDV – Heavy-duty Diesel Vehicle

HIP – Highway Infrastructure Program

HOV – High Occupancy Vehicle

HPMS – Highway Performance Monitoring System

HSIP – Highway Safety Improvement Program

HSM – Highway Safety Manual

HUD – US Department of Housing and Urban Development

ICG – Interagency Consultation Group

ICM – Integrated Corridor Management

IDRuM – Interactive Detour Route Mapping

IIJA – Infrastructure Investment and Jobs Act

IMTF – Incident Management Task Force

IPD – Indicators of Potential Disadvantage

IREG – Information Resources Exchange Group

ISATO – Increasing Safe and Accessible Transportation Options

ITE – Institute of Transportation Engineers

ITS – Intelligent Transportation Systems

JARC – Job Access Reverse Commute

LCD – Local Concept Development

LED – Light Emitting Diode

LEED – Leadership in Energy and Environmental Design

LEP – Limited English Proficiency

LOS – Level of Service

LRP – Long-Range Plan

LTAP – Local Technical Assistance Program

MAP – Mobility Alternatives Program

MAP-21 – Moving Ahead for Progress in the 21st Century

MIRE – Model Inventory of Roadway Elements

MIT – Municipal Implementation Tools

MOVES – Motor Vehicles Emissions Simulator

MPMP – Multimodal Project Management System

MPO – Metropolitan Planning Organization

NAAQS – National Ambient Air Quality Standards

NACTO – National Association of City Transportation Officials

NAICS – North American Industry Classification System

NEPA – National Environmental Protection Act

NETS – National Establishment Time Series

NHS – National Highway System

NHSL – Norristown High Speed Line

NJ BPAC – NJ Bicycle and Pedestrian Advisory Council

NJBPU – New Jersey Board of Public Utilities

NJCRC – New Jersey Coastal Resilience Collaborative

NJ DCA – NJ Department of Community Affairs

NJ DEP – NJ Department of Environmental Protection

NJ DOT – NJ Department of Transportation

NJ OPA – NJ Office for Planning Advocacy

NJ SAFR – NJ Southern Area First Responders

NJT – New Jersey Transit

NJTA – NJ Turnpike Authority

NJTPA – North Jersey Transportation Planning Authority

OMB – Office of Management and Budget

oTIS – Philadelphia Managing Director's office of Transportation and Infrastructure Sustainability

PA DCED – PA Department of Community and Economic Development

PA DCNR – Pennsylvania Department of Conservation and Natural Resources

PA DEP – PA Department of Environmental Protection

PART – Pottstown Area Rapid Transit

PA SDC – PA State Data Center

PATCO – Port Authority Transit Corporation

PEAs – Planning Emphasis Areas

PEL – Planning and Environment Linkages

PennDOT – PA Department of Transportation

PL – FHWA and FTA Metropolitan Planning Program funds

PM 2.5 – Particulate Matter 2.5 microns

PMC – Program Management Committee

PMRPC – Pottstown Metropolitan Regional Planning Commission

POA – Point of Access

PPA – Preliminary Preferred Alternative

PPAC – Pedalcycle and Pedestrian Advisory Committee

PPTA – PA Public Transportation Association

PPTF – Public Participation Task Force

PSATS – PA State Association of Township Supervisors

PTC – PA Turnpike Commission

PTMA – Partnership Transportation Management Association

PWP – Planning Work Program

RAC – Regional Aviation Committee

RASP – Regional Aviation System Plan

RCRS – Road Condition Reporting System

RideECO – Ride Easy Commute Options

RIMIS – Regional Integrated Multimodal Information Sharing

ROW – Right-of-Way

RPO – Rural Planning Organization

RSLPP – Regional Streetlight Procurement Program

RSTF – Regional Safety Task Force

RTAC – Regional Transit Advisory Committee

RTC – Regional Technical Committee

RTSAP – Regional Transportation Safety Analysis and Plan

SAR – Share-a-Ride

SDRP – State Development and Redevelopment Plan

SEPTA – Southeastern Pennsylvania Transportation Authority

SHSP – Strategic Highway Safety Plan

SILOC – Services in Lieu of Cash

SIP – State Implementation Plan

SJCATF – Sustainable Jersey Climate Adaptation Task Force

SJTA – South Jersey Transportation Authority

SJTPO – South Jersey Transportation Planning Organization

SME – Subject Matter Experts

SOS – Strategies for Older Suburbs

SOV – Single Occupant Vehicle

SRHPP – Supportive Regional Highway Planning Program

SRTS – Safe Routes to School

SRTT – Safe Routes to Transit

SS4A – Safe Streets and Roads for All

STBGP – Surface Transportation Block Grant Program

STIP – State Transportation Improvement Program

STOPS – Simplified Trips-On-Projects Software

STP – Surface Transportation Program

STU – STP Funds Allocated to Urban Areas

SVC – Stored Value Card

TAMP – Transportation Asset Management Plan

TAP – Transportation Alternatives Program

TCDI – Transportation and Community Development Initiative

TCRP – Transit Cooperative Research Program

TDM – Transportation Demand Management

TDM – Travel Demand Model

TE – Transportation Enhancements

TIM2 – Travel Improvement Model Version 2

TIM3 – Travel Improvement Model Version 3

TIP – Transportation Improvement Plan

TMA – Transportation Management Association, Transportation Management Area

TMACC – Transportation Management Association of Chester County

TMP – Traffic Management Plan

TOD – Transit Oriented Development

TOP – Travel Options Program

TOTF – Transportation Operations Task Force

TPM – Transportation Performance Measures

TPM – Transportation Performance Management

TRID – Transit Revitalization Investment District

TRB – Transportation Research Board

TSM – Transportation Systems Management

TSMO – Transportation Systems Management and Operations

TSP – Transit Support Program

TSP – Transit Signal Priority

UPWP – Unified Planning Work Program

US DOT – US Department of Transportation

US EDA – US Economic Development Administration

US EPA – US Environmental Protection Agency

UWAG – Urban Waterfront Action Group

VOC – Volatile Organic Compound

VMT – Vehicle Miles Traveled

VPI – Virtual Public Involvement

Fiscal Year 2025 Unified Planning Work Program

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The nine county Delaware Valley Regional Planning Commission region including Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia, Burlington County, Camden County, Gloucester County, and Mercer County.

Key Words:
Unified Planning Work Program

Abstract:
This document contains all of the projects and related funding for FY 2025 as passed by the DVRPC Board in January 2024.

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