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FY27

DRAFT



DECEMBER 2025

FISCAL YEAR (FY) 2027

Unified Planning Work Program

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



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.

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The Delaware Valley Regional Planning Commission (DVRPC) Announces For Public Review the Draft FY 2027 Unified Planning Work Program

DVRPC will open a 30+ day public comment period on December 3, 2025, for the Draft Fiscal Year (FY) 2027 Unified Planning Work Program. This document outlines all of the federally funded transportation and regional planning projects and other planning projects administered by DVRPC slated for the nine-county region from July 1, 2026, to June 30, 2027. The Work Program is developed annually by the DVRPC Board with its planning partners to reflect the region's current planning needs. DVRPC will accept comments from December 3, 2025, until January 5, 2026, at 5:00 PM local time.

Electronic copies of DVRPC's Draft Work Program are available on DVRPC's website: www.dvrpc.org/WorkProgram. Hard copies of DVRPC's Draft Work Program are available at DVRPC's offices in Philadelphia, PA, in a number of regional libraries, and upon request by emailing public_affairs@dvrpc.org. The document can be translated into an alternative format or language, if requested.

Comments must be submitted in writing. Comments can be emailed to public_affairs@dvrpc.org or mailed to:

Work Program Comments
c/o DVRPC Office of Communications & Engagement
ACP Building, 8th Floor 190 N. Independence Mall West
Philadelphia, PA 19106-1520

Comments for these documents must be received no later than 5:00 p.m. on January 5, 2026. Comments received via mail must be postmarked by January 5, 2026. Responses will not be provided unless comments are submitted in writing during the public comment period. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. For more information about DVRPC's Title VI Program or to obtain a Title VI Complaint Form, visit www.dvrpc.org/GetInvolved/TitleVI, or contact DVRPC's ADA and Title VI Compliance Officer Shoshana Akins by calling 215-592-1800 or via email at public_affairs@dvrpc.org.

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FY 2027 | Unified Planning Work Program

CHAPTER 1:

Introduction

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Chapter 1: Introduction

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Delaware Valley Regional Planning Commission FY 2027 Unified Planning Work Program

Introduction

The FY 2027 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, 2026, through June 30, 2027. A 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. 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. Each MPO, in cooperation with the state(s) and public transportation operator(s), is required to 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, 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 2027 Unified Planning Work Program.

Planning Priorities Facing the Region

The metropolitan planning regulations promulgated through the Infrastructure Investment and Jobs Act (IIJA) 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 can be identified by looking at the annual requests for new planning projects that are submitted by the DVRPC Board and other stakeholders during the UPWP development process. For the FY 2027 Work Program, many planning study requests covered similar topics, such as improving the safety of the transportation system, addressing infrastructure vulnerability to flooding and severe weather, making transportation/land use connections, conducting freight planning, and collecting data including travel monitoring and intercept surveys to enable data-driven analyses. Many of these requests related to similar themes, including housing affordability, community health and resilience, air quality, and improving economic opportunity. These planning priorities track closely with federal Planning Factors and state departments of transportation (DOTs) guidance.

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 is also 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 UPWP through an amendment process that requires approval by the DVRPC Board.

UPWP Development Process

DVRPC staff initiate the development process for the next fiscal year's UPWP in the July-September time period as initial individual coordination meetings are scheduled with member governments, state DOTs, and transit operators. These coordination meetings are a helpful way for the partners to begin thinking about potential project ideas and how those ideas relate to current projects or other emerging planning issues. Partners are encouraged to consider regional ideas in addition to those for planning studies that address local issues, either of which should be consistent with the goals and principles of DVRPC's currently adopted long-range plan. Throughout September and mid-October, staff work with planning partners to refine and submit proposals for projects considering emerging local and regional priorities as well as continuation of ongoing priority projects. At a joint Board and RTC Work Program subcommittee meeting in October, partners present their project ideas and priority projects are short-listed for initial selection. During November, staff work with the partners to refine the scopes of 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, when 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 partners, advocacy organizations, or the general public. Staff present the comments, responses, and a revised document to the Board for adoption at the January Board meeting. Following Board adoption, staff incorporate responses to comments, editorial corrections, and final funding tables into a final administrative document that is submitted to DVRPC's funding agencies by the end of February. Work on the adopted FY 2027 UPWP begins on July 1, 2026, and unless otherwise stated for a given task, is expected to be completed by June 30, 2027.

UPWP Document Organization

The FY 2027 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 2027.
- 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 projects in New Jersey and Pennsylvania that span over multiple fiscal years due to their scopes of work, consultant selection process, and/or extent of review required from various member governments and planning partners.
- Appendix A contains Schedule A, which provides a detailed breakdown of funding sources from New Jersey.
- Appendix B contains a list of acronyms used in this document.

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 reauthorized the nation's surface transportation,

drinking water, and wastewater legislation and dedicated billions to programs in transportation, power 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 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 (TIP), the region's short-range capital investment plan, which must be consistent with and serve to implement the region's long-range plan. The TIP prioritizes the Delaware Valley's transportation-related projects within the constraints of federal funding that our Pennsylvania and New Jersey counties can reasonably expect to receive within four years.

The Metropolitan Planning Regulations included in the IIJA 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 nonmotorized users.
- Increase the **security** of the transportation system for motorized and nonmotorized users.
- Increase **accessibility and mobility** of people and freight.
- Protect and enhance the **environment**, promote **power 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 MPOs with a population over 200,000 to 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 pollutants. 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 enable 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 clean power and resiliency initiatives in both states that include coordination, analyses, management, tool development, facilitation of joint procurement purchases for power conservation, and technical assistance to local governments.

Complementary and supportive initiatives also continue. These include the development of the region's Comprehensive Economic Development Strategy (CEDS), 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

DVRPC passes federal funds to member governments to support their participation in the regional planning process, and provide capacity for them develop and maintain their planning programs and data. These funds also help to support partners' participation 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, and other regional planning efforts. During FY 2027, 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 FTA Metropolitan Planning (PL) funds. In addition to their core planning functions, the SRHPP and TSP programs offer a limited amount of funding for special planning studies and data collection 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 the 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 FY 2027 total budget is \$40,104,942 which includes \$26,419,572 for internal operating expenses and \$13,685,370 for pass-through programs to member governments as outlined in Table 2 - Project Funding by Source. The total FY 2027 operating budget of \$26,419,572 represents an approximate increase of four (4) percent compared to the FY 2026 operating budget of \$25,351,226 which is driven by new project demands, growing pass-through programs requiring additional administrative support, and cost increases. The FY 2027 operating budget includes \$20,440,146 to account for all personnel expenses and fringe benefits such as the PA SERS pension contribution, health insurance, FICA taxes, and commuter benefits, etc. The FY 2027 operating budget also includes \$5,979,426 in other operating costs such as communication, rents, leases, utilities, consultant expenses, printing, repairs, contractual services, software, materials, and supplies. The Total FY 2027 pass-through funding provided to Pennsylvania and New Jersey member governments and planning partners is \$13,685,370 which is composed of twelve pass-through programs noted on Table 2 - Project Funding by Source. The FY 2027 pass-through funding includes programs such as Supportive Regional Highway Planning (\$1,452,000), Transit Support Program (\$1,633,250), Regional GIS Implementation (\$500,000), New Jersey Local Concept Development (\$380,000), New Jersey Signal Retiming (\$1,000,000), Pennsylvania Transportation and Community Development Initiative (TCDI) (\$1,600,000), and the 2025 On-Board and Household Travel Surveys Year 3 (\$1,500,000). The FY 2027 pass-through program

total is significantly higher than the prior year passthrough total of \$6,240,250 due to programs that are funded on a bi-annual and multi-year basis, such as the PA Transportation and Community Development Initiative (TCDI) program (\$1,600,000), PA Transportation Demand Management (TDM) Base Program (\$2,200,000), and Travel Options Program (\$2,275,120). DVRPC continues to manage these multi-year programs 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 seeks additional funds from other sources to support planning activities and programs. The funds come from 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 and grants

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) funds 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. Environmental Protection Agency (U.S. EPA)
- U.S. Department of Energy (U.S. DOE)
- Federal Aviation Administration (FAA)
- DVRPC Local Initiatives- Local revenues from PA or NJ for various initiatives and projects
- William Penn Foundation Grants- Private foundation grants for trail, resiliency, 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, local matches for grants, 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 – DVRPC receives Federal Highway and Transit funds as the region's MPO and is required to provide a local match. In Pennsylvania, member governments and DVRPC provide part of the required local match. PennDOT also contributes State Motor License funds toward that local match. In New Jersey, NJDOT covers the local match which is funded via NJDOT toll credit funds.

Transportation Improvement Program (TIP) Funding for UPWP Activities

Transportation planning is essential to developing transportation improvements that can later be funded for engineering and construction. As such, planning is an eligible activity under several federal transportation capital funding programs, and is necessary to fund certain activities each year in DVRPC's UPWP. However, as a region with many more transportation needs than funds to deliver them, DVRPC prefers to limit the use of capital funds in our UPWP, for both New Jersey and Pennsylvania. There are certain types of planning work for which funds from the TIP are often necessary to support projects funded through DVRPC's UPWP:

- Pass-through grant programs to member governments and planning partners
- Planning activities requiring significant consultant support
- Some travel monitoring activities including equipment purchases and leases
- Data acquisition and model development, including required major survey efforts like household travel surveys and aerial imagery
- Major modeling applications and improvements
- Special technical or engineering tasks such as design project management

Summary Funding Tables

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.

Delaware Valley Regional Planning Commission
Fiscal Year 2027 | Unified Planning Work Program

Table 1: Funding Summary

| Funding Source | General Fund | Highway PL Program | Transit PL Program | Comprehensive Planning | Other Programs | Total |
|--|---------------------|---------------------------|---------------------------|-------------------------------|-----------------------|---------------------|
| PA FTA | \$0 | \$0 | \$2,140,000 | \$0 | \$0 | \$2,140,000 |
| PA FHWA | | 5,385,000 | | | | 5,385,000 |
| PA Safe & Accessible | | | | | 136,000 | 136,000 |
| PA State Motor License | | 673,000 | | | | 673,000 |
| PA LTAP | | | | | 30,000 | 30,000 |
| PennDOT District 6 | | | | | 300,000 | 300,000 |
| PennDOT Connects | | | | | 1,150,000 | 1,150,000 |
| PA FHWA TIP | | | | | 4,563,000 | 4,563,000 |
| DVRPC Local Match | | 188,000 | | | | 188,000 |
| NJ FTA | | | 1,036,945 | | | 1,036,945 |
| NJ FHWA | | 3,413,804 | | | | 3,413,804 |
| NJ Safe & Accessible | | | | | 84,651 | 84,651 |
| NJ FHWA TIP | | | | | 1,051,000 | 1,051,000 |
| NJ CRRSAA Funds | | | | | 850,085 | 850,085 |
| FAA | | | | | 150,000 | 150,000 |
| WILLIAM PENN | | | | | 350,000 | 350,000 |
| PA DEP | | | | | 150,000 | 150,000 |
| MISC Other | | | | | 3,216,322 | 3,216,322 |
| 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 | 528,328 |
| 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 | \$10,106,304 | \$3,482,445 | \$585,833 | \$12,031,058 | \$26,419,572 |
| Pass-through Grants: Member Governments, Transit Agencies, and Others | | | | | | |
| PA FTA | \$0 | \$0 | \$920,000 | \$0 | \$0 | \$920,000 |
| PA FHWA TIP | 0 | 0 | 0 | 0 | 8,273,120 | 8,248,120 |
| PA Local match | 0 | 0 | 230,000 | 0 | 0 | 230,000 |
| NJ FTA | 0 | 0 | 386,600 | 0 | 0 | 386,600 |
| NJ FHWA TIP | 0 | 0 | 0 | 0 | 3,779,000 | 2,509,000 |
| NJ Local Match | 0 | 0 | 96,650 | 0 | 0 | 96,650 |
| NJ CRRSAA Funds | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Pass-through Grants | \$0 | \$0 | \$1,633,250 | \$0 | \$12,052,120 | \$13,685,370 |
| Grand Total | \$213,932 | \$10,106,304 | \$5,115,695 | \$585,833 | \$24,083,178 | \$40,104,942 |

Delaware Valley Regional Planning Commission | Fiscal Year 2027 | Unified Planning Work Program

Table 2: Project Funding by Source

| Page | Project Number | Programs/Projects | FY2027 Budget | Highway PL Planning | Transit PL Planning | Comprehensive Planning | Other |
|------|----------------|--|---------------------|---------------------|---------------------|------------------------|--------------------|
| | Chapter 2A | DVRPC PROGRAM AREAS | | | | | |
| 49 | 27-22-010 | Work Program Administration | \$395,000 | \$284,701 | \$100,299 | \$10,000 | \$0 |
| 51 | 27-22-020 | Technical Assistance to Member Governments | 426,566 | 311,739 | 109,827 | 5,000 | 0 |
| 53 | 27-23-010 | Regional Forum | 330,000 | 236,635 | 83,365 | 10,000 | 0 |
| 55 | 27-23-020 | Title VI Compliance | 241,230 | 172,840 | 60,890 | 7,500 | 0 |
| 57 | 27-23-030 | Public Participation, Involvement, and Outreach | 468,690 | 337,345 | 118,845 | 12,500 | 0 |
| 60 | 27-23-040 | Data Visualization and Communication | 660,450 | 473,603 | 166,847 | 20,000 | 0 |
| 62 | 27-24-010 | Web Development and Database Management | 927,500 | 663,687 | 233,813 | 30,000 | 0 |
| 64 | 27-24-020 | Data Coordination and Analysis | 379,950 | 273,572 | 96,378 | 10,000 | 0 |
| 66 | 27-24-030 | Geographic Information Systems | 379,400 | 273,166 | 96,234 | 10,000 | 0 |
| 68 | 27-33-010 | Smart Growth | 525,810 | 374,039 | 131,771 | 20,000 | 0 |
| 70 | 27-33-020 | Community & Economic Development | 722,670 | 515,916 | 181,754 | 25,000 | 0 |
| 72 | 27-33-030 | Regional Power and Extreme Weather Preparedness Initiatives | 381,508 | 276,573 | 97,435 | 7,500 | 0 |
| 75 | 27-33-040 | Environmental Planning | 375,000 | 365,000 | 0 | 10,000 | 0 |
| 78 | 27-33-050 | Regional Trails Program | 269,000 | 198,921 | 70,079 | 0 | 0 |
| 80 | 27-34-010 | Long-Range Planning | 675,240 | 480,842 | 169,398 | 25,000 | 0 |
| 82 | 27-34-020 | Freight Planning | 434,265 | 310,040 | 109,225 | 15,000 | 0 |
| 85 | 27-34-030 | Travel and Land Use Modeling | 522,495 | 371,587 | 130,908 | 20,000 | 0 |
| 88 | 27-34-040 | Regional Congestion Management Program | 302,375 | 219,904 | 77,471 | 5,000 | 0 |
| 90 | 27-34-050 | Air Quality Planning | 275,500 | 200,031 | 70,469 | 5,000 | 0 |
| 93 | 27-34-060 | Performance-Based Planning and Programming | 351,900 | 252,830 | 89,070 | 10,000 | 0 |
| 96 | 27-34-070 | Socioeconomic and Land Use Analytics (SLUA) | 247,500 | 179,325 | 63,175 | 5,000 | 0 |
| 98 | 27-34-080 | Transportation Improvement Program (TIP) | 826,250 | 574,025 | 202,225 | 20,000 | 30,000 |
| 101 | 27-34-090 | Regional Alternative Fuels Planning Program | 150,000 | 110,923 | 39,077 | 0 | 0 |
| 103 | 27-52-010 | Regional Transit Planning Program | 430,000 | 0 | 415,000 | 15,000 | 0 |
| 105 | 27-52-020 | Bicycle and Pedestrian Planning Program | 389,750 | 280,819 | 98,931 | 10,000 | 0 |
| 107 | 27-52-030 | Mobility Analysis and Design Program | 712,250 | 515,605 | 181,645 | 15,000 | 0 |
| 109 | 27-52-040 | Transportation Safety | 447,500 | 323,524 | 113,976 | 10,000 | 0 |
| 113 | 27-52-050 | Transportation Operations | 689,200 | 152,851 | 53,849 | 12,500 | 470,000 |
| 116 | 27-52-060 | Competitive Program and Project Management | 1,389,750 | 159,750 | 0 | 5,000 | 1,225,000 |
| 118 | 27-52-070 | TripSmart PA Administration and DVRPC Commuter Services | 375,000 | 0 | 0 | 0 | 375,000 |
| 120 | 27-53-010 | Travel Monitoring | 864,500 | 629,500 | 0 | 10,000 | 225,000 |
| | | Subtotal | \$15,566,249 | \$9,519,293 | \$3,361,956 | \$360,000 | \$2,325,000 |
| | Chapter 2B | DVRPC PROJECTS | | | | | |
| | 22-33-200 | WP-Staff Admin #284-21 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |
| | 23-23-085 | Technical Assistance and Coordination of NJ CRRSAA Funds (4 years) | 119,536 | 0 | 0 | 0 | 119,536 |
| | 23-23-086 | Procurement and Contracts Administration - NJ Programs (4 years) | 406,802 | 0 | 0 | 0 | 406,802 |
| | 23-23-087 | Trenton Area Complete & Safe Streets for All Implementation (4 years) | 323,747 | 0 | 0 | 0 | 323,747 |
| | 24-33-210 | CPRG | 125,000 | 0 | 0 | 0 | 125,000 |
| | 23-52-230 | RVZ 2050- SS4A Phase II | 350,000 | 0 | 0 | 0 | 350,000 |
| | 24-33-240 | WP- Regional Hub for Federal Funding | 150,000 | 0 | 0 | 0 | 150,000 |
| | 24-33-250 | WP- #211-23- Staff Admin | 100,000 | 0 | 0 | 0 | 100,000 |
| | 25-34-210 | 2025 HHTS - Staff (3 year) | 60,000 | 0 | 0 | 0 | 60,000 |
| | 26-33-120 | PA Coastal Zone Management Implementation | 30,000 | 0 | 0 | 0 | 30,000 |
| | 26-33-150 | Advancing Collaborative Stormwater (Year 3) | 35,000 | 0 | 0 | 0 | 35,000 |
| | 26-33-300 | Transportation Resilience Improvement Plan (TRIP) - New Jersey (4 Years) | 350,000 | 0 | 0 | 0 | 350,000 |
| | 26-52-130 | Increasing Safe and Accessible Transportation Options | 120,000 | 0 | 0 | 0 | 120,000 |
| | 26-53-040 | Regional Aviation Counting | 150,000 | 0 | 0 | 0 | 150,000 |
| | 26-10-010 | General Fund | 213,932 | 0 | 0 | 0 | 213,932 |

Table 2 Continued

| Page | Project Number | Programs/Projects | FY2027 Budget | Highway PL Planning | Transit PL Planning | Comprehensive Planning | Other |
|--|---------------------------|---|------------------|------------------------|------------------------|---------------------------|--------------|
| 127 | 27-24-100 | Regional Transportation GIS Coordination | \$450,000 | \$0 | \$0 | \$0 | \$450,000 |
| 129 | 27-33-110 | Local Technical Assistance Program (LTAP) | 30,000 | 0 | 0 | 0 | 30,000 |
| 131 | 27-33-120 | Pennsylvania Coastal Zone Management Implementation Program | 60,000 | 0 | 0 | 0 | 60,000 |
| 133 | 27-33-130 | Municipal Exchange | 152,500 | 109,074 | 38,426 | 5,000 | 0 |
| 135 | 27-33-140 | PA/NJ Local Planning Initiatives | 100,000 | 0 | 0 | 50,000 | 50,000 |
| 137 | 27-33-180 | Regional Affordable and Accessible Housing | 220,000 | 158,989 | 56,011 | 5,000 | 0 |
| 139 | 27-34-120 | I-95 Planning Assistance | 100,000 | 0 | 0 | 0 | 100,000 |
| 141 | 27-34-130 | Enhance and Maintain Travel Forecasting Tools | 860,000 | 0 | 0 | 0 | 860,000 |
| 143 | 27-34-140 | PennDOT District 6-0 Modeling Assistance | 620,000 | 0 | 0 | 0 | 620,000 |
| 145 | 27-34-160 | I-95 Traffic Forecasts | 155,000 | 0 | 0 | 0 | 155,000 |
| 147 | 27-34-210 | SEPTA Transit Oriented Communities Parking and Ridership Modeling Tool (Phase II) | 200,000 | 0 | 0 | 0 | 200,000 |
| 149 | 27-34-220 | Perkiomen Creek Watershed Emergency Crossings Study | 175,000 | 0 | 0 | 0 | 175,000 |
| 151 | 27-52-100 | Regional TOP Competitive Program Administration (PA and NJ) | 200,000 | 73,948 | 26,052 | 0 | 200,000 |
| 153 | 27-52-130 | Increasing Safe and Accessible Transportation Options | 220,651 | 0 | 0 | 0 | 220,651 |
| 155 | 27-52-140 | Pottstown Area Planning Support | 75,000 | 60,000 | 0 | 15,000 | 0 |
| 156 | 27-52-150 | PennDOT Connects Complete Streets Resurfacing Program | 325,000 | 0 | 0 | 0 | 325,000 |
| 159 | 27-52-160 | Vision Zero PHL Study: Broad/Olney/Old York (O BOY!)- (2 Years) | 300,000 | 0 | 0 | 0 | 300,000 |
| 161 | 27-52-170 | Transportation Systems Management and Operations (TSMO) | 579,000 | 0 | 0 | 0 | 579,000 |
| 164 | 27-52-180 | Technical Assistance- PA Transportation Alternatives Set-Aside Program | 450,000 | 0 | 0 | 0 | 450,000 |
| 166 | 27-52-190 | Baltimore Pike Sidepath Capacity Analysis | 150,000 | 0 | 0 | 0 | 150,000 |
| 167 | 27-53-020/025 | HPMS and Functional Classification System (PA & NJ) | 215,000 | 185,000 | 0 | 30,000 | 0 |
| 168 | 27-53-030 | PennDOT District 6-0 Traffic Volume Data | 300,000 | 0 | 0 | 0 | 300,000 |
| 169 | 27-59-700 | Member Government Special Studies & Support Services | 1,296,944 | 0 | 0 | 0 | 1,296,944 |
| 170 | 27-59-701 | New Projects and Misc. Carryover | 985,211 | 0 | 0 | 120,833 | 864,378 |
| Subtotal | | | \$10,853,323 | \$587,011 | \$120,489 | \$225,833 | \$9,919,990 |
| SUBTOTAL DVRPC PROGRAM | | | \$26,419,572 | \$10,106,304 | \$3,482,445 | \$585,833 | \$12,244,990 |
| PASS-THROUGH GRANTS- MEMBER GOVERNMENT / TRANSIT AGENCIES / OTHERS | | | | | | | |
| Chapter 3A & 3B | | Supportive Regional Highway Planning Program | | | | | |
| 175-187 | A: 27-60-010 to 27-60-051 | PA Supportive Regional Highway Planning Program | \$828,000 | \$0 | \$0 | \$0 | \$828,000 |
| 193-209 | B: 27-61-010 to 27-61-100 | NJ Supportive Regional Highway Planning Program | 624,000 | 0 | 0 | 0 | 624,000 |
| Subtotal | | | \$1,452,000 | \$0 | \$0 | \$0 | \$1,452,000 |
| Chapter 4A & 4B | | Transit Support Program | | | | | |
| 215-232 | A: 27-63-001 to 27-63-009 | PA Transit Program | \$1,150,000 | \$0 | \$1,150,000 | \$0 | \$0 |
| 237-250 | B: 27-63-020 to 27-63-026 | NJ Transit Program | 483,250 | 0 | 483,250 | 0 | 0 |
| Subtotal | | | \$1,633,250 | \$0 | \$1,633,250 | \$0 | \$0 |
| Chapter 5A | | Other Member Government Projects | | | | | |
| 255 | 27-34-200 | 2025 On-Board and Household Travel Surveys Phase III (3 Years) | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 257 | 27-53-300 | PA/NJ Regional GIS Implementation | 500,000 | 0 | 0 | 0 | 500,000 |
| 258 | 27-62-100 | New Jersey Local Concept Development (3 Years) | 380,000 | 0 | 0 | 0 | 380,000 |
| 260 | 27-62-200 | Off System Bridge LCD for Burlco Bridge # G8.45 (3 Years) | 380,000 | 0 | 0 | 0 | 380,000 |
| 262 | 27-64-100 | NJ Regional Signal Retiming (4 Years) | 1,000,000 | 0 | 0 | 0 | 1,000,000 |
| 264 | 27-65-100 | New Jersey Local HSIP Program Assistance (2 Years) | 300,000 | 0 | 0 | 0 | 300,000 |
| 265 | 27-67-100 | PA Transportation & Community Development Initiative (TCDI) (2 Years) | 1,600,000 | 0 | 0 | 0 | 1,600,000 |
| 266 | 27-70-100 | TripSmart PA Program (2 Years) | 2,200,000 | 0 | 0 | 0 | 2,200,000 |
| 268 | 27-70-300 | Pennsylvania (TDM) I-95 Corridor (2 Years) | 465,000 | 0 | 0 | 0 | 465,000 |
| 270 | 27-80-100 | Travel Options Program (TOP)- PA/NJ (2 Years) | 2,275,120 | 0 | 0 | 0 | 2,275,120 |
| Subtotal | | | \$10,600,120 | \$0 | \$0 | \$0 | \$10,600,120 |
| SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES | | | \$13,685,370 | \$0 | \$1,633,250 | \$0 | \$12,052,120 |
| GRAND TOTAL | | | \$40,104,942 | \$10,106,304 | \$5,115,695 | \$585,833 | \$24,297,110 |

Agency Roles and Responsibilities

DVRPC, as the federally designated MPO, has a requirement to carry out a continuing, cooperative, 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 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 composed 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 or adopts other plans or documents, as appropriate.

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 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, transportation-related air quality issues, and utility 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 2027 UPWP, this will respond specifically to the findings pertaining to the FFY26 New Jersey STIP and FFY25 and FFY27 Pennsylvania STIPs.

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 compose 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) – 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 to include 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/RPOs 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.

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, and 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; use 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) – 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.

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. Working committees are summarized below.

The Regional Technical Committee (RTC) serves as an advisory body, reporting directly to the DVRPC Board. Specifically, the RTC is heavily engaged in Transportation Planning initiatives, the development and maintenance of the Transportation Improvement Program, the development of the long-range plan, the development of the Unified Planning Work Program, and all other transportation planning as directed by the Board. The RTC advises the Board on all actions under consideration.

The Public Participation Task Force (PPTF) empowers residents to get involved in regional planning by providing ongoing access to the regional planning and decision-making process. The PPTF reviews timely issues, serves as a conduit for DVRPC information to organizations and communities across the region, and assists DVRPC in implementing public outreach strategies. 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 a regional geographic mix, the PPTF strives to represent the demographic, cultural, education, and economic mix 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 DVRPC's transportation safety planning program. The focus of the task force is diverse and addresses all users, operators, and modes of the transportation network. The Task Force provides valuable input in the development of the Regional Transportation Safety Analysis and 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, 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 Municipal Exchange is a new forum directed toward municipal officials to foster greater cooperation between local governments in the region, and coordinate regional transportation and local land use planning. This convening is intended to provide space for local government officials to discuss common issues, exchange ideas, and develop solutions while working to implement the region’s long-range plan principles and goals.

The Futures Group provides subject matter experts with 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 DVRPC’s TDM activities support program (TripSmart PA) and the competitive Travel Options Program (TOP).

UPWP Program Areas

This Unified Planning Work Program organizes many of DVRPC’s core MPO planning tasks and ongoing work 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 based on member government requests, in addition to supporting DVRPC’s core recurring planning activities. 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 2027. 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 materials, supplies, and other services.

Work Program Administration (27-22-010)

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 2028 Unified Planning Work Program.

Technical Assistance to Member Governments (27-22-020)

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) and other meetings with member governments, state agencies, and transit operators. 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, recordings and materials from DVRPC Special Topic Conversations to support regional best practice exchange.

Regional Forum (27-23-010)

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. Identification, monitoring, and formulation of policy analyses for issues of regional significance are undertaken through the Board. Staff activities include outreach to Board members and staff, researching and monitoring key issues, reviewing pertinent federal and state legislation or policy guidance, providing relevant information to other elected officials, and drafting proposed position statements or comment letters on behalf of and for consideration by the Board.

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

Title VI Compliance (27-23-020)

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. Civil Rights 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 Title VI Compliance Tool and ongoing evaluation of Commission's efforts.

Public Participation, Involvement, and Outreach (27-23-030)

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

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 FY 2026 Annual Report, Monthly e-Newsletter, and agendas and meeting documentation for the Public Participation Task Force.

Data Visualization and Communication (27-23-040)

This effort provides information and data to the public and decision-makers that can be clearly understood and used, by applying graphic design and visualization techniques that explain and enhance technical analyses and that present 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 (27-24-010)

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 mapping applications, and online content for the DVRPC website.

Data Coordination and Analysis (27-24-020)

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, 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; support staff stewards of planning data to improve data development, maintenance, and sharing activities; and improve data methods. Additional program tasks include maintaining DVRPC's regional online data tools; coordinating with the regional and national data centers; and administering the Commission's Information Resources Exchange Group (IREG).

Key Products: Updates and improvements of the DVRPC Data Center, data profiles, new and updated planning reference data.

Geographic Information Systems (27-24-030)

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 access to 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: Improved and new web mapping applications, updated regional geospatial data, cartographic products to support DVRPC studies.

Smart Growth (27-33-010)

The Smart Growth program supports 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 connectivity, housing affordability and accessibility, transportation choice, community resilience, and public health.

Key Products: Data center siting and development guidance, TOD analyses, and technical assistance to municipal and regional partners.

Community and Economic Development (27-33-020)

This program provides technical assistance and support to stakeholders to ensure the economic vitality of the region's communities and neighborhoods. Revitalization strategies are developed through retail and land use analysis and the promotion of multimodal access to tourism destinations throughout the region. The Transportation and Community Development Initiative (TCDI) Grant Program funds local planning initiatives that advance the region's long-range plan.

Key Products: TCDI program solicitation and database(s) maintenance, Municipal Funding Resource, technical assistance on multimodal access to tourist destinations, economic analyses.

Regional Power and Extreme Weather Preparedness Initiatives (27-33-030)

This program develops regional initiatives and supports local actions to reduce power use by promoting greater efficiency, conservation, and the use of innovative power sources. The

program also works to increase the resilience of built and natural systems to the impacts of extreme weather.

Key Products: Regional Streetlight Procurement Program, SEP of Southeast Pennsylvania, and technical assistance and coordination with stakeholders on pollution reduction projects.

Environmental Planning (27-33-040)

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, and incorporate environmental stewardship principles into transportation investments.

Key Products: Mercer County Stormwater Coordination, open space inventory, PennDOT Connects environmental evaluations, and technical assistance on water quality, green infrastructure, and flooding.

Regional Trails Program (27-33-050)

This program supports the development of the region-wide multi-use trail network, the Circuit Trails. The trail network supports multimodal transportation enhancements, economic development, smart growth, cyclist and pedestrian safety, improves air quality, and reduces transportation pollution. The program provides technical assistance to trail development partners through grantmaking, data collection, mapping, and guidance on emerging trail-related issues.

Key Products: Regional Trails Program Re-Grants and administration, East Coast Greenway coordination, Circuit Trails data, guidance on resilient trail design.

Long-Range Planning (27-34-010)

The Long-Range Planning 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 the Plan's principles and long-range land use, environmental protection, economic development, and transportation goals. The Plan provides guidance and a policy framework for numerous other DVRPC programs. The current Long-Range Plan, *Update: Connections 2050*, was adopted in September 2025.

Key Products: update to the Plan-TIP Project Evaluation Criteria, Futures Group meetings.

Freight Planning (27-34-020)

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

maintain and update Philly Freight Finder, host quarterly meetings of the Goods Movement Task Force, and pursue local technical studies that improve considerations of the economic and transportation impacts from goods movement.

Key Products: Regional Freight Plan (Phase II), various technical and analytical support for partners on local freight planning efforts and initiatives, data updates to PhillyFreightFinder.

Travel and Land Use Modeling (27-34-030)

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: Base and future-year highway and transit networks; TAZ and MAZ estimates of socioeconomic data; average annual growth factors; PM2.5 and ozone emissions by county; summaries of screenline traffic volumes and transit riders; estimates of VMT by county and functional class; and corridor travel times.

Regional Congestion Management Program (27-34-040)

The Congestion Management Program undertakes a systematic process for managing congestion in the DVRPC region. In the Congestion Management Process (CMP), 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 agency, and county project managers and others to help make transportation investments more effective. Staff completed the 2023 update of the CMP in March 2024, and a new update is underway in 2025.

Key Products: Identify and present congested locations and recommend congestion management strategies for highly congested locations in an interactive webmap, updates to CMP supplemental strategy status for projects that add major single-occupant vehicle capacity, and reporting on latest travel time, speed and other delay measures by CMP corridor.

Air Quality Planning (27-34-050)

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. The Air Quality program identifies and facilitates funding opportunities to improve air quality by reducing emissions through state and federal funding programs.

Key Products: Transportation Air Quality Conformity Demonstration Report, technical reports to PA DEP on the year's air quality action activities.

Performance Based Planning and Programming (27-34-060)

The IJJA 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 IJJA 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, making capital programming investment decisions that support achieving targets, and supporting transportation asset management plan development.

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.

Socioeconomic and Land Use Analytics (27-34-070)

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, Land Use Model, and minor update to the Plan Centers.

Transportation Improvement Program (TIP) (27-34-080)

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 the requirements of current federal transportation legislation, 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 NJ to be adopted in Summer/Fall 2027. A similar process will be underway for a new PA TIP targeted for adoption in Summer of 2028. *Key Products: Development of a new TIP for NJ , updated and maintained TIP for PA, and local capital program database pilot for Mercer County.*

Regional Alternative Fuels Planning Program (27-34-090)

This program supports New Jersey and Pennsylvania state and local transportation electrification plans, along with programs and policies that serve to increase the use of alternative fuel vehicles including passenger vehicles, medium- and heavy-duty vehicles, and transit vehicles.

Key Products: Updated online electric vehicle (EV) resources, develop an online EV fleet management tool that will assist partners to inventory their current vehicle and equipment fleet, and workshops and presentations on the state of alternative fuels.

Regional Transit Planning Program (27-52-010)

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: Support development of the Regional Transit Vision, continued coordination with SEPTA, NJ Transit, and local partners on transit prioritization, as-needed memorandums, data and communications.

Bicycle and Pedestrian Planning Program (27-52-020)

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: 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 (27-52-030)

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 reports, memos and summaries for Supporting Communities and Complete Streets programs.

Transportation Safety (27-52-040)

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: Regional Safety Task Force meeting materials and summaries, materials to support potential HSIP applications, updated crash databases and tools.

Transportation Operations (27-52-050)

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 retimings implemented along selected corridors.

Competitive Program and Project Management (27-52-060)

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 IIJA includes 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 Set-Aside, 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.

TripSmart PA Administration and DVRPC Commuter Services (27-52-070)

This program supports administration of the TripSmart PA Transportation Demand Management (TDM) 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 direct TDM services for DVRPC's PA counties, including the regional share-a-ride program, emergency ride home program, and regional TDM marketing.

Key Products: Oversight of TripSmart PA program, outreach and marketing materials, share-a-ride program maintenance.

Travel Monitoring (27-53-010)

Travel data is collected and processed under this program area. Traffic counts, including hourly and 48-hour traffic volumes, are collected 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 also 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.

Addressing Federal and State Planning Priorities

As noted earlier, the FY 2027 Unified Planning Work Program serves as an important implementation tool to achieve the directives of the IIJA. For example, the Program Areas summarized above combine to address the Law's ten Planning Factors, as highlighted in Table 3. Both primary and secondary 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 in effect at that time.

Table 3: Federal Planning Factors

| DVRPC Program Areas | 1. Economic Vitality | 2. Safety | 3. Security | 4. Accessibility and Mobility | 5. Environment | 6. Integration and Connectivity | 7. Efficient System Management/ Operations | 8. System Preservation | 9. Resiliency and Reliability | 10. Travel and Tourism |
|---|-------------------------------------|----------------------|------------------------|--|---------------------------|--|---|---------------------------------------|--|---------------------------------------|
| Work Program Administration | | | | | | | | | | |
| Technical Assistance to Member Governments | | | | | | | | | | |
| Regional Forum | | | | | | | | | | |
| Title VI Compliance | | | | | | | | | | |
| Public Participation, Involvement, and Outreach | | | | | | | | | | |
| Data Visualization and Communication | | | | | | | | | | |
| Web Development and Database Management | | | | | | | | | | |
| Data Coordination and Analysis | | | | | | | | | | |
| Geographic Information Systems | | | | | | | | | | |
| Smart Growth | | | | | | | | | | |
| Community & Economic Development | | | | | | | | | | |
| Regional Power and Extreme Weather Preparedness Initiatives | | | | | | | | | | |
| Environmental Planning | | | | | | | | | | |
| Regional Trails Program | | | | | | | | | | |
| 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 (SLUA) | | | | | | | | | | |
| Transportation Improvement Program (TIP) | | | | | | | | | | |
| Regional Alternative Fuels Planning Program | | | | | | | | | | |
| Regional Transit Planning Program | | | | | | | | | | |
| Bicycle and Pedestrian Planning Program | | | | | | | | | | |
| Mobility Analysis and Design Program | | | | | | | | | | |
| Transportation Safety | | | | | | | | | | |
| Transportation Operations | | | | | | | | | | |
| Competitive Program and Project Management | | | | | | | | | | |
| TripSmart PA Administration and DVRPC Commuter Services | | | | | | | | | | |
| Travel Monitoring | | | | | | | | | | |

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

In addition to the IIJA's Planning Factors, DVRPC's work program must also address statewide guidance on planning priorities from PennDOT and NJDOT.

PennDOT MPO Planning Guidance

PennDOT's planning requirements for state fiscal years 2025-26 and 2026-27 (DVRPC's FY27) were established in a statewide guidance document jointly developed with FHWA PA, published in July 2024. This document details recommended work tasks across a range of core MPO planning, administrative, and data functions, which are incorporated in projects and programs throughout this UPWP. The guidance document also details administrative procedures for UPWP development and maintenance, as well as a development checklist that DVRPC and all PA MPOs must adhere to.

NJDOT MPO Planning Priorities

NJDOT's planning priorities for FY27 are detailed in a letter to the three NJ MPOs dated October 2nd, 2025. These are detailed below, along with a list of Program Areas and projects in the UPWP that support each.

Interagency Coordination

- Enhance Economic Vitality and Safety: Collaborate with NJDOT and NJ Transit to meet federal surface transportation requirements, develop performance measures.
 - *Supported by these DVRPC projects and programs:*
 - 27-33-020 Community & Economic Development
 - 27-33-190 Economic Development District EDD Program
 - 27-52-040 Transportation Safety
- Improve Mobility, Accessibility, and Connectivity: Identify and prioritize mobility related issues utilizing system performance data, support data collection efforts.
 - *Supported by these DVRPC projects and programs:*
 - 27-53-010 Travel Monitoring
 - 27-52-020 Bicycle and Pedestrian Planning
 - 27-52-030 Mobility Analysis and Design Program
- Ensure Resilience and Reliability: Partner with NJDOT and other agencies to implement risk management strategies for transportation infrastructure resilience and collaborate on strategies to reduce harmful emissions from the transportation sector.
 - *Supported by these DVRPC projects and programs:*
 - 27-52-010 Regional Transit Planning Program
 - 27-33-040 Environmental Planning
 - 27-34-050 Air Quality Planning

Safety Planning

- Enhance Transportation Safety: Continue to prioritize implementation of the current Strategic Highway Safety Plan. Support the state’s goal of zero fatalities through a Safe System Approach and a High-Injury Network for all projects in your regions.
 - *Supported by these DVRPC projects and programs:*
 - 27-52-040 Transportation Safety
 - 27-61-060 Complete Streets Implementation Support for NJ Counties

Congestion Relief/Congestion Mitigation and Air Quality (CMAQ)

- Advance System Integration and Connectivity and Strengthen Resilience and Reliability: Facilitate the advancement and adoption of cleaner transportation options. Enhance air quality leveraging CMAQ and other resources.
 - *Supported by these DVRPC projects and programs:*
 - 27-34-040 Regional Congestion Management Program
 - 27-34-050 Air Quality Planning
 - 27-34-090 Regional Alternative Fuels Planning Program
 - 27-64-100 NJ Regional Signal Retiming

Freight Planning

- Promote Economic Vitality: Support strategies outlined in the 2023 Statewide Freight Plan.
 - *Supported by these DVRPC projects and programs:*
 - 27-34-020 Freight Planning

Emerging Technologies and Intelligent Transportation Systems (ITS)

- Advance Collaborative Solutions for System Integration and Network Connectivity: Continue to develop and deploy intelligent transportation solutions that harness innovative systems and practices and continue to incorporate new and emerging technologies.
 - *Supported by these DVRPC projects and programs:*
 - 27-52-50 Transportation Operations
 - 27-52-170 Transportation Systems Management and Operations (TSMO)

Active Transport Planning

- Enhance Economic Vitality and Safety: Support the development and implementation of the Statewide Bicycle and Pedestrian Master Plan (BPMP) and the New Jersey Target Zero Action Plan.

- *Supported by these DVRPC projects and programs:*
 - 27-52-020 Bicycle and Pedestrian Planning
 - 27-52-040 Transportation Safety

Outreach, Access, and Engagement

- **Improve Coordination with Communities:** Implement actions that uphold fairness and improved coordination of services, access, and mobility for people with different transportation needs.
 - *Supported by these DVRPC projects and programs:*
 - 27-23-030 Public Participation, Involvement, and Outreach
 - 27-33-130 Municipal Exchange
- **Enhance Transportation Safety:** Prioritize safety for non-motorized travelers in low income and transit-dependent communities.
 - *Supported by these DVRPC projects and programs:*
 - 27-52-040 Transportation Safety
 - 27-52-030 Mobility Analysis and Design Program

Planning Milestones and Long-Range Plan Advancement

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. DVRPC's adopted Long-Range Plan, *Update: Connections 2050* sets a vision for regional growth and development around five elements, each with three goals:

- **Transportation**
 - A transportation system that is safe and secure for all.
 - Connected and integrated transportation facilities for all modes in a state-of-good repair.
 - Reduced car dependency and per-capita VMT.
- **Economy**
 - A well-trained and adaptable regional workforce.
 - Variety of regional economic sectors.
 - Reliable physical and digital access to regional, national, and global resources and markets.

- **Communities**

- Accessible and affordable housing options and cost of living that accommodate all ages and incomes.
- Infill development that creates and protects the unique qualities and sense of place in the region's Centers, communities, and neighborhoods.
- Socioeconomically integrated neighborhoods with quality education that is accessible to all.

- **Environment**

- A regional-scale network of protected open space and green urban infrastructure.
- Healthy air and water for people and wildlife.
- Access to high-quality parks, natural areas, and passive recreational opportunities for all.

- **Infrastructure & Utility Services**


- Access to clean and affordable heating, cooling, and power services for every household, business, and institution in the region.
- Infrastructure that is reliable and resilient to extreme-weather disruptions.
- Regionwide implementation of innovative technologies around heating, cooling, power, mobility, and goods movement that supports community health, reduces air pollution, and provides economic opportunities.

The Plan's vision and goals serve as a framework for all work undertaken by DVRPC. Every project and program in this UPWP highlights how it helps to implement the Plan by identifying the goals it helps to advance.

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 4 identifies the required programs or activities that DVRPC will undertake as part of the regional planning processes and their most recent completion and anticipated update cycles.

Table 4: MPO Regional Planning Process Requirement Milestones

| | Plan/Program/Activity | Current Adoption/ Completion (as of November 2025) | Next Adoption/ Completion (after November 2025) |
|--|---|---|--|
| <i>Key Regional Planning Documents</i> | Air Quality Transportation Conformity Determination | September 2025 | July 2026 |
| | Congestion Management Program | March 2024 | July 2027 |
| | Long-Range Plan | September 2025 | September 2029 |
| | Public Participation Plan | July 2018 | Anticipated adoption in Summer/Fall 2026; evaluated annually |
| | Unified Planning Work Program | January 2024 | January 2025 |
| | Transportation Improvement Program | September 2025 (NJ) July 2024 (PA) | September 2027 (NJ) July 2026 (PA) |
| <i>Key Title VI Documents</i> | Language Access Plan | September 2025 | Every five years; evaluated annually |
| | Title VI Compliance Plan | January 2024 | January 2027 |
| <i>Performance Measures</i> | Roadway Safety (PM1) TPM Targets | February 2025 | February 2026 |
| | Roadway Assets (PM2) TPM Targets | March 2023 | Anticipate in March 2026 |
| | System Performance (PM3) TPM Targets | March 2023 | Anticipate in March 2026 |
| | Transit Assets TPM Targets | July 2025 | July 2026 |
| | Transit Safety TPM Targets | July 2025 | July 2026 |
| <i>Other Major Board- Approved Documents</i> | CMAQ Performance Plan | September 2024 (interim) | September 2026 |
| | Coordinated Human Services Transportation Plan | January 2025 | Fall 2028 |
| | Transportation Safety Analysis and Plan | May 2022 | Spring 2026 |
| | US DOT MPO Planning Process Certification Review | October 2022 (site visit) February 2023 (final report) | Fall 2026 (site visit) February 2027 (final report) |



FY 2027 | Unified Planning Work Program

CHAPTER 2A:

DVRPC Program Area Descriptions

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27-22-010

Work Program Administration

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Manager(s): Alison Hastings, Ariella Maron, Karin Morris, Michael Boyer, Najah Jackson

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

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

Description:

Federal regulations 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 State(s), public transportation operator(s), and member government partners, is required to develop a UPWP that includes a discussion of the planning priorities facing the Metropolitan Planning Area. The UPWP must also identify work proposed by major activity and task (including activities that address the current authorizing legislation's 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 continuing scopes 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 (FY 2028).
3. Meet with the Board/RTC joint Work Program subcommittee to prioritize and select projects to include in the next year's work program (FY 2028).
4. Coordinate the development of the Transit Support Program and Supportive Regional Highway Planning Program (pass-through projects) for inclusion into the FY 2028 UPWP.
5. Prepare the draft FY 2028 Unified Planning Work Program and project budgets based on guidance provided by the Board/RTC joint Work Program subcommittee.
6. Release the Draft document for public and agency review and comment.
7. Incorporate all appropriate comments into the final FY 2028 UPWP document and present to the DVRPC Board for adoption.
8. Coordinate with federal, state, and local governments to secure funding to carry out the approved planning projects and programs.
9. Conduct project review and spending meetings for the current year's work program (FY 2027 UPWP). Monitor program completion and delivery on a regular basis.
10. Prepare monthly and semi-annual progress reports and year-end closing report for the FY 2027 UPWP.

Products:

1. FY 2028 Unified Planning Work Program
2. Monthly and semi-annual progress reports for FY 2027 UPWP

3. Year-end closing report

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|-----------|--------------|---------------------------|---------------------------|-------------------------------|--------------|
| 2025 | \$398,367 | \$274,573 | \$106,294 | \$7,500 | \$10,000 |
| 2026 | \$395,000 | \$280,241 | \$104,759 | \$10,000 | |
| 2027 | \$395,000 | \$284,701 | \$100,299 | \$10,000 | |

27-22-020

Technical Assistance to Member Governments

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Boyer

Manager(s): Renee Wise

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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.

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 communities who have been less engaged in the past, on accessing new funding.
13. Special Topic Conversation Series: Develop and host periodic "special topic" workshops or discussions that address topical planning that are relevant throughout the region. Staff will select technical topics that have been identified through projects and conversations with partners that have regional benefit.

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. Guidance to member governments on potential applications for discretionary funding, as appropriate.
6. Potentially, transportation asset data, if requested by PennDOT.
7. Web content and/or video or audio recordings on the Special Topic Conversations.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$438,490 | \$292,504 | \$113,236 | \$12,750 | \$20,000 |
| 2026 | \$438,415 | \$316,194 | \$118,199 | \$4,022 | |
| 2027 | \$426,566 | \$311,739 | \$109,827 | \$5,000 | |

27-23-010

Regional Forum

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Renee Wise

Manager(s): Alison Hastings, Ariella Maron, Michelle Beaulieu

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

To ensure intergovernmental coordination and technical assistance to the region's member governments and operating agencies, and provide the public a venue to inform regional transportation priorities.

Description:

This program ensures continued intergovernmental and policy coordination and administrative oversight by the DVRPC Board and its committees through the provision of secretarial and management services and administering the call for public comments for each Board meeting. This program also supports the Policy Committee and its meetings, as requested by Board members. Staff activities may include researching and monitoring key issues, review of pertinent federal and state legislation or policy guidance, and drafting proposed position statements or comment letters for consideration by all or subsets of the Policy Committee and the Board. This program also includes coordination on some public information requests.

Tasks:

1. Plan, develop, coordinate, schedule, and follow through on all business to be transacted by the Board, Executive Committee, and its subcommittees.
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 and staff as well as through regular review of national and regional publications, media, internet, and other sources.
5. Review pending and proposed federal and state legislation, determine the effects on the region, and draft proposed Board or staff position statements.
6. Attend conferences or meetings to coordinate with other agencies and organizations or to gather information for regional action.
7. Schedule meetings of the DVRPC Board and Executive Committee and provide agenda, minutes, and meeting materials.
8. Schedule meetings of the Policy Committee, provide agenda and other meeting materials, as needed, and draft proposed statements, platforms, or comment letters for consideration by Policy Committee members.

Products:

1. Agendas, materials, and minutes of Board and Executive Committee meetings.
2. Agendas and materials of Policy Committee meetings, including policy statements, platforms, and comment letters, as needed.
3. Interim reports, statements, or other documents, as needed.

Beneficiaries:

Member governments, operating agencies, state and federal agencies, planning partners, and the general public.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$330,000 | \$236,100 | \$91,400 | \$2,500 | |
| 2026 | \$330,000 | \$232,927 | \$87,073 | \$10,000 | |
| 2027 | \$330,000 | \$236,635 | \$83,365 | \$10,000 | |

27-23-020

Title VI Compliance

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Alison Hastings

Manager(s): Elise Turner, Shoshana Akins

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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 communities and different population groups, as identified by the Civil Rights Act 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. This program area encourages meaningful involvement of all people, regardless of race, color, creed, or national origin.

DVRPC's Operations, Communications and Engagement (OCE) division maintains, documents, and carries out the Commission's Title VI Compliance Program. This division routinely evaluates the Commission's: a) Public Participation Plan, b) Language Access Plan, c) Title VI Compliance Plan, and d) Title VI Compliance tool, and regularly explores the potential for other publications, brochures, and outreach tools. The OCE division also advises Commission staff in evaluating potential impacts of transportation projects, evaluating connectivity and mobility for residents, and employing outreach techniques to reach the residents most impacted by plans and projects. This program fulfills translation and interpretation requests and proactively translates specific materials per the Commission's Language Access Plan.

Completion of this program area may require the purchase of materials, supplies, and other services.

Tasks:

1. Maintain, update, and implement the DVRPC Public Participation Plan, Language Access Plan, and Title VI Compliance Plan and other publications related to DVRPC's efforts to create meaningful participation in the regional planning process and avoid discrimination.
 - Language Access Plan will continue to be implemented.
 - Title VI Plan will need to be reviewed annually to determine if any changes are needed.
 - Public Participation Plan will be updated as needed.
2. Advise DVRPC staff on outreach and support the use of the Title VI Compliance Tool in projects, plans, and programs.
3. Explore potential for other analytical reports, data snapshots, and/or outreach brochures that advance DVRPC's Title VI program.
4. Work with DVRPC staff to monitor progress toward Title VI, public participation, and language access goals. Specific projects for this fiscal year include the Supporting Communities program to build capacity for municipalities, activities that support the Coordinated Human Services Transportation Plan (CHSTP), and various Long-Range Plan public engagement activities.
5. Assess distribution of programmed and proposed transportation system improvements in the TIP and LRP as required and outlined in DVRPC's Title VI Plan.
6. Train staff on an ongoing basis regarding Title VI, ADA, and Language Access.
7. Complete responsibilities of the Title VI Compliance Manager, including carrying out investigations (if needed) and working with the offices of Procurement and Contracts to review Title VI goals.
8. Explore opportunities to host events for DVRPC stakeholders and the general public.
9. Participate in relevant training 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 Title VI Compliance tool when new American Community Survey (ACS) data is released. Explore methodology and other mapping/technology strategies to enhance data gathering, public information, and analysis.
12. Maintain 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.
13. Act as a resource for member governments, planning partners, subrecipients, etc. in meeting Title VI and public participation mandates.

Products:

1. If needed, updated versions of (a) DVRPC Publication Participation Plan; (b) Language Access Plan; and (c) Title VI Compliance Plan.
2. Contact lists for community organizations and individuals who have expressed interest in DVRPC's public involvement and outreach activities.
3. Federally required Title VI analysis assessing the distribution of programmed and proposed transportation system improvements of the TIP, the Long-Range Plan (LRP), and other mandated documents; and related analyses as needed for projects.
4. Refined and updated Title VI Compliance Tool.
5. Training materials, presentations, and documentation on DVRPC's Title VI Compliance Program.
6. Translated documents including the Commission's Public Participation Plan, Title VI Complaint Form, and other vital documents.
7. Supporting materials for any of the other tasks above.

Beneficiaries:

Greater Philadelphia residents, member governments, transportation agencies and operators, planning partners, and community organizations.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|-----------|--------------|---------------------------|---------------------------|-------------------------------|--------------|
| 2025 | \$236,500 | \$168,694 | \$65,306 | \$2,500 | |
| 2026 | \$241,230 | \$170,132 | \$63,598 | \$7,500 | |
| 2027 | \$241,230 | \$172,840 | \$60,890 | \$7,500 | |

27-23-030

Public Participation, Involvement, and Outreach

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Alison Hastings

Manager(s): Elise Turner, Shoshana Akins

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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 Operations, Communications, and Engagement (OCE) division 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 residents. This division seeks opportunities at which staff can highlight DVRPC'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 division regularly explores new ideas for both in-person and virtual meeting facilitation, community engagement, and stakeholder outreach. This division also administers public comment periods; handles public comments, media requests, and records requests; and coordinates responses with DVRPC staff, the Executive Management Team, legal counsel (if necessary), Board members, and project sponsors.

This program area also ensures that Title VI and other nondiscrimination mandates in public participation are met by conducting outreach to traditionally underserved populations in the region, enhancing Limited English Proficiency (LEP) options by providing translations, and making interpretation services available by request. To that end, this division 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. OCE staff lead, advise, and review most of the Commission's VPI initiatives, from DVRPC's robust website to social media channels, and from crowd-sourced web maps to surveys available in multiple languages.

DVRPC holds 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 DVRPC 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 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 DVRPC's Annual Report.

4. Monitor and report on DVRPC's earned media and social media.
5. Organize and convene the Public Participation Task Force, which includes updating the member handbook, setting agendas, planning and facilitating meetings, managing membership, and providing meeting highlights.
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 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 stories published to the 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. Guidance documents, such as the Public Participation Plan, reviewed on a regular basis, and updated as needed.
9. Communications (email blasts, social media, notices, brochures, select reports) to promote initiatives, completed projects, and public participation opportunities.
10. Translated materials, as needed.
11. 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$459,500 | \$329,458 | \$127,542 | \$2,500 | |
| 2026 | \$468,690 | \$332,060 | \$124,130 | \$12,500 | |
| 2027 | \$468,690 | \$337,345 | \$118,845 | \$12,500 | |

27-23-040

Data Visualization and Communication

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Elise Turner

Manager(s): Angela Rio, Rebecca Maule, Stephanie Cavacini

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

The goal of this program area is to clearly communicate information and data to the public, partners, and decisionmakers, to encourage understanding and practical use. We accomplish this by applying strong graphic and visualization techniques that enhance technical analyses and present DVRPC's work in a compelling and visually engaging way.

Description:

DVRPC produces a wide range of materials for varied audiences, from highly technical reports for experts to broader planning studies for community groups and officials. Work includes presentations for conferences, meetings, and seminars, as well as web applications and printed materials. The Creative Services team focuses on making these resources clear, engaging, and useful for their intended audiences.

By presenting information, data, reports, and presentations in a visually compelling and easy-to-understand manner, DVRPC efficiently reaches its target audiences. Visualization techniques are employed in various studies, including roadways, transit, bicycle, and pedestrian facilities, to effectively illustrate recommendations. Specialized project graphics in reports and presentations help decisionmakers, community organizations, and residents fully grasp concepts and envision on-the-ground changes.

High-profile core projects that require specialized design include DVRPC's Long-Range Plan (LRP) summary document and related outreach materials, the Transportation Improvement Program (TIP), the Annual Report, and the Unified Planning Work Program (UPWP). Many other projects and programs also rely on dedicated project graphics, including but not limited to the Air Quality Partnership (AQP), Regional Vision Zero, Community and Economic Development Strategy (CEDS), DVRPC's committees, such as the Public Participation Task Force (PPTF) and Regional Safety Task Force (RSTF), and DVRPC's funding/assistance programs, such as the Travel Options Program (TOP) and Transportation & Community Development Initiative (TCDI).

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. Strengthen DVRPC's brand identity by ensuring consistent and cohesive use of colors, fonts, and design styles.
6. Create report and presentation templates, as well as graphic resources, for staff, and provide technical troubleshooting support when needed.
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, web map applications, infographics, 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, posters, and video products.

2. Publication guidance and 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 style guidelines, a photo library, various report and presentation templates, DVRPC-branded memo and letterhead, tips and tutorials, and 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$647,500 | \$464,990 | \$180,010 | \$2,500 | |
| 2026 | \$660,450 | \$466,182 | \$174,268 | \$20,000 | |
| 2027 | \$660,450 | \$473,603 | \$166,847 | \$20,000 | |

27-24-010

Web Development and Database Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: James Strangfeld

Manager(s): Elizabeth He, Kris Warner, Tyler Hachadorian

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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 (<https://www.dvrpc.org>), ensuring access 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 and grant administration for programs such as TCDI and other pass-through programs.
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 supersede manual procedures.

Products:

1. Web applications, interactive GIS mapping applications, and online content for the DVRPC website, including TIP web viewer and public comment system, Long-Range Plan explorers and content, Tracking Progress regional indicators, Regional Trails Program web mapping, and Travel Monitoring data explorer.
2. Database of Progress Reports for program areas and project areas.
3. Project Management Database for TIP, Travel Monitoring Traffic Counts Database, Crash Database, CMAQ, TCDI, TMA Quarterly Report, License Plate Data, and various projects.
4. Management and administration of enterprise databases and data warehousing in Oracle Cloud Infrastructure and PostgreSQL.
5. Development, management, administration, and training for enterprise Content Management System for website updates.
6. Custom solutions for staff and program areas to eliminate inefficiencies, automate processes, and increase workplace productivity.
7. Intranet resources for internal staff, management, and administrative functions, including internal portal, online forms, document libraries, and reference and training materials.
8. Tracking, review, and administration of web product development pipeline including project management, development process, launch release coordination, and promotion and outreach scheduling.

Beneficiaries:

State DOTs, member governments, transit operators, municipalities

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$927,500 | \$666,846 | \$258,154 | \$2,500 | |
| 2026 | \$927,500 | \$653,289 | \$244,211 | \$30,000 | |
| 2027 | \$927,500 | \$663,687 | \$233,813 | \$30,000 | |

27-24-020

Data Coordination and Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Michael Ruane

Manager(s): Brian Carney, Christopher Pollard, Ilil Feiglin

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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 materials, supplies, and other 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. Maintain and enhance the project needs and recommendation information system and community profiles.
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 maintain updates to data pipelines for critical planning datasets.
15. Advance the data culture and practices at DVRPC by executing the Data Action Plan.
16. Develop strategies for and manage internal Data Skills Training meetings to advance data practices.
17. Improve methods and systems that enhance how DVRPC shares data through its online resources.

Products:

1. Updates and improvements to the Data Center, Community Profiles, and Project Needs and Recommendation Information System.
2. Regional data products and analysis reports, as necessary.
3. Internal documentation, metadata, and inventory of datasets.
4. Meeting materials and records for the Data Skills Training series.
5. Meeting materials and records for the IREG committee.
6. Standards, policies, and best practice resources published to the Planning Innovation Resource Center.
7. Additional materials as appropriate.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|-----------|--------------|---------------------------|---------------------------|-------------------------------|--------------|
| 2025 | \$372,500 | \$266,738 | \$103,262 | \$2,500 | |
| 2026 | \$379,950 | \$269,286 | \$100,664 | \$10,000 | |
| 2027 | \$379,950 | \$273,572 | \$96,378 | \$10,000 | |

27-24-030

Geographic Information Systems

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Pollard

Manager(s): Glenn McNichol, Mark Gatti, Michael Ruane

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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 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, NJGIN Open Data Portal, 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 efficiently will continuously be reviewed.

This program will be coordinated with other data development efforts ongoing at DVRPC, efforts at member governments and agencies in the region, and other federal and state efforts whenever possible. Staff will provide supplemental support on the regional zoning atlas development in coordination with other DVRPC offices. Staff will explore a methodology for developing a regional tree canopy dataset. This year of work will focus on an exploratory pilot in Montgomery County, leveraging existing DVRPC datasets and other publicly available data.

Completion of this project may require the purchase of materials, supplies, and other 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 geospatial and data management support for the regional land use update.
13. Develop an exploratory pilot for Montgomery County tree canopy data development.
14. Produce high-quality cartographic products for DVRPC programs and planning efforts.
15. 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.
8. Methodology documentation for a regional tree canopy layer dataset.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$379,400 | \$269,911 | \$104,489 | \$5,000 | |
| 2026 | \$379,400 | \$268,886 | \$100,514 | \$10,000 | |
| 2027 | \$379,400 | \$273,166 | \$96,234 | \$10,000 | |

27-33-010

Smart Growth

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Andrew Svekla

Manager(s): Derek Lombardi, Karin Morris

Supports LRP Goals:

- Accessible and affordable housing options and cost of living that accommodate all ages and incomes.
- Infill development that creates and protects the unique qualities and sense of place in the region's Centers, communities, and neighborhoods.
- Socioeconomically integrated neighborhoods with quality education that is accessible to all.

Project Goals:

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

This program supports PennDOT's Planning Priorities of "Land Use/Transportation Linkages/Economic Development/Modernization," specifically to "identify livability 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, 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 help communities throughout the region provide a greater range of transportation and housing choices, prioritize infill and redevelopment in existing neighborhoods, and foster distinct communities with a strong sense of place.

Zoning and Land Use Considerations for Data Centers: As demand for cloud computing, streaming, and AI applications continues to grow, data centers are becoming essential infrastructure. However, these large utility-intensive facilities do not easily fit into traditional industrial or commercial land use categories. Staff will conduct research on zoning and site planning considerations that help local governments better understand the potential impacts and implications of data center development.

Housing Policy Support: Staff will share resources with and provide technical assistance to local governments seeking to increase the supply and variety of housing types available in their community. This work will build on research and recommendations developed through the Regional Housing Initiative and regional zoning analysis.

TOD Technical Assistance: Staff will provide technical assistance to transit providers and local governments seeking to enhance multimodal access to transit and promote transit-supportive development. This work will continue to support NJ Transit's Transit Friendly Planning Program and SEPTA's Transit Oriented Communities (TOC) Program.

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

Tasks:

1. Provide technical assistance to municipal and county partners on smart growth planning topics and livable community initiatives.
2. Gather data and identify best practices in data center siting, design, and zoning.
3. Support research and provide technical assistance to local governments seeking to increase the supply and variety of housing types available in their community.
4. Conduct research and share resources designed to support TOD implementation.
5. Share and inform partners about recent smart growth studies and relevant planning trends through workshops, webinars, and conferences.

Products:

1. Report summarizing critical land use and zoning considerations related to data center siting and development.
2. Data analyses and presentations, as requested.
3. Materials summarizing the planning context, economic conditions, and/or physical characteristics of properties being considered for development near transit infrastructure.
4. Presentations at local, regional, and/or national meetings and conferences, or as requested.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$515,500 | \$313,958 | \$121,542 | \$40,000 | \$40,000 |
| 2026 | \$525,810 | \$368,178 | \$137,632 | \$20,000 | |
| 2027 | \$525,810 | \$374,039 | \$131,771 | \$20,000 | |

27-33-020

Community & Economic Development

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Spencer Gober

Manager(s): Amy Verbofsky, Karen Cilurso, Karin Morris, Maggie Nemetz

Supports LRP Goals:

- A well-trained and adaptable regional workforce.
- Variety of regional economic sectors.
- Reliable physical and digital access to regional, national, and global resources and markets.

Project Goals:

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

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 forums, and by working with county and municipal partners for the integration of transportation and land use planning.

Description:

Multimodal Access to Tourist Destinations: Staff will continue to research and analyze issues regarding the multimodal accessibility of the region's tourist destinations.

Community Revitalization: Staff will continue to monitor issues related to community and economic development, land use, and transportation, specifically for the identified Centers in *Update: Connections 2050*, which include the region's downtowns, main streets, and retail districts. Staff will focus on strategies and topics of research that may include access to goods and services, food, housing, transit options, and digital tools and technologies. Example topics may include data centers, jobs-housing mismatch, and/or retail district inventory.

TCDI Grant Program: Solicitation, administration, and management of the Transportation and Community Development Initiative (TCDI) grant program will continue. Staff will continue to administer grants awarded during the FY26 NJ TCDI round. In addition, staff will manage the FY27 PA grants and procurement processes, and develop the FY28 NJ guidelines and solicit project ideas. Tasks related to each of the solicitations include procurement, invoicing, progress reports, and outreach meetings, as necessary. Staff will continue to maintain the project management database for previously awarded projects, and review consultant proposals received in response to an open-ended request for qualifications.

Municipal Funding Resource (MFR) Guide: The MFR is a comprehensive list of grant programs for stakeholders through a shared online database, which will continue to be maintained.

Technical Assistance: Staff will provide technical assistance to regional and local partners as requested. Staff will organize educational events for partners, as required and serve as an APA CM Credit Provider. Staff will maintain records of all required administrative items including meeting highlights, recordings, and attendance.

Economic Analysis Support: Staff will provide assistance with implementation of the CEDS and additional economic analysis, as appropriate.

Completion of this work may require the purchase of materials, supplies, and data services.

Tasks:

1. Collaborate with regional transportation and tourism partners to increase multimodal access to tourist destinations throughout the region.

2. Conduct research and analysis, and/or provide technical assistance to municipalities on issues like economic development, land use, transportation, and community revitalization (e.g. commercial corridors, data centers, employment locations, etc.), as necessary.
3. Administer grants for FY26 NJ TCDI.
4. Manage FY27 PA TCDI contracting and procurement, and administer grants.
5. Develop the FY28 NJ TCDI Program Guidelines, and solicit project ideas.
6. Maintain the Municipal Funding Resource Database.
7. Maintain records of CM Credit Events, as required by APA.
8. Conduct supporting economic analyses for the regional CEDS, as required.

Products:

1. Research, analysis, and additional materials for transportation and tourism providers, as appropriate.
2. Publications, web content, and other resources related to community revitalization and economic development, as necessary.
3. FY28 NJ TCDI Program Guidelines
4. Municipal Funding Resource Online Database
5. APA CM event recordings, highlights, and attendee lists
6. Additional economic analyses, as required

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$708,500 | \$489,141 | \$189,359 | \$30,000 | |
| 2026 | \$722,670 | \$507,833 | \$189,837 | \$25,000 | |
| 2027 | \$722,670 | \$515,916 | \$181,754 | \$25,000 | |

27-33-030

Regional Power and Extreme Weather Preparedness Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Linn

Manager(s): Elizabeth Compitello, Emily Goldstein, Karin Morris, Lauren Pawlowski

Supports LRP Goals:

- Access to clean and affordable heating, cooling, and power services for every household, business, and institution in the region.
- Infrastructure that is reliable and resilient to extreme-weather disruptions.
- Regionwide implementation of innovative technologies around heating, cooling, power, mobility, and goods movement.

Project Goals:

Provide leadership to the region on power sector innovation and extreme weather preparedness. The program will pursue initiatives to improve efficiency, electrify buildings and vehicles, and switch to innovative power sources, while distributing the benefits of these activities across the region. The program will also work to increase the resilience of built and natural systems to the impacts of extreme weather and ensure that plans, programs, and funding provide all communities with the assistance they need to increase resiliency.

This program supports PennDOT's MPO planning priorities by tying the quality and location of transportation facilities to resilience goals; and by utilizing PennDOT's Extreme Weather Vulnerability Assessment to incorporate resilience into current and future TIP projects, enhance hazard mitigation, and improve emergency preparedness.

This program supports NJDOT's MPO planning priorities by working with NJDOT and other partners on strategies to reduce pollution from the transportation sector; by working with NJDOT and other partners on risk management strategies to minimize the impacts of extreme weather on transportation infrastructure; by supporting greater coordination with other MPOs, NJDOT, transit agencies, TMAs, and subregions in mobility and land use planning; and by promoting clean-powered public transit options and non-motorized transportation in an effort to reduce air pollution.

This program also supports the environmental and infrastructure goals in *Update: Connections 2050*.

Description:

Staff will collect and analyze data, build partnerships, and develop and implement strategies to advance innovative power solutions for buildings and vehicles, including the adoption of innovative power generation sources. Presently, the power sector in the region and the country is undergoing a profound transformation, with increased private and public investment. Staff will build on this momentum.

Staff will continue to provide data, particularly transportation-related data, which can be used to support the identification, development, and tracking of progress of projects that meet regional pollution reduction goals.

Staff will manage the Regional Streetlight Procurement Program (RSLPP), including management of Round 4 and 5 municipalities (9 in total) through construction and post-construction operation and maintenance services.

Staff will serve as Board Coordinator and continue overall facilitation of the SEP of Southeastern Pennsylvania, a partnership of Bucks, Chester, Delaware, and Montgomery counties to explore opportunities for aggregate procurement of electricity 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 regional power initiatives through project development and procurement opportunities. Examples may include the development of a Regional Shared Services Manager Program. This work may require technical consultant(s) services.

Staff will help to prepare the region for the ongoing and anticipated impacts of extreme weather on the built and natural environment by providing technical assistance and leadership to municipal, county, regional, and state partners to develop responsive policies and practices. The project will seek to advance findings and recommendations from the William Penn Foundation-funded “Resilience Assessment and Needs Analysis” completed in FY25/26.

Staff will continue to assist and support efforts led by the City of Philadelphia, Delaware County, the Army Corps of Engineers, and other state and federal agencies to address current and future flooding and environmental quality issues in Philadelphia’s Eastwick neighborhood and the Delaware County communities located across the Darby and Cobbs creeks.

Staff will support the on-going efforts of DOE’s Mid-Atlantic Testbed hosted by the City of Philadelphia to advance research questions by modeling power, water, infrastructure, land use, and other systems that are exposed to current and future weather, hydrological, or other extremes. The project will use ultra high-resolution modeling that takes advantage of DOE’s best-in-class AI and supercomputers.

Staff will support the work of the Delaware River Basin Commissions (DRBC) to develop and implement a water resources resilience plan, including by serving on the Water Resilience Advisory Committee.

Staff will represent DVRPC at appropriate policy venues, including PA and NJ state committees/meetings, and various PA and NJ nonprofit and alliance meetings. 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 track funding opportunities around power and extreme weather initiatives, and apply if relevant.

Completion of tasks outlined in the program may require the purchase of materials, supplies, and other services.

Tasks:

1. Assist member governments, planning partners, and community organizations in regional and local efforts to support innovative power initiatives through research, data analysis, and project development support.
2. Update on-highway transportation sector pollution inventory, as needed.
3. Evaluate the pollution reduction potential of projects, programs, and policies, including metrics for building, electric grid, and transportation projects and policies.
4. Manage the Regional Streetlight Procurement Program (RSLPP).
5. Serve as Board Coordinator and facilitate the SEP of Southeastern Pennsylvania.
6. Develop additional aggregate project development and procurement opportunities if resources allow.
7. Assist member governments, planning partners, and community-based organizations in understanding and preparing for the expected impacts of extreme weather through research, data collection and dissemination, outreach, and technical assistance.
8. Participate in various pollution- and extreme weather-related committees and task forces and initiatives, such as DRBC’s Water Resilience Advisory Committee and the DOE Mid-Atlantic Testbed Steering Committee.
9. Apply for funding opportunities that advance regional power initiatives and extreme weather preparedness goals.

Products:

1. Tools for municipalities and others to support pollution-reduction projects, such as guidance for local power and electrification projects; and data and charts highlighting regional power usage in the buildings and electric grid sectors, as well as regional utility cost burden.
2. Data and charts highlighting regional on-highway transportation pollution.
3. Metrics for assessing the pollution reduction impacts of building, grid, and/or transportation policies and/or projects.
4. Technical assistance materials from the RSLPP.
5. Meeting agendas and highlights from SEP of Southeastern Pennsylvania.
6. Resources related to innovative power sector project development, and related procurement opportunities and practices.
7. Data and tools to assess the vulnerability of physical and economic systems, natural resources, and communities to extreme-weather-related hazards, as needed.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$381,508 | \$271,430 | \$105,078 | \$5,000 | |
| 2026 | \$381,508 | \$272,240 | \$101,768 | \$7,500 | |
| 2027 | \$381,508 | \$276,573 | \$97,435 | \$7,500 | |

27-33-040

Environmental Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Linn

Manager(s): Amy Verbofsky, Emily Goldstein, Karin Morris, Melat Musie, Shawn Megill Legendre

Supports LRP Goals:

- A regional-scale network of protected open space and green urban infrastructure.
- Healthy air and water for people and wildlife.
- Access to high-quality parks, natural areas, and passive recreational opportunities for all.

Project Goals:

This program provides leadership to the region on the development and implementation of strategies to maintain healthy ecological systems, manage stormwater, improve air and water quality, mitigate risks posed by natural hazards, reduce pollution, protect open space, and provide access to parks and outdoor recreation opportunities for all.

This program supports NJDOT MPO Planning Priorities by working to achieve consistency with the principles of the New Jersey State Development and Redevelopment Plan; by supporting greater coordination with other MPOs, NJDOT, transit agencies, TMAs and subregions in mobility and land use planning; by promoting non-motorized transportation in an effort to reduce air pollution; by encouraging counties and municipalities to promote public health principles and practices whenever possible in implementation of transportation projects; and by incorporating environmental stewardship principles into transportation investments.

The program supports PennDOT's planning priorities by incorporating environmental stewardship principles into transportation investments; by tying the quality and location of transportation facilities to livability and resilience goals; and by supporting PennDOT Connects.

This program also supports the environmental, open space, and water quality goals in *Update: Connections 2050*.

Description:

Staff will lead planning efforts to maintain and improve air and water quality, manage stormwater, mitigate natural hazards, preserve open space, and enhance and increase access to parks and natural areas. Staff will analyze and share data, provide technical assistance, and facilitate/contribute to conversations among planning partners and stakeholders to advance environmental goals, with a focus on implementation actions and policy development. 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 continue to collect and analyze environmental data on water quality, precipitation, flooding and open space to support continued development of the TIP and track progress toward meeting long-range plan environmental goals, as needed.

Staff will continue to assist Mercer County in their efforts to resolve a multi-municipal stormwater issue at the intersection of NJ State Highway 31 and Delaware Avenue (CR 624)/Pennington-Titusville Road in Pennington Borough and coordinate with the county and local municipalities to identify implementable solutions based on cost and effectiveness.

Staff will build on existing environmental work to increase awareness and promote the use of nature-based solutions, such as tree canopy, green stormwater infrastructure, urban greening, wetlands and woodlands, to mitigate the impacts of extreme weather on transportation infrastructure and communities.

Staff will provide guidance to stakeholders to minimize and mitigate the impacts of transportation projects on environmental resources, including 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. The program will also continue to evaluate potential environmental impacts of TIP candidate projects for PennDOT Connects.

Staff will evaluate PECO Green Region applications, as requested.

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. Provide data and technical assistance to municipalities around air and water quality, urban tree canopy, stormwater impacts, green infrastructure, and open space.
2. Provide support for convenings and conversations among planning partners to advance environmental goals, as needed.
3. Develop data and metrics for to track progress in *Update: Connections 2050* and future long-range plan update cycles.
4. Facilitate conversations with stakeholders, document findings and prepare maps and spatial data to develop shared solutions to flooding at the intersection of Route 31 and Delaware Avenue in Pennington Borough, Mercer County.
5. Develop data and research that supports the use of nature-based solutions to mitigate the impacts of extreme weather on transportation assets.
6. Maintain the locally-funded open space programs inventory and database.
7. Collect and synthesize data to minimize and mitigate the impacts of transportation projects on environmental resources, as needed.
8. Evaluate candidate transportation projects for PennDOT Connects.
9. Evaluate and rank PECO Green Region applications, as required.

Products:

1. Data on air and water quality, urban tree canopy, stormwater impacts, green infrastructure and open space, as needed.
2. Meeting agendas, notes, presentations and summaries, as required.
3. Updated maps, tables, and webpage for locally-funded open space programs.
4. Data and tables on water quality, open space, and/or extreme precipitation to track progress in *Update: Connections 2050*.
5. Final memoranda, maps and data to support the development of shared solutions and responsibilities for the Route 31/Delaware Avenue stormwater flooding collaboration project.
6. Data on transportation impacts.
7. PennDOT Connects projects.
8. PECO Green Region project evaluations and scores.

Beneficiaries:

PA Department of Transportation, PA Department of Conservation and Natural Resources, PA Department of Community and Economic Development, Pennsylvania Emergency Management Agency, NJ Department of Transportation, NJ Department of Environmental Protection, counties, municipalities, nonprofits, community-based organizations, land trusts, the private sector, and the general public.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$367,000 | \$364,500 | | \$2,500 | |
| 2026 | \$375,000 | \$365,000 | | \$10,000 | |
| 2027 | \$375,000 | \$365,000 | | \$10,000 | |

27-33-050

Regional Trails Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Shawn Megill Legendre

Manager(s): Christopher Linn, Emily Goldstein, Melat Musie

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Reduced car dependency and per-capita VMT.
- Access to high-quality parks, natural areas, and passive recreational opportunities for all.

Project 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 pollution. This program supports the goals outlined in *Update: Connections 2050*.

This program supports NJDOT planning priorities by advancing 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 and facilitate implementation with coordination among agencies. Staff will also continue to coordinate internally to ensure efficient delivery of services and support to trail development agencies and organizations across the region. Staff will specifically 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 opportunities to promote and publicize the Circuit Trails and other multi-use trails in the region, coordinating and collaborating with internal and external partners.

William Penn Foundation (WPF) Re-Grants and Administration: Staff will continue to provide administrative support to awarded WPF re-grants. Tasks may include facilitating the development of award contracts, monitoring project progress, reviewing reimbursement requests, and responding to project sponsor inquiries. Staff will participate in consultant selection and project steering committees, as requested. If additional external funding becomes available, staff will administer a selection process for new awards.

Regional Trails Coordination Meetings: At the request of state, county, and municipal planning partners, staff will host regular or ad hoc meetings to coordinate trails implementation and funding initiatives. These meetings will identify opportunities for collaboration and provide a forum for joint action planning.

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 the facilitation of collaboration between regional partners and stakeholders. DVRPC serves as the chair of the Pennsylvania Committee for the East Coast Greenway and participates in the New Jersey East Coast Greenway Committee.

Circuit Trails Data: Staff will maintain an up-to-date database and map of Circuit Trails. Staff will continue to maintain permanently installed trail use counters and share data upon request.

Guidance on Resilient Trail Design: Staff will research and develop a guidance document for municipalities on the resilience benefits of trails; existing resilient trail design, standards, and guidelines; case studies; and other planning considerations. Case studies may require documentation via drone and/or photography.

E-micromobility: Staff will conduct research and develop guidance for municipalities, as appropriate. Staff may facilitate topic-based convenings and meetings with partners, as applicable or as requested.

Completion of tasks outlined in this program may require the purchase of materials, supplies, and 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 resources for trail development partners.
4. Collect and compile data on trail completions and trail funding.
5. Maintain 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 meetings of the Pennsylvania Committee for the East Coast Greenway.
8. Participate in the New Jersey East Coast Greenway Committee and the East Coast Greenway Alliance's Greenway Council.
9. Research and preparation of a guidance document on trails and resilience.
10. Research, guidance, and convenings/meetings, as applicable, on e-micromobility.
11. Drone imagery and photography in support of the above tasks.

Products:

1. Trail maps, including the Circuit Trails.
2. Trail use counts web viewer.
3. Publications, webinars, and other materials as appropriate to assist trail development partners, including a municipal guidance document about trails and resilience
4. E-micromobility research materials.
5. Drone imagery and photography.

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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$269,000 | \$269,000 | | | |
| 2026 | \$269,000 | \$131,750 | \$49,250 | | \$88,000 |
| 2027 | \$269,000 | \$198,921 | \$70,079 | | |

27-34-010 Long-Range Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Jaclyn Davis

Manager(s): Amani Bey, Brett Fusco

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

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

Description:

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. 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, economic growth, community dynamics, environmental resources, and preparing infrastructure and utility services for the future. DVRPC employs a collaborative planning approach to its long-range planning process which involves 1) analyzing external trends and forces shaping the region; 2) identifying 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.

The Plan responds to federal planning requirements, including consideration of key planning factors, use of Transportation Performance Management (TPM) in the decision-making process, application of project evaluation criteria for analyzing and selecting major regional transportation projects, and measuring progress toward plan goals through the *Tracking Progress* Indicator dashboard. The Plan is also coordinated with state initiatives (both DOTs' long-range plans, statewide freight plans, strategic highway safety plans, and transportation asset management plans, and PennDOT Connects) as well as member government comprehensive planning efforts.

The current Plan, *Update: Connections 2050* Plan was adopted by the DVRPC Board on September 25, 2025. The four-year update that this work program initiates will be available for Board adoption in the summer of 2029 and will plan through the year 2055. This fiscal year will focus on refining the *Plan-TIP Project Evaluation Criteria* to better align with the *Update: 2050* Plan and strengthen the methods used to evaluate and compare project benefits. The program will also lay the groundwork for a regional visioning outreach effort scheduled to begin in FY28. Completion of work may require the purchase of equipment or services.

Tasks:

1. Advance the work on Emerging Technologies by developing technology-specific policies that clarify DVRPC's potential roles, responsibilities, and partnership opportunities. Identify appropriate evaluation methods for each technology and outline a clear set of next steps including research needs, pilot opportunities, and coordination activities with regional partners.
2. Continue the Funding Trend Analysis and Recommendations by refining datasets, identifying potential funding gaps or opportunities, and developing preliminary recommendations to inform the Financial Plan. Summarize findings in internal memos or presentation materials to support Plan development.
3. Lay groundwork for a regional transportation vision that will guide the identification, assessment, and long-term alignment of Major Regional Projects (MRPs) with the Plan's vision, goals, and TPMs.

4. Design and launch an evergreen public survey to gather input on Major Regional Projects. Develop survey questions, create an accessible online format, and coordinate with the Office of Engagement and Communications on outreach strategies. Maintain and periodically refresh the survey so it remains relevant and continues to inform MRP identification throughout the planning cycle.
5. Monitor and review federal regulations related to transportation authorization, as needed. Track proposed rulemakings and guidance documents and assess implications for long-range planning requirements, performance measures, and financial planning assumptions. Communicate updates to internal teams and incorporate changes into Plan development activities.
6. Update the *Plan-TIP Project Evaluation Criteria* in partnership with DVRPC's Office of Capital Programs to better align with the current Plan and strengthen the methods used to evaluate and compare project benefits.
7. Work with DVRPC's Communications and Engagement staff to lay the groundwork for a regional visioning outreach effort scheduled to begin in FY28.
8. Amend the *Update: Connections 2050 Plan* as needed to account for any significant changes.
9. Continue to incorporate U.S. DOT Transportation Performance Management performance measures and targets into the long-range planning process.
10. Work with stakeholder agencies, such as PA and NJ DOTs, transit operating agencies, transportation authorities, and county planning departments to develop, update, and implement their respective strategic and long-range plan documents and ensure consistency across federal, state, regional, county, and local planning processes.
11. Continue a comprehensive public and stakeholder outreach program.
12. Maintain collaboration with surrounding MPOs as a means to discuss and coordinate on multi-regional issues and best practices on an as-needed basis.
13. Assist other DVRPC offices and program areas on annual work program tasks, as needed.

Products:

1. Draft technology-specific policies and evaluation frameworks
2. Evergreen public survey instrument and accompanying outreach plan
3. Internal summaries of federal transportation authorization updates and implications for Plan development
4. *Update: Connections 2050 Plan-TIP Project Evaluation Criteria*
5. Amendment 2—*Update: Connections 2050*, as needed
6. Internal preparation materials, including outreach strategy outline, coordination plan, and initial messaging concepts for FY28 visioning effort

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$662,000 | \$455,618 | \$176,382 | \$30,000 | |
| 2026 | \$675,240 | \$473,309 | \$176,931 | \$25,000 | |
| 2027 | \$675,240 | \$480,842 | \$169,398 | \$25,000 | |

27-34-020

Freight Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sean Greene

Manager(s): Daniel Farina, Matthew Brahms

Supports LRP Goals:

- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reliable physical and digital access to regional, national, and global resources and markets.
- Regionwide implementation of innovative technologies around heating, cooling, power, mobility, and goods movement.

Project Goals:

Improving national and global freight connections is critical for the Greater Philadelphia region's economic well being. The freight program promotes the role of goods movement in the planning process to support the development and preservation of safe, efficient, multimodal transportation systems in order to maximize Greater Philadelphia's position in the global economy.

Description:

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, 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 and safe multimodal transportation system; and inform transportation infrastructure investments. Broad integration of freight considerations can be seen in the DVRPC Long-Range Plan and TIPs, transportation modeling and travel monitoring, corridor studies, economic and community development, 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 freight transportation plans.

Additional freight planning work, such as key initiatives that reflect the growing interest of DVRPC member governments in freight transportation, may be supported. This includes support on regional urban freight initiatives, industrial development 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 program 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, the Task Force's Executive Committee, and membership development efforts.
 - Facilitate committee input on the DVRPC Transportation Improvement Programs (TIPs)—including 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, and 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, Urban Land Institute Industrial Council, the New Jersey Railroad Association, 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. Develop Regional Freight Plan (year two of two-year project)
 - Synthesize the results of the needs assessment and goal-setting phase into a comprehensive set of freight strategies and recommendations.
 - Develop an implementation framework that identifies short-, medium-, and long-term actions, prioritizes strategies based on feasibility and expected impact, and aligns with relevant elements of the Long-Range Plan (LRP), Congestion Management Process (CMP), and Transportation Improvement Program (TIP).
 - Identify and evaluate potential funding sources at the federal, state, regional, and local levels to support recommended strategies.
 - Enumerate opportunities for collaboration with public agencies, private industry partners, and the Delaware Valley Goods Movement Task Force (DVGMTF) to facilitate project delivery and long-term program stewardship.
 - Conduct targeted stakeholder engagement, including one workshop hosted in coordination with the DVGMTF, to review draft strategies and gather input from county and regional partners.
 - Incorporate all feedback into the Regional Freight Plan and prepare the final report.
 3. Other local technical studies and coordination
 - Truck movement analysis at Exit 10 on I-295 in Gloucester County, New Jersey.
 - Curbside loading zone management and design best practices guide for the city of Philadelphia
 - 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, industrial development tracking, and ongoing support on urban freight initiatives as requested.
 - 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. Publish the Regional Freight Plan
3. Technical reports and memos to include:
 - Philadelphia delivery zone access
 - Gloucester County Truck Movement analysis for the I-295 Exit 10 Interchange

- Memos and data reports as necessary in response to planning partner data requests.
4. Updated tools and information via the PhillyFreightFinder county profile tool and data platform.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$425,750 | \$305,127 | \$118,123 | \$2,500 | |
| 2026 | \$434,265 | \$305,182 | \$114,083 | \$15,000 | |
| 2027 | \$434,265 | \$310,040 | \$109,225 | \$15,000 | |

27-34-030

Travel and Land Use Modeling

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Brad Lane

Manager(s): None

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

Support the economic vitality of the region, increase safety for all users, improve network access 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, 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, guidance, and requests 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 (VMT) 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.

Some of these activities may require DVRPC to purchase equipment, training, or services, including software maintenance for PTV VISUM & VISSIM, and DaySim software and employment and 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 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 the 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. Migrate conformity demonstrations to TIM3.2 (or successor) model and new PostProcessor for Air Quality
9. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES5 (or successor) air quality model.
10. Analyze on-road emissions for the Regional Emissions Inventory
11. Analyze bike, pedestrian, transit, and highway projects, as needed.
12. Prepare estimates of truck and bus travel, as needed.
13. Prepare growth factors as needed to support regional planning and engineering efforts.
14. Prepare trip tables, select-link analysis, and other travel model tabulations, as needed.
15. Respond to other member governments and planning partners requests for socio-economic, travel, and transportation system data and statistics.
16. Update transportation-related data and parameters for DVRPC's land use and economic impact tools, as needed.
17. Work with the Socioeconomic and Land Use Analytics program to connect new land use model to TIM3.2 (or successor) travel demand model. to support future land use modeling and socioeconomic forecasting needs.
18. Support member governments and state DOTs in the update of the Federal Functional Classification and National Highway systems.
19. Attend relevant travel and land use modeling conferences, such as PTV's Users Group Meeting, the Modeling Mobility Conference, Transportation Research Board (TRB) Annual Conference, TRB Innovations in Travel Analysis Conference, and Institute of Transportation Engineers (ITE) Annual Conference

Products:

1. Summaries of vehicle-miles traveled by county and functional class.
2. Summaries of corridor travel times.
3. Base and future-year highway and transit networks.
4. Summaries of the results of air quality conformity demonstrations.
5. Travel patterns, volumes, statistics, etc. for data requests and to support member governments and other DVRPC planning efforts.
6. Average annual growth factors by County and Functional class.
7. Up-to-date Federal Functional Classifications for the region's roadways.
8. Study reports and process memorandums for specific roadway and transit improvement projects

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$512,250 | \$364,783 | \$141,217 | \$6,250 | |
| 2026 | \$522,495 | \$365,765 | \$136,730 | \$20,000 | |
| 2027 | \$522,495 | \$371,587 | \$130,908 | \$20,000 | |

27-34-040

Regional Congestion Management Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Thomas Edinger

Manager(s): Ian Schwarzenberg

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

The Congestion Management Program oversees the Congestion Management Process (CMP), which is a federally mandated procedure that works to improve the reliable flow of people and goods, enhance safety, minimize costs, and promote transportation project consistency with DVRPC's Long-Range Plan. The CMP advances the Plan's vision and goals and helps to implement and achieve the federal Transportation Performance Management requirements.

Description:

The CMP is a data informed, performance-based approach that addresses all elements of federal CMP regulations. DVRPC's CMP has three major components:

1. A **framework** that identifies and assesses congested locations and recommends site-specific strategies to manage the congestion.
2. **Project development** that works with state DOTs and other planning partners on scoping and alternatives analysis, adding single-occupant vehicle (SOV) capacity only as a last resort, incorporates supplemental multimodal, operational, and travel demand management supplemental strategies when adding SOV capacity, recommends candidate projects to the Plan and Transportation Improvement Program, and conducts project before-and-after performance evaluations to assess the effectiveness of implemented strategies.
3. **Monitoring and reporting** that tracks congestion conditions and identifies key trends and findings, sets and tracks performance targets, and shares information.

The CMP framework uses a variety of traffic data to identify and assess congested locations in the Greater Philadelphia area region. CMP analysis incorporates archived travel time, speeds, and operations data, including traffic volumes, travel demand model outputs, land use, safety, goods movement, and other traffic-related planning data. It uses this information along with other analyses to recommend Transportation Demand Management (TDM), multimodal, and Transportation Systems Management and Operations (TSMO) and other operational strategies that improve the flow of people and goods, enhance safety, and expand travel options for everyone on the transportation network. The CMP strives to coordinate and share data and information with planning partners for alternatives analyses and other studies.

The CMP program incorporates the federal Transportation Performance Management (TPM) system performance metrics that include PM3 reliability and CMAQ congestion measures and targets.

The CMP continues to evolve as additional and more refined data and software tools are available to identify and analyze congestion, including the use of origin and destination trip data. The current update will incorporate new approaches identified in CMP Peer Exchange and the *The State of the Practice: A Study of DVRPC's Peer Metropolitan Planning Organizations' Congestion Management Processes* white paper. In FY 2027, the CMP will update its congested locations and strategy recommendations for highly congested locations. This will include working closely with the CMP Advisory Committee, made up of DVRPC Member Governments, PennDOT and NJDOT, transit agencies, federal partners, transportation management associations (TMAs), other DVRPC committees and programs, other MPOs, and other participants.

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

Tasks:

1. Continue the 2027 CMP Update Framework
 - Hold meetings with the CMP Advisory Committee to guide the CMP update.
 - Identify and assess congested locations and identify causes of congestion.
 - Use congestion and other information to develop a matrix applying a regional screening analysis approach to recommend strategies for congested locations.
 - Continue developing strategies to improve understanding of their effectiveness through research, sketch-level models, benefit-cost analysis, project before-and-after performance analysis, DVRPC corridor and planning studies, and dialogue with the CMP Advisory Committee.
2. Use the CMP in Project Development
 - Hold quarterly meetings with state DOTs and other agencies as applicable to review potential SOV-capacity adding projects and serve on or advise project development committees as necessary.
 - Coordinate with multimodal partners to develop supplemental strategies for projects where adding roadway capacity is deemed appropriate. Track the status of the commitments in an annual CMP Supplemental Projects Status Memorandum.
 - Participate in NJDOT Complete Team, Congested Places, CMS-21 programs, and conduct field work as appropriate to prepare draft problem statements, as necessary, for submission to NJDOT staff as requested and track results.
 - Participate in the PennDOT problem statement development process as applicable for major SOV capacity-adding projects.
 - Review proposed and existing TIP and Plan projects with respect to consistency with the CMP. Coordinate results using *Plan-TIP Project Evaluation Criteria* for prioritizing projects.
3. Congestion Monitoring, Reporting, and Engagement
 - Update CMP webmap and dashboard with newly identified congested locations and strategy recommendations.
 - Further develop processes for ongoing CMP data collection and analysis and monitoring and reporting on congestion and reliability showing trends by region, subregion, focus roadway corridor, and other scale as applicable on a consistent basis.
 - Maintain the CMP page on the DVRPC website.

Products:

1. CMP Supplemental Projects Status Memorandum report.
2. Update CMP GIS webmap and dashboard and CMP webpage with new congested locations and strategy recommendations.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$268,500 | \$191,763 | \$74,237 | \$2,500 | |
| 2026 | \$302,375 | \$216,459 | \$80,916 | \$5,000 | |
| 2027 | \$302,375 | \$219,904 | \$77,471 | \$5,000 | |

27-34-050

Air Quality Planning

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sean Greene

Manager(s): Matthew Brahms, Stacy Bartels

Supports LRP Goals:

- Reduced car dependency and per-capita VMT.
- Healthy air and water for people and wildlife.
- Regionwide implementation of innovative technologies around heating, cooling, power, mobility, and goods movement.

Project Goals:

Improve air quality in the region through coordination of intra- and inter-regional policies, identification of funding opportunities to reduce pollution 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 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 U.S. EPA and U.S. 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, 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 sector pollution and assist in developing strategies to mitigate them, especially in 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 measures such as using transit, carpooling, conserving electricity 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 polluting activities 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 improve air quality.

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 U.S. EPA and U.S. DOT, with contacts maintained with Delaware and Maryland agencies as well.

DVRPC will participate in statewide committees in both New Jersey and Pennsylvania to address and coordinate meeting federal air quality program requirements. Topics include State Implementation Plan (SIP) updates, MOVES model and conformity planning assumption updates, CMAQ and CR implementation and eligibility reviews, and CMAQ performance measure tracking and reporting.

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 improvement of air quality in the nonattainment and maintenance areas. DVRPC assists planning partners to apply for and access funding sources and other competitively distributed funds by coordinating partner strategies, assisting with competitive funding applications, and conducting project benefit calculations. Where practical, DVRPC serves as the applicant for clean air grants from state and federal sources to facilitate regional projects that improve air quality.

This program may require the purchase of materials, supplies, and other services.

Tasks:

Technical Analysis

1. Identify regionally significant projects in the TIPs 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 5 model.
3. Prepare input parameters for the regional travel simulation model and for the latest version of the MOVES model approved by U.S. EPA.
4. Run the travel demand model to determine air quality impacts 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 air quality impacts and resiliency enhancements from transportation projects.

Public Education and Outreach

1. Convene regular meetings of the Air Quality Partnership Board and any committees it may create. Include representation throughout the nonattainment area.
2. 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.

3. Create and implement effective outreach strategies to educate susceptible populations about protecting public health from air pollution.

Air Quality Planning Coordination

1. 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 U.S. EPA, the state environmental departments, and others, on air quality planning. This will include quarterly meetings of the Pennsylvania Air Quality Working Group and periodic meetings of the New Jersey Air Quality Working Group.
2. Provide literature, data, information and presentations to planning partners and health professionals regarding the relationship between transportation sources and regional air quality.
3. Review conformity demonstrations with transportation and air quality committees and present the results of meetings on the Plan and/or TIPs.
4. Work with planning partners to identify sources of air pollution, particularly where they impact communities with high incidence of respiratory illness with the goal of recommending mitigation strategies to improve air quality in those areas.
5. Serve on state ICGs for project-level conformity hot-spot analysis.
6. Assist planning partners to apply for state and federal funding to reduce pollution from transportation sources.

Products:

Technical Analysis

1. Conformity demonstration reports for TIP and Plan amendments and documentation of conformity procedures, including MOVES inputs, and program modules that demonstrate that the TIPs and Plan are compatible with air quality goals contained in the SIPs.
2. Updates to the Conformity webpage.
3. CMAQ and CR air quality impact analysis and project eligibility determinations, as requested.
4. CMAQ TPM reports and data and web updates as required.

Air Quality Action

1. Resources for news and editorial outlets for stories on air quality.
2. Public outreach at community and environmental events.
3. Educational presentations and materials for use by project partners.

Air Quality Planning Coordination

1. Prepare and present action items for the RTC and other committees.
2. Develop papers and presentations on transportation and air quality planning.
3. Provide data and analysis, identification of funding sources, and facilitation of project partnerships for regional projects that will have air quality benefits.
4. Produce technical reports for planning partners as requested.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$275,500 | \$196,810 | \$76,190 | \$2,500 | |
| 2026 | \$275,500 | \$196,896 | \$73,604 | \$5,000 | |
| 2027 | \$275,500 | \$200,031 | \$70,469 | \$5,000 | |

27-34-060

Performance-Based Planning and Programming

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Brett Fusco

Manager(s): Gregory Diebold, Jaclyn Davis, Jesse Buerk, Thomas Edinger

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

Performance-Based Planning and Programming (PBPP) and Transportation Asset Management (TAM) are two interrelated strategies that can advance regional and statewide goals to enhance safety, maintain assets, 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 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. PBPP and TAM are two approaches that can help the region respond to these challenges.

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 Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation legislation. It was continued and reinforced in the Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act (IIJA). These regulations hold state DOTs, MPOs, and transit operators 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 (Plan) and the Transportation Improvement Programs (TIPs). Asset management plans identify a lowest life-cycle cost (LLCC) assessment for the maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and maintain a desired state-of-good repair. LLCC is 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, transit 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 is 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 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 and safety 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. Historic TPM data has been incorporated into the Tracking Progress dashboard (www.dvrpc.org/trackingprogress/). 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 materials, supplies, and other 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. 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.
2. Work with planning partners to update U.S. DOT TPM performance measures and targets, analyze current conditions and project likely future conditions, monitor and report on performance through DVRPC's TPM webpage. Incorporate data related to TPM metrics, including five-year trends and relevant geographies, to DVRPC's Tracking Progress website.
 - Coordinate with the Office of Safe Streets on the annual development and adoption of regional safety performance targets.
 - Coordinate with the Congestion Management Program and Office of Freight and Clean Transportation on the biannual development and adoption of urbanized area CMAQ Congestion and Emissions targets.
3. 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.
 - Coordinate with the CMP, including sharing data and methods.
 - Utilize the asset system processes and data to develop draft TIP and Plan updates and apply *Plan-TIP Project Evaluation Criteria*.
 - Develop system performance reports, including updates to asset condition data in *Tracking Progress*.
4. Participate in NJDOT's Problem Intake Process, as needed.
5. Coordinate with member counties and cities, and DOTs, on the collection and validation of data on local transportation assets, as requested.
6. 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 U.S. DOT TPM performance measures and targets.
2. Data updates to Transportation Performance Management website and the Tracking Progress dashboard.

3. Summaries of *Plan-TIP Project Evaluation Criteria* results for candidate projects, as needed.
4. New or updated memorandum(s) of agreement with planning partners, as needed.

Beneficiaries:

Member counties, state DOTs, and transit operators.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$345,000 | \$228,890 | \$88,610 | \$27,500 | |
| 2026 | \$351,900 | \$248,868 | \$93,032 | \$10,000 | |
| 2027 | \$351,900 | \$252,830 | \$89,070 | \$10,000 | |

27-34-070

Socioeconomic and Land Use Analytics (SLUA)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Jaclyn Davis

Manager(s): Brett Fusco, Gregory Diebold, Ian Schwarzenberg

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

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

Description:

The Socioeconomic and Land Use Analytics (SLUA) program area includes new and ongoing data analyses to support development of the long-range plan. DVRPC strives to deliver value to the region's land use, environment, economic growth, and transportation planning 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. It does this in collaboration with county planning partners through the Socioeconomic and Land Use Analytics Committee (SLUAC): a group of agency staff from around the region tasked with demographic and land use analysis in their roles at their respective agencies. The SLUAC convenes to discuss, review, and advise on several DVRPC initiatives. This program area also supports the Office of Long-Range Planning and the use of indicators to track progress on the vision and goals set in the region's long-range plan.

Research and analysis are 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) provide key information. Program staff 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 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 inventory or its real estate development pipeline. The program enhances knowledge of available data sources and their appropriate uses at DVRPC.

The SLUA program coordinates with Travel Trends and Forecasting staff on model development as necessary, including data needs for DVRPC's activity-based transportation demand model and land use modeling. Completion of this project may require the purchase of equipment or services.

Tasks:

1. Work with DVRPC's Office of Travel Trends and Forecasting to integrate a land use model based on needed data and capabilities. Work with the SLUAC on model components such as a regional real estate development pipeline and demographic and employment statistics.
2. Build any additional necessary tools for population and employment forecasting.
3. Engage the SLUAC in a minor update to regional Centers; host additional meetings as needed.
4. Coordinate with DVRPC's Data and Technology staff to automate online data updates and visualization that will replace the Land Use and Population & Employment Forecast Inventory Analytical Data Reports (ADR).
5. Maintain the Tracking Progress indicator website and assist with regular updates of data.
6. Assist the Office of Long-Range Planning with its update of the *Plan-TIP Project Evaluation Criteria*.

7. Coordinate with DVRPC's Data and Technology staff to funnel data requests to appropriate web and staff resources.
8. Respond to socioeconomic and other data requests from planning partners, media, and the public.
9. Monitor developments and policy changes at statistical and planning partner agencies, and participate in collaborative efforts of peer agencies and partners.
10. Participate in national efforts to strengthen population and employment forecasting practices, such as the Association of Metropolitan Planning Organization's (AMPO) Socioeconomic Forecasting Interest Group.

Products:

1. New or refined modeling tools, scripts, or data processing workflows to improve the accuracy and efficiency of regional population and employment forecasts.
2. Updated regional Centers for the 2055 Plan.
3. Automated online data update and visualization system to replace the Land Use and Population & Employment Forecast ADRs.
4. Updated Tracking Progress website and indicator data, including in the DVRPC Data Catalog.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$247,500 | \$174,822 | \$67,678 | \$5,000 | |
| 2026 | \$247,500 | \$176,515 | \$65,985 | \$5,000 | |
| 2027 | \$247,500 | \$179,325 | \$63,175 | \$5,000 | |

27-34-080 Transportation Improvement Program (TIP)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Jesse Buerk

Manager(s): Richard Murphy

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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 evaluation 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 evaluation 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 project evaluation criteria consider transportation, community, environmental, and economic factors. 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 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 materials, supplies, and other 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 Project Evaluation Criteria and assist the RTC in prioritizing new projects; and perform 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. Provide support for the continuation of DVRPC's Supporting Communities work to identify, develop, and program transportation projects which are suitable for available funding, consistent with regional planning principles, and which would particularly benefit historically underinvested communities.
6. 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 Title VI concerns.
7. 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.
8. 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 electronic form; printed upon request) 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 electronic form; printed upon request).
9. 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.
10. 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.
11. Update and maintain the TIP database and post information on the DVRPC website.
12. Coordinate with DOTs in development and integration of Transportation Performance Management (TPM) performance measures and Performance-Based Planning and Programming activities.
13. Assist in developing financial estimates for the financial plan element of the Long-Range Plan, when appropriate.
14. Participate in special project solicitations (e.g., CMAQ, HSIP, Local Bridges, Off-System Bridges, Local Concept Development), including consideration of federal performance measure targets and other considerations.
15. 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.
16. Research and share information pertaining to new federal competitive and formula funding programs.
17. Provide support letters and technical assistance to member governments applying for federal competitive grant programs.
18. Assist with planning/implementation efforts for new federal programs as required.
19. Research innovative funding techniques and assess for local applicability.
20. Make presentations to committees and public groups and respond to public questions.
21. Keep up-to-date on competitive grants and provide information and assistance to planning partners.
22. Post List of Federally Obligated Projects on the webpage for each federal fiscal year as required.
23. Assist Mercer County staff with development of a pilot database/tracking system of transportation capital improvement plans and priorities from the County and municipalities intended to be advanced with federal, state, local, and/or private funds.

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 other 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.
11. Database/tracking system of Mercer County priorities for potential transportation capital improvements.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$796,250 | \$569,523 | \$220,477 | \$6,250 | |
| 2026 | \$826,250 | \$565,031 | \$211,219 | \$20,000 | \$30,000 |
| 2027 | \$826,250 | \$574,025 | \$202,225 | \$20,000 | \$30,000 |

FY 2027 Other Funding Details:

PA TIP MPMS #82013 \$30,000

27-34-090

Regional Alternative Fuels Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sean Greene

Manager(s): None

Supports LRP Goals:

- Healthy air and water for people and wildlife.
- Access to clean and affordable heating, cooling, and power services for every household, business, and institution in the region.
- Regionwide implementation of innovative technologies around heating, cooling, power, mobility, and goods movement.

Project Goals:

Support the region's utilization of alternative fuels in the transportation system by sharing data and information, participating in federal, state, and local alternative fuel coordination efforts, and supporting alternative fuel adoption by providing planning assistance and support for funding opportunities.

Description:

The past few years have seen tremendous growth in the use of alternative fuels in transportation. This includes private passenger vehicles, e-bikes, public transit buses, and delivery vehicles. This project leads planning efforts to prepare the region for the anticipated increase in the number of alternative fueled vehicles (AFVs), that can include battery electric vehicles (EVs), hydrogen fuel cell, compressed natural gas (CNG), and renewable diesel, among other fuel typed vehicles in the DVRPC region by assisting with planning for, and funding of, alternative fueling infrastructure and vehicle fleet transitions.

The adoption of AFVs presents a wide range of challenges and benefits for air quality, fueling opportunities, and economic viability. While electrification may be appropriate for light-duty vehicles, medium and heavy-duty vehicles will benefit from abundant alternative fuels such as CNG and renewable diesel fuel. DVRPC will leverage existing planning tools and data to assist planning partners in identifying logical locations for investing in AFV infrastructure. DVRPC will promote federal, state, and utility funding programs for alternative fuel infrastructure and offer data and technical support to assist member governments and partners in funding applications and AFV deployment plans.

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 AFVs including passenger vehicles, medium- and heavy-duty vehicles, and transit vehicles.

Completion of these tasks may require the purchase of materials, supplies, and other services.

Tasks:

1. Coordinate AFV discussions among partner organizations within the region.
2. Investigate and promote funding opportunities for AFV fleet replacement and publicly accessible AFV fueling infrastructure.
3. Work with municipalities, counties, ports, and private partners to provide guidance on AFVs through workshops, technical assistance, and fueling infrastructure analyses.
4. Update and maintain the DVRPC EV webpages. Distill and streamline the webpages to reference NJ and PA state web resources. Develop tools to help planning partners transition light-duty fleets to EVs.
5. Work with both states to update electric vehicle registration data and make this data available for planning purposes.
6. Work with both states, goods movement partners, and U.S. Department of Energy Clean Cities programs to educate partners about AFV applications, particularly for medium- and heavy-duty vehicles and funding opportunities.

7. Use the available data to assist planning partners in identifying locations for public AFV fueling infrastructure.
8. Participate in relevant local, regional, state, and national efforts related to AFV infrastructure, including work with PA DEP, PennDOT, NJ DEP, NJ DOT, and NJ BPU. Coordinate as needed with planning partners to share consistent messaging around AFVs and AFV infrastructure and use cases.
9. Develop an online EV fleet management tool that will assist partners to inventory their current vehicle and equipment fleet with baseline information about equipment age, fuel consumption, and costs, and project the air quality impacts potential of fleet conversions.

Products:

1. Updated online EV resources and revising the scope of the resource as appropriate.
2. Online EV fleet management tool.
3. Responses to advice and technical assistance requests from counties and municipalities in the region.
4. AFV fueling infrastructure analyses for DVRPC counties and municipalities, as requested.
5. Workshops and presentations for planning partners on AFVs.
6. Promotion and support for state, federal, and utility funding and education programs, serve on AFV planning and funding task forces.
7. Lead and support AFV and AFV fueling infrastructure funding applications.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|-----------|--------------|---------------------------|---------------------------|-------------------------------|--------------|
| 2027 | \$150,000 | \$110,923 | \$39,077 | | |

27-52-010

Regional Transit Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Amy Bernknopf

Manager(s): Baxter Barrett, Cassidy Boulan

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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. 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 delivery. In addition, DVRPC will act as a convener and coordinator, sharing ideas, education, and training with our partners. Some of these activities may also require DVRPC to purchase materials, supplies, and other services to meet program goals.

This program 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, Office of Safe Streets, 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 and economic opportunity for lower income 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 regional Coordinated Plan updates.

This program will also support 27.63.009 Southeastern PA Transit Vision.

Tasks:

1. Provide additional staff capacity to support Southeastern PA Transit Vision development (27-63-009). Work funded under this program may support additional tasks for Southeastern PA as appropriate, or supportive tasks in our NJ counties.
2. Support the Office of Safe Streets in conducting Vision Zero corridor safety studies, focused on priority corridors from the Regional High Injury Network.

3. As part of the Regional Sidewalk Development Program, continue to coordinate with SEPTA to identify ways to advance stop/station access improvement projects off SEPTA property, potentially with SEPTA as a project sponsor or playing a leading role in design and construction.
4. Provide technical assistance to help implement The Philadelphia Transit Plan, particularly as it relates to bus delay.
5. Conduct limited license plate surveys upon member government request (as capacity permits) at rail stations in DVRPC PA region, to understand station park-and-ride markets.
6. Provide continuing support to SEPTA and other local partners on issues related to SEPTA's trolley modernization program for the City of Philadelphia and Delaware County.
7. Provide ongoing DVRPC participation in and project support for City of Philadelphia-SEPTA "Connect"/Transit Priority committee efforts, including participation in collaborative committees.
8. Provide Subject Matter Expert (SME) review for potential transit facilities and connections for PennDOT projects through the PennDOT Connects program.
9. 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.
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. Identify and share best practices in the region on research and practical experience with regional partners, as appropriate.
12. Conduct support tasks as requested by DVRPC member governments and planning partners.
13. Ensure that appropriate technical resources (such as new software) are available for staff use as new best practices develop.
14. Engage with partners on the format, regularity, and potential topics to reactivate the Regional Transit Advisory Committee (RTAC), as needed or requested.
15. Staff will advance and support arts and culture through ongoing outreach, engagement, and DVRPC projects. In addition, staff will continue to explore new techniques and best practices in this field, fostering relationships with artists, cultural organizations, and partner agencies to strengthen and expand DVRPC's presence in arts and culture.

Products:

1. Development of the Regional Transit Vision.
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.
7. Data related to requested license plate survey work.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$450,000 | | \$325,000 | \$35,000 | \$90,000 |
| 2026 | \$430,000 | | \$415,000 | \$15,000 | |
| 2027 | \$430,000 | | \$415,000 | \$15,000 | |

27-52-020

Bicycle and Pedestrian Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Cassidy Boulan

Manager(s): Amy Bernknopf, Sarah Moran, Thomas Stead

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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 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 poverty 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 materials, supplies, and other 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. To begin to advance the planning and development of a regional in-street bicycle network, DVRPC will start by identifying and providing technical assistance for cross-county routes in PA and NJ. These may be routes that would provide connectivity between Circuit Trails or connect major origins and destinations between counties. In FY27, staff will identify possible on-street bicycle routes that cross adjacent counties and conduct a high-level feasibility screening. Working with county partners and TMAs, and balancing route length and complexity with staff capacity, staff will select up to two routes to advance. Work may include outreach and engagement with road owners and municipalities, development of typical cross sections and design treatments for priority cross-country bicycle routes, estimates of potential lane-mile costs, and identify next steps to get to implementation.
3. Support Office of Safe Streets to conduct Vision Zero corridor safety studies, focused on priority corridors from the Regional High Injury Network.

4. Continue development of the Regional Sidewalk Technical Assistance Program in pursuit of a region sidewalk network in better condition and with greater coverage by:
 - Supporting the use and application of DVRPC's regional sidewalk inventory, network connectivity analysis, and sidewalk construction priority analysis tools to address sidewalk gaps in the region.
 - Continue working with SEPTA to identify and fund design of sidewalk projects around transit stops and stations through the FTA Areas of Persistent Poverty grant.
 - Convening counties and other partners to share information and best practices for expanding and maintaining sidewalk and pedestrian infrastructure.
 - Continue to provide technical assistance to municipalities by pursuing competitive grant funding for sidewalk maintenance and replacement.
5. Support partner agencies in using DVRPC pedestrian and bicycle planning tools such as the Bicycle Level of Traffic Stress (LTS), Connectivity Analysis webtool, LINK, and other data and analysis tools that are developed, as appropriate.
6. 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 monitoring, 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.
7. Participate and support pedestrian and bicycle advisory boards: the NJ Bicycle and Pedestrian Advisory Council (NJ BPAC) in New Jersey, Pedalcycle and Pedestrian Advisory Committee (PPAC) in Pennsylvania; and support member government efforts in Complete Streets, Vision Zero, green stormwater infrastructure, and placemaking.
8. Review bicycle and pedestrian project funding applications for programs such as Transportation Alternatives Set-Aside (TASA), Safe Routes to School (SRTS), and Pennsylvania's Multimodal Transportation Fund (PA MTF), as requested.
9. 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 and/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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$369,750 | \$262,053 | \$101,447 | \$6,250 | |
| 2026 | \$389,750 | \$276,419 | \$103,331 | \$10,000 | |
| 2027 | \$389,750 | \$280,819 | \$98,931 | \$10,000 | |

27-52-030

Mobility Analysis and Design Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sarah Moran

Manager(s): Kelsey McElduff, Kendra Nelson, Thomas Stead

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

The purpose of this Program is to support the goals of DVRPC's Long-Range Plan, *Update: 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 their futures. This program seeks to balance connectivity, efficiency, and safety across all modes of the existing transportation network. 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 promoting and implementing a region-wide, safe, convenient, and seamless multimodal transportation system. The Mobility Analysis and Design Program supports a variety of projects aligned with the DVRPC long-range plan, *Update: Connections 2050*, and the Congestion Management Program (CMP). Projects focus on developing solutions that will increase connectivity 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 by analyzing transportation performance measures, evaluating costs, and engaging the public.

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 materials, supplies, and other services.

Tasks:

1. Supporting Communities: This program will provide support for the continuation of DVRPC's Supporting Communities work. This work allows DVRPC to conduct analysis and outreach at various scales to identify, develop, and program transportation projects that are suitable for available funding, consistent with regional planning principles, and which would particularly benefit lower income communities. This work is also supported by Public Participation, Involvement, and Outreach (27-23-030).
2. This program will supplement work on Complete Streets Implementation Support for NJ Counties (27-61-060), expanding traffic analysis capacity to support Burlington and Mercer Counties.
3. This program will supplement work on the PennDOT Connects Complete Streets Resurfacing Program (27-52-150) as the effort is expanded to include a pilot program for municipal resurfacing support.
4. Provide supplemental work on the Philadelphia Vision Zero Corridor Analysis (27-52-160) to best accommodate design and analysis iterations.
5. The program area will support 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$712,250 | \$498,152 | \$192,848 | \$5,250 | \$16,000 |
| 2026 | \$712,250 | \$507,527 | \$189,723 | \$15,000 | |
| 2027 | \$712,250 | \$515,605 | \$181,645 | \$15,000 | |

27-52-040

Transportation Safety

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Kevin Murphy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

This program 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 the private sector, and the public. Safety planning at DVRPC embraces the Federal Highway Administration's Safe System Approach which is closely aligned with Vision Zero principals: death and serious injuries from crashes are unacceptable, humans make mistakes, responsibility is shared, and that redundancy and being proactive are critical elements. By supporting the design and management of road infrastructure to minimize crash risk, we reduce the likelihood of crashes ending in a fatality or a serious injury. 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. This program supports joint planning efforts where the goals of safety, connectivity, and multi-modalism are complementary.

Description:

DVRPC's Transportation Safety Program includes the following data, convening, design, and educational efforts.

The Regional Safety Task Force (RSTF) is a dual-chairperson led, multi-disciplinary forum for agencies and organizations to improve road safety by exploring crash safety topics. The RSTF also serves as a public engagement and safety culture mechanism for the Regional Vision Zero 2050 effort. Quarterly meetings are focused on select safety topics, featuring presentations and or panel discussions with experts, plus small group discussions designed to facilitate action items that allow task force members to take ownership of positive change initiatives. Within the context of the in-development Regional Vision Zero plan, RSTF meeting topics have expanded to include an ever-growing list of partners who have a connection to roadway safety, and including one or more joint meetings conducted with other DVRPC offices. Staff manages the RSTF and its progress toward meeting goals and objectives, and serves as facilitator

Crash data is foundational to the Transportation Safety Program, and is used in most planning and analysis work undertaken by DVRPC. Products and tools like the DVRPC Crash Data Viewer web tool and crash database and associated mapping files are updated regularly as crash data becomes available. Crash data informs annual work program projects, fulfills data and analysis requests from DVRPC partners, and helps planners understand and diagnose crash contributing factors, promoting analytical consistency and best practices. The program maintains crash analysis best practice resources and coordinates across DVRPC departments on updates and working resources.

The Safety Program provides assistance to city, county, and state partners in developing and advancing safety projects using the federal Highway Safety Improvement Program (HSIP), in addition to other funds, and tracks progress toward safety objectives. Specific activities include program management, and support for development of applications for funding safety improvements. This work focuses on providing help to partners where capacity is lacking, to advance safety-focused infrastructure projects which also support Regional Vision Zero 2050, DVRPC's Long-Range Plan goals, and state Strategic Highway Safety Plans. Work on this task is done in collaboration with DVRPC's Offices of Capital Programming, Long-Range Planning, and Project Implementation.

In addition, this program also provides application review and general guidance to municipal and county partners applying for safety-related grants and funding opportunities like the Federal Safe Streets and Roads for All (SS4A) grant program. This work has steadily increased since the inception of the SS4A program, and coordination with DVRPC and a letter of support has become a requirement of the program. This has led to increased collaborations to ensure applications are supportive of the RVZ and that resources are shared. This work also involves participation on project-level steering committees as time and capacity allows.

In 2024 DVRPC received a second SS4A award to advance the work of the Regional Vision Zero Plan by creating three new streams of work: 1) Regional High Injury Network (RHIN) Corridor Safety Studies, 2) development of a municipal safety analysis and plan for Norristown, and 3) conduct a consultant-led effort to create a model and process for our partners to implement the regional plan at the county and municipal levels, including public engagement, drawing on best practice, and guided by a stakeholder steering committee (Next Steps Plan). The RHIN Corridor Safety Study kicked-off in FY 2026 and will continue for four iterations total. The Norristown safety study also kicked-off in FY 2026 and continues in FY 2027.

As crash safety increases in priority among our partners and the public, DVRPC receives 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, like the Regional Vision Zero 250 Action Program. In addition, the program supports both state's Strategic Highway Safety Plans in both the development and implementation components through participation in subcommittees. DVRPC is also represented on New Jersey's target Zero Commission—a first of its kind statewide effort created via legislation to prioritize safety throughout the state.

The program coordinates across DVRPC offices to oversee the annual update and adoption of safety targets in compliance with FHWA's Transportation Performance Management program. This process also includes coordination with state partners who are also required to update statewide targets.

In support of the City of Philadelphia Mayor's goal to program safety on every mile of the HIN by 2030, this program will identify systemic safety measures for corridors of the HIN that have been identified for this type of treatment. As part of the Five-Year Capital Plan development process, the High Injury Network (HIN) was analyzed, and categories were assigned based on whether the corridor has a recently completed project, an ongoing project, or no planned project. No planned project corridors were divided into those that require a capital project with time-intensive concept development and those that can be addressed with systemic safety measures like vertical deflection. The goal of the HIN Systemic Safety Measures Analysis is to advance the projects on those corridors by identifying the appropriate countermeasures and setting the City up for success in applying for grant funding to finance the work.

Through the Regional Vision Zero (RVZ) program, DVRPC has collected five years of crash data for each of the participating counties. The data show, using 2017-2022 crash records, that almost 50% of crashes in Burlington County involved lane departures. The research also shows that lane departure crashes are more likely to occur in rural communities. Five of the six municipalities where over 65% of killed and serious injury (KSI) crashes occurred involving lane departures were located in the Pinelands. Some of these locations were identified on both the RHIN and the NJDOT Local Safety Program's network screening lists. These areas also include roadways where passing is permitted. This work will look for a correlation between lane departure crashes and areas where passing is permitted. A more detailed analysis of these data and identification of recommended safety enhancements could help the County prioritize safety initiatives where they are needed most.

This program will help support Project 27-52-160: Vision Zero PHL Study: Broad/Olney/Old York (O BOY!).

Completion of these tasks may require the purchase of materials, supplies, and other services.

Tasks:

Regional Safety Task Force

1. In collaboration with the RSTF co-chairs, prepare for and hold quarterly meetings, and more frequent RSTF coffee hours, focused on important and RVZ-relevant safety topics, hold one or more special meetings per cycle (i.e., via collaboration with another DVRPC task force or committee) as appropriate.
2. Complete full-meeting summaries and DVRPC Board highlights, and maintain an archive of all RSTF work and meetings.
3. Track progress toward safety objectives and manage volunteer action items and other tasks that emerge from RSTF meetings.
4. 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 a mix of community considerations, and prioritizing a focus on vulnerable users.
5. 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.

Crash Data Management

1. Coordinate across DVRPC offices on the crash data updates to DVRPC's databases, GIS safety layers, and the DVRPC data navigator, and coordinate with DOTs on data quality issues.
2. Participate in statewide crash records coordinating committees, and stay engaged with state partner crash data systems.
3. 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.

Safety Project Support and Coordination with Regional Partners on Safety Priorities

1. 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.
2. Support PennDOT District 6-0 in advancing their HSIP program primarily by being a liaison with county partners to advance safety projects, working with District 6-0 partners to track HSIP spending and plan for new projects, and facilitate collaboration between District 6-0 and PennDOT Central Office to advance regional and statewide safety goals.
3. 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 consideration of safety in all projects.
4. Coordinate with the Office of Long Range Planning on the TIP project benefit criteria, and collaborate on project safety review and score.
5. Support state SHSP updates and advancement of plan priorities, including NJ SHSP Emphasis Area Action Teams; 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.
6. As needed, assist with RFP development, proposal review, and project tracking for HSIP-funded consultant-led safety improvement projects.

Special Studies & Coordination Efforts

1. 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 partner MPO's and TMA's to advance broader safety culture

initiatives; attend NJ Target Zero Commission and Complete Streets Working Group meetings as time allows; respond to new safety opportunities as they arise.

2. Provide continuing support to the City of Trenton as needed to advance tasks arising from the Vision Zero Action Plan.

City of Philadelphia HIN Systemic Safety Analysis

1. Convene a steering committee of City and PennDOT representatives to guide and inform the process.
2. Examine the no planned project/systemic suitable HIN segments and categorize drawing on various data points (e.g.: cross-section type, land use, traffic volumes, and crash trends, etc.) in search of representative sections across the network.
3. Research and document systemic safety improvement approaches most appropriate for the urban setting like vertical deflection, beginning with those currently employed by the City.
4. Compare findings of HIN context examination to systemic guidance and match to all appropriate segments.
5. Reference the projected/possible benefits for select treatments from sources like the FHWA's Proven Safety Countermeasures, and provide a high-level cost estimation.
6. Present results to the steering committee and make adjustments as necessary.
7. Document findings and create a mapping layer.

Burlington County Lane Departure Crash Analysis

1. Set project objects with the internal project team and Burlington County staff.
2. Update the analysis with more recent crash data; create an updated mapping layer.
3. Conduct a roadway configuration and crash type analysis to identify trends and hot spot locations along rural two-lane facilities.
4. Identify and explore contributing factors and subareas for greater focus.
5. Identify next steps.

Products:

1. RSTF meeting materials and summaries, volunteer actions and outcomes tracking.
2. Crash databases, tools, and related electronic product updates.
3. Potential HSIP projects, and supporting analyses.
4. Final report for the RHIN Corridor Safety Study.
5. Year 2 Norristown deliverables: final report and supporting materials.
6. Updated TPM safety Targets and DVRPC Board adoption of those targets.
7. White paper documenting the process and findings, plus a GIS mapping layer of the systemic opportunities along the selected Philadelphia HIN segments.
8. Summary document detailing process, findings, and recommendations, plus mapping layers for Burlington County.
9. Final report for the Vision Zero PHL Study.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|-----------|--------------|---------------------------|---------------------------|-------------------------------|--------------|
| 2025 | \$447,500 | \$320,807 | \$124,193 | \$2,500 | |
| 2026 | \$447,500 | \$318,456 | \$119,044 | \$10,000 | |
| 2027 | \$447,500 | \$323,524 | \$113,976 | \$10,000 | |

27-52-050

Transportation Operations

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher King

Manager(s): Hannaliese Jacobs, Justin Neff

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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:

The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies as a strategic approach to improve safety and maximize efficiency of the existing transportation system. It focuses on operational improvements that can improve or maintain levels of service without adding capacity. It focuses on using existing infrastructure more efficiently and effectively, rather than relying solely on expanding capacity through new construction and includes a range of strategies and ITS Benefits, such strategies include; reduced congestion, improved travel time reliability, improved safety, and reduced emissions.

This year's work program is divided into several major components: Traffic Incident Management (TIM), Transportation Operations Task Force (TOTF), and TSMO education and technical assistance.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice education/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 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 Electric Vehicle (EV) fires, DVRPC established an Electric 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 provide EV trainings. Over time, the task force may also expand its scope to address other emerging vehicle and propulsion technologies affecting incident response.

DVRPC's Transportation Operations Task Force (TOTF) is the focal point of educating regional partners and practitioners, coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to share best local practice and 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 coordination activities that in turn support the Task Force members.

This work program supports the components described above. Some of these activities may require DVRPC to purchase materials, supplies, and other services.

Tasks:

1. Incident Management Task Forces Educational Tasks

- 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.
- Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
- 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.
- 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.
- 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.
- 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.
- Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
- Social Media campaigns for quick clearance and responder safety.
- Participate in New Jersey's Statewide Traffic Incident Management Program and any other TIM programs initiated by state agencies and other agencies.
- Provide technical support, including mapping services, GIS, and other assistance as requested.
- 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.

2. Transportation Operations Task Force Education and Training

- Host the Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials.

- Share information on multimodal planning efforts and coordination with various transportation agencies.
- Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
- Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
- Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.
- Promote TSMO best practices and partner initiatives and expand opportunities for TOTF members to foster discussion, share resources, and keep members engaged.

Products:

1. Transportation Operations Task Force Training Products
 - Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
 - Regional Operating Agency Contact List.
 - Provide topical specialized training session(s) to be determined.
2. Incident Management Task Force Training Products
 - Incident management task force training sessions' agendas, summaries, and resource materials.
 - IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
 - 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 and improve incident response.
 - Traffic congestion analysis to support training and practice improvement.
 - Roster and contact information of regional emergency agencies.
 - Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws.
 - EV Task Force related best practice materials and maintain a public facing website platform for EV Response information-sharing and resource management.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$609,200 | \$156,222 | \$60,478 | \$2,500 | \$390,000 |
| 2026 | \$609,200 | \$150,457 | \$56,243 | \$12,500 | \$390,000 |
| 2027 | \$689,200 | \$152,851 | \$53,849 | \$12,500 | \$470,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS #81232 - \$240,000 STU/ \$60,000 State 581;

NJ TIP - DB #D02004 - \$170,000 STBGP-PHILA;

27-52-060

Competitive Program and Project Management

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Manager(s): Cleonie Meraz, Daniel Snyder, Joseph Natale, Matthew Galenas

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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:

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 current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set-Aside, Congestion Mitigation and Air Quality, Carbon Reduction, and the Surface Transportation Program.

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. Staff project management oversight ensures all projects are in compliance with federal procedures and processes, and staff program management oversight facilitates development of guidelines along with a committee to ensure selection procedures and scoring criteria are used to provide project selection recommendations. Project Management 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.

TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. This funding enables DVRPC to manage projects in these programs. 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).

Staff will assist counties by serving as project managers to aid with the implementation of design projects within the Federal Aid Highway Program. This work involves facilitation and coordination among the project sponsor and their team, local governments, the public, NJDOT, and the FHWA in order to develop a project to the point of construction. Completion of this work may require the purchase of materials, supplies, and other services.

Staff participates in the program administration of both the New Jersey Transportation Alternatives Set-Aside and Safe Routes to School programs.

DVRPC staff will continue to work with both DOTs, the consultants and the sponsors to try and streamline the delivery process as much as possible with the goal of delivering projects in a timely manner.

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.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-------------|--------------------|--------------------|------------------------|-------------|
| 2025 | \$1,354,750 | \$159,500 | | \$5,250 | \$1,190,000 |
| 2026 | \$1,354,750 | \$159,750 | | \$5,000 | \$1,190,000 |
| 2027 | \$1,389,750 | \$159,750 | | \$5,000 | \$1,225,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS #115965 - \$860,000 STU/\$215,000 PA State 581;

NJ TIP - DB #X30A - \$150,000 STBGP-PHILA

27-52-070

TripSmart PA Administration and DVRPC Commuter Services

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Stacy Bartels

Manager(s): Amy Bernknopf, Jen Farris, Najah Jackson

Supports LRP Goals:

- Reduced car dependency and per-capita VMT.
- Regionwide implementation of innovative technologies around heating, cooling, power, mobility, and goods movement.

Project Goals:

To manage the work of the five SE PA TMAs and two other contractors that engage with employers to provide education on 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, ultimately serving to help reduce traffic congestion and improve access to a variety of safe and affordable modes of travel in the region.

Description:

TripSmart PA supports a broad education and outreach effort that goes beyond just commuters. 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; each contracted organization is awarded an approved amount of funding to perform fundamental TDM-related activities like education and outreach on TDM options, implementing TDM strategies, and promoting the advantages for employers to encourage and for employees and residents to regularly use these strategies or options. DVRPC provides a Scope of Work template for contractors to use, including common task categories and goals, with each contractor developing its own scope tailored to the demographics and needs of its particular service area.

DVRPC contracts directly with and oversees the scope development and approval for each of the subrecipients receiving these grants; each grantee is responsible for reporting progress and results from their efforts, which DVRPC facilitates and maintains record of. Each grantee also works with their respective county planning department(s) to develop and approve the scope; PennDOT District 6 also reviews and comments on each scope of work. In addition to the standard TDM work these organizations continue to do, some of the focus areas for the next two-year grant period are expected to include the contractors:

- Building and leveraging member resources and private sector networks in their service areas to coordinate with public sector transportation initiatives
- Working to support workforce job access and traditional Job Access & Reverse Commute (JARC) efforts
- Working with municipalities to support multimodal project development and local outreach about multimodal projects
- Working with municipalities to advance transportation and land use initiatives that improve travel options in their service areas, including SEPTA's Transit Oriented Communities (TOC) program

Additionally, in the first year staff will help coordinate efforts across the region relating to TDM options for Summer 2026 events and report on the outcome of these efforts.

This project also supports DVRPC staff activities for planning, marketing, and procurement, as well the lease of software for and management of the regional Share-A-Ride (SAR) ride match and the Emergency Ride Home (ERH) programs. This project also supports the development of necessary materials, planning, and purchasing media schedules through a contracted vendor, and creation of tools to help contractors promote TDM with a unified message and look, in the SE PA region.

TripSmart PA is part of DVRPC's wider coordinated TDM efforts that also include 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 Scopes of Work for Trip Smart PA TDM efforts.
2. Convene the PA TMA Policy Subcommittee of the Regional TDM Advisory Committee as needed.
3. Hold four TDM contractor meetings during the FY.
4. Ensure TripSmart work involves outreach to both employers and the general commuting public by reviewing subrecipient progress reports.
5. Oversee TMA/Contractor TDM education and outreach efforts and development, and placement of relevant materials; encourage cooperative efforts whenever possible.
6. Operation of the Share-A-Ride (SAR) ride match program, including annual software lease and contractor training.
7. Review and payment of monthly or quarterly invoices and reports for each of seven contractors.

Products:

1. Contractor Scopes of Work (7).
2. Contracts for/with each organization.
3. Regional outreach and advertising plans and materials.
4. SAR software lease and updates; ERH program administration; contractor training.
5. Bi-annual activity summaries and year-end report.
6. Updated Regional TDM Strategic Plan as needed.

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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$325,000 | | | | \$325,000 |
| 2026 | \$325,000 | | | | \$325,000 |
| 2027 | \$375,000 | | | | \$375,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS # 117930 - \$350,000 STU/Toll Credit; \$25,000 PA DEP

27-53-010

Travel Monitoring

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Joshua Rocks

Manager(s): Jonathan Ferullo

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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. Web viewer 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$864,500 | \$634,500 | | \$5,000 | \$225,000 |
| 2026 | \$864,500 | \$629,500 | | \$10,000 | \$225,000 |
| 2027 | \$864,500 | \$629,500 | | \$10,000 | \$225,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS #115968 - \$225,000 STU/Toll Credit



FY 2027 | Unified Planning Work Program

CHAPTER 2B:

DVRPC Project Descriptions

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27-24-100

Regional Transportation GIS Coordination

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher Pollard

Manager(s): Sean Lawrence

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

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

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 staff 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 materials, supplies, and other 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 DVRPC's 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 staff and participating organizations.
3. Maintenance, enhancements, and improvements to DVRPC's GIS Open Data Portal, ArcGIS Online organization, and enterprise GIS cloud infrastructure.
4. Updates to and development of web mapping and data visualization applications.

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$400,000 | | | | \$400,000 |
| 2026 | \$400,000 | | | | \$400,000 |
| 2027 | \$450,000 | | | | \$450,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS #115969 - \$225,000 STU/Toll Credit;

NJ TIP - DB #X30A - \$225,000 STBGP-PHILA

27-33-110

Local Technical Assistance Program (LTAP)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Najah Jackson

Manager(s): None

Supports LRP Goals:

- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- A well-trained and adaptable regional workforce.

Project 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 offers 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; participation in an annual LTAP conference

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

All classes are held either on-site or virtually and they are scheduled by the 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 southeastern 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$30,000 | | | | \$30,000 |
| 2026 | \$30,000 | | | | \$30,000 |
| 2027 | \$30,000 | | | | \$30,000 |

FY 2027 Other Funding Details:
PA Local Technical Assistance Program (LTAP)

27-33-120

Pennsylvania Coastal Zone Management Implementation Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Amy Verbofsky

Manager(s): Melat Musie

Supports LRP Goals:

- Healthy air and water for people and wildlife.
- Access to high-quality parks, natural areas, and passive recreational opportunities for all.

Project 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 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.

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. Support PADEP by working with eligible entities to prepare and submit project applications for CZM 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.

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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$50,000 | | | | \$50,000 |
| 2026 | \$50,000 | | | | \$50,000 |
| 2027 | \$60,000 | | | | \$60,000 |

FY 2027 Other Funding Details:

PA Department of Environmental Protection (PA DEP)

27-33-130

Municipal Exchange

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Amy Verbofsky

Manager(s): Karen Cilurso

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

The goal of this project is to foster greater cooperation between regional and local governments and better coordinate regional transportation and local land use planning through convening and educational resources.

This project promotes livability strategies that link the quality and location of transportation facilities and services to broader community goals, including improving access to employment and affordable housing, supporting quality schools and safe streets, fostering healthy communities, encouraging economic development, addressing historic disinvestment, and advancing environmental conservation. This project strives to build relationships with local officials, enhance capacity and collaboration, and engage municipal partners in ways that strengthen public confidence and participation in the regional planning process.

Description:

Municipal Exchange

The Municipal Exchange connects municipal officials with DVRPC and other relevant partners and resources. The program focuses on relationship-building and collaboration, enabling local leaders to exchange ideas, share best practices, link municipalities with funding resources, and enhance their capacity to address shared challenges.

Facilitated by DVRPC's Livable Communities department, the Municipal Exchange promotes coordination between transportation and land use planning. Each convening provides a space for discussion, learning, and problem-solving around issues that advance the region's long-range plan. Potential discussion topics include infrastructure preservation, bicycle and pedestrian improvements, economic development, resilience, housing availability and affordability, stormwater management, and age-friendly planning. Up to four convenings may be held throughout the year, with the content and format refined to best meet the evolving needs of our member governments.

Municipal Implementation Tools (MITs)/Brochures

Staff will develop tools, programs, and strategies to educate partners through updating and promoting MIT brochures on topics, as requested or necessary.

Land Use-Density Strategy Matrix

Staff will develop a land use-density strategy matrix as both a planning framework and decision-making tool to guide development and infrastructure investments. Building on DVRPC's Development Intensity Zones (DIZ), the matrix will use the MIT Toolbox to visualize which tools are appropriate for each DIZ Zone.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

1. Organize and facilitate up to 4 meetings of the Municipal Exchange.
2. Develop Municipal Implementation Tools on topics related to the built environment, transportation, and natural environment, as requested.
3. Develop Land Use-Density Strategy Matrix.

Products:

1. Highlights and other resources from the Municipal Exchange

2. MIT brochures
3. Land Use-Density Strategy Matrix

Beneficiaries:

State DOTs, FHWA, member governments, local governments, residents, and businesses.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$152,500 | \$86,510 | \$33,490 | \$6,500 | \$26,000 |
| 2026 | \$152,500 | \$107,365 | \$40,135 | \$5,000 | |
| 2027 | \$152,500 | \$109,074 | \$38,426 | \$5,000 | |

27-33-140

PA/NJ Local Planning Initiatives

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Karin Morris

Manager(s): Christopher Linn

Supports LRP Goals:

- A regional-scale network of protected open space and green urban infrastructure.
- Healthy air and water for people and wildlife.
- Access to high-quality parks, natural areas, and passive recreational opportunities for all.

Project Goals:

Partner with New Jersey and Pennsylvania non-profits and local governments on environmental, smart growth, and livability planning initiatives. Additionally, assist local governments by providing planning services on a contractual basis, particularly where matching grant or local funding support exists. This project supports the economic development, livability, environmental, and regional infrastructure and utility goals in *Update: Connections 2050*.

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 environmental and livability initiatives, such as natural resource protection, smart growth, hazard mitigation, economic development, affordable housing, 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 Hazard Vulnerability Assessment Elements
- Open Space and Recreation Plans
- Farmland Preservation Plans
- Master Plan Conservation Elements
- Model Ordinances
- Stormwater Management Plans
- Power Efficiency Assessments for Municipal Operations
- Transit Oriented Development Studies
- Form-Based Codes
- Trail Feasibility Studies
- Community Forestry Plans
- Corridor Studies/Traffic Analysis
- Other Transportation-related Studies

In addition to providing subsidies for the above mentioned municipal 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 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. 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 identified topics.
2. Project documents – project summary, inventory, plan, 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$100,000 | | | \$50,000 | \$50,000 |
| 2026 | \$100,000 | | | \$50,000 | \$50,000 |
| 2027 | \$100,000 | | | \$50,000 | \$50,000 |

FY 2027 Other Funding Details:

PA/NJ Local Municipalities

27-33-180

Regional Affordable and Accessible Housing

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Andrew Svekla

Manager(s): Derek Lombardi, Karen Cilurso, Karin Morris

Supports LRP Goals:

- Accessible and affordable housing options and cost of living that accommodate all ages and incomes.
- Infill development that creates and protects the unique qualities and sense of place in the region's Centers, communities, and neighborhoods.
- Socioeconomically integrated neighborhoods with quality education that is accessible to all.

Project Goals:

This project supports the goals of *Update: Connections 2050* by linking land use and transportation through promotion of equitable housing options that are accessible and affordable, close to transit and places of employment.

This project supports PennDOT's Planning Priorities of Land Use / Transportation Linkages/Economic Development/Modernization specifically to identify planning strategies that tie the quality and location of transportation facilities and services to broader opportunities 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, and transit-oriented development.

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:

The lack of affordable and accessible housing in Greater Philadelphia is a critical regional issue that has important transportation, economic, and environmental impacts. Staff will conduct research, analyze data, and engage stakeholders to help document and describe the housing challenges facing various types of communities in our region. Staff will use this research to produce an updated version of the 2024 Housing Submarkets tool. DVRPC's submarket analysis used economic and housing stock indicators to classify each census tract in the region into one of eight submarkets based on housing market conditions. The tool will incorporate the latest census and sales data to provide an updated portrait of housing conditions and trends throughout the region.

The ongoing housing shortage is prompting local governments throughout the region to reconsider how their zoning and development regulations are influencing housing supply and costs. Staff will continue to analyze municipal zoning data gathered in FY25 and FY26 to assess how various policies are influencing the supply of housing throughout the region. This work will include research and analysis designed to identify zoning reforms and strategies that can help reduce barriers to new housing production in appropriate locations.

Staff will participate in idea and data sharing through meetings of the ULI Philadelphia Housing Council and the National Association of Regional Councils (NARC) Housing Working Group.

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

Tasks:

1. Conduct housing submarket analysis based on latest census, rent, and home sales data.

2. Assess and summarize key aspects of existing zoning regulations found in Greater Philadelphia and identify opportunities for zoning reform.
3. Conduct research on specific housing policy topics of interest to our planning partners.
4. Participate in idea and data sharing with housing working groups and other stakeholders, as requested.

Products:

1. Updated housing submarkets analysis and online tool
2. Memos, digital products, and/or presentations summarizing key findings from regional zoning analysis and overview of potential zoning reforms designed to increase the supply and diversity of the region's housing stock
3. Data and analysis for and technical assistance to municipalities seeking to understand housing conditions in their community

Beneficiaries:

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|-----------|--------------|---------------------------|---------------------------|-------------------------------|--------------|
| 2025 | \$220,000 | \$158,601 | \$61,399 | | |
| 2026 | \$220,000 | \$156,498 | \$58,502 | \$5,000 | |
| 2027 | \$220,000 | \$158,989 | \$56,011 | \$5,000 | |

27-34-120

I-95 Planning Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Jesse Buerk

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Infrastructure that is reliable and resilient to extreme-weather disruptions.

Project 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.
16. Participate in the ongoing Lower South Collaborative in the City of Philadelphia.

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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$100,000 | | | | \$100,000 |
| 2026 | \$100,000 | | | | \$100,000 |
| 2027 | \$100,000 | | | | \$100,000 |

FY 2027 Other Funding Details:

PA TIP - # 115972 \$80,000 NHPP, \$20,000 PA State 581

27-34-130

Enhance and Maintain Travel Forecasting Tools

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Fang Yuan

Manager(s): Benjamin Loeb, Will Tsay

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

Support the economic vitality of the region; improve network access 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 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 26, DVRPC updated the model base year to 2025, including the highway network, transit schedule (of spring 2025), highway toll and transit fare in 2025, and demographic and employment data at the TAZ and MAZ level. Future-year socio-economic forecasts and transportation projects from *Update: Connections 2050* were incorporated into VISUM's Scenario Manager. In FY27, the network update will continue, to include the latest development from the SEPTA's Bus Revolution project, other highway network changes and additional details based on the OSM and other data sources.

In FY 2026, we started the data collection for the 2025 model calibration, including VMT, transit ridership, screenline traffic counts. DVRPC's travel models contain approximately 550 screenlines crossing locations that have been counted approximately every five years since 1965. We will continue with the screenline count collection in FY 2027.

In FY 2026, we conducted the preliminary DaySim model calibration to the 2025 conditions. In FY 2027, we will continue and improve the model calibration and validation, as additional network updates included and more validation targets collected (e.g. travel time/speed). We will focus more on the auxiliary model calibration, including truck, external travel, and airport models. Required data will be collected for this model calibration.

In FY 2027, as the Household Travel Survey (HHTS) concludes, DVRPC will finalize our plan for the next round of major model updates. DVRPC will review the current best practice and new trends of travel demand modeling and assess different model types (e.g. activity-based model, agent-based model, and hybrid model) as well as new modeling techniques (e.g. machine learning and AI) in terms of run time, hardware requirements, cost, and capacity to address new modeling and planning needs. We will plan and draft a RFP for the required model development assistance.

DVRPC will continue to improve its model visualization tool—TIM viewer— a web tool for planning partners to access and visualize the model data (inputs, outputs, and validation data) outside the VISUM platform, analysis

tools related to poverty and opportunity to support member governments' and planning partners' policies and programs, and its Project Evaluation tool to support DVRPC's long-range planning and TIP planning. Updated model data and outputs will be integrated and published using the TIM viewer.

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. Update TIM3x highway networks, as needed.
2. Update TIM3x transit networks to include any updates from SEPTA's Bus Revolution, as needed.
3. Collect highway volumes and transit ridership data for the travel model's screenline crossings.
4. Update future-year estimates of truck origins, destinations, and inputs to the tour-based truck model.
5. Conduct 2025-2050 model runs with TIM3x.
6. Improve TIM3x-based tools for poverty and opportunity analysis.
7. Improve TIM3x-based tools for project evaluation.
8. Improve visualization tools for TIM3x and other model applications.
9. Monitor COVID-related travel changes, collect data, and adjust mode assumptions as needed.
10. Update the plan for the next round of major model improvements.
11. Complete data collection for the next round of model development and validation.

Products:

1. 2025-2050 inputs for PopSim, DaySim, and truck models.
2. Up-to-date multiclass model network.
3. Tabulations of highway and transit screenline crossings.
4. Up-to-date VISUM Scenario Manager based on *Update: Connections 2050*.
5. Completed 2025-2050 model runs.
6. Improved visualization tools for tour-based passenger and truck models and data.
7. Improved reporting tools for poverty and opportunity analysis.
8. Improved reporting tools for project evaluation.
9. Improved tools to interact with MOVES and Land Use models.
10. Up-to-date model documentation and validation reports.
11. Updated model development plan.

Beneficiaries:

State DOTs, transit operators, member governments.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$670,000 | | | \$5,000 | \$665,000 |
| 2026 | \$825,000 | | | | \$825,000 |
| 2027 | \$860,000 | | | | \$860,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS #115973 - \$577,500 STU/Toll Credit;

NJ TIP - DB #X30A - \$282,500 STBGP-PHILA

27-34-140

PennDOT District 6-0 Modeling Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Keith Hartington

Manager(s): Meijun Liu

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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 District, 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 regional 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.

In previous fiscal years, this project funded a traffic data collection, analysis, and forecasting activities along I-76 and I-476 in the boroughs of Conshohocken and West Conshohocken, DeKalb Street in Norristown, the PA 309 Connector in the Hatfield area, and Roosevelt Boulevard in Philadelphia. PennDOT District 6 staff will identify corridors for analysis in FY 2027.

Traffic counts and other data collections may be required for various projects and quick-turnaround efforts. 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. Collect traffic data, as needed.
3. Focus and calibrate the regional travel demand model as needed.
4. Conduct computerized traffic assignments to determine horizon year traffic volumes under No-Build and Build scenarios.
5. Prepare average weekday daily traffic (AWDT) volumes for selected facilities.
6. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements, for the No-Build and Build scenarios, as needed.
7. Collect, tabulate, and/or process origin-destination and travel time data, as needed.
8. Prepare forecasts to evaluate the impact of new or improved transit connections on highway patterns, volumes, and interchange operations, as needed.
9. Prepare forecasts to evaluate the impacts of new land uses and/or redevelopment on travel patterns, volumes, and interchange operations, as needed.

10. Prepare maps and tables for transmittal of the data and travel forecasts to PennDOT and their consultants.
11. 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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$460,000 | | | | \$460,000 |
| 2026 | \$620,000 | | | | \$620,000 |
| 2027 | \$620,000 | | | | \$620,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS # 115974 - \$496,000 NHPP, \$124,000 PA State 581

27-34-160

I-95 Traffic Forecasts

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Matthew Gates

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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 the regional travel demand model for 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, as needed.
2. Process Memos, as needed.

Beneficiaries:

PennDOT; Member Governments; SEPTA, Residents and Businesses in the Corridor.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$155,000 | | | | \$155,000 |
| 2026 | \$155,000 | | | | \$155,000 |
| 2027 | \$155,000 | | | | \$155,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS #117934 - \$155,000 STP-IM/Toll Credit

27-34-210

SEPTA Transit Oriented Communities Parking and Ridership Modeling Tool – Phase II

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Fang Yuan

Manager(s): Will Tsay

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

Develop a tool that can account for the impact of different Transit Oriented Communities (TOC) projects aimed at creating vibrant, walkable neighborhoods around transit stations, and estimate the resulting ridership and parking demand at the station level.

Description:

SEPTA is advancing its Transit Oriented Communities (TOC) Program by fostering joint development projects aimed at creating vibrant, walkable neighborhoods around transit stations. These initiatives are designed to enhance access to public transportation while promoting economic development. These projects will have various impacts on parking demand and ridership at transit stations near the project sites. It is desirable to have a model that helps SEPTA and municipalities to estimate the optimal mix of commuter parking, shared parking, and parking for private developments, ensuring that station areas are effectively planned to support both transit use and surrounding community needs.

It is commonly believed and observed that the built environment has a significant impact on transit use. There have been various studies that explored the relationship between the built environment and transit ridership based on observations at other regions. For example, a tool was developed to estimate ridership and revenue from transit-oriented development projects near Metrorail stations in Washington DC. However, the model was calibrated to the WMATA rail system and limited to estimating direct-walk ridership only. For parking demand, there are Trip Generation and Parking Generation informational reports from The Institute of Transportation Engineers (ITE), but the ITE models were developed based on limited observations and/or relatively outdated data. The goal of this study is to develop a tool that can estimate the impacts of TOC projects on both parking demand and transit ridership, estimated and calibrated using the local data.

In this project, DVRPC will conduct a comprehensive literature and practice review on existing studies, tools, or models that examine the relationship between development, parking demand, and transit use; and determine what is transferable to the region, including explanatory variables that are commonly used or found to be statistically important in other studies. DVRPC will develop a data collection plan to collect necessary data for estimating and calibrating the model that is useful to the region. The data collection and model development will leverage several existing DVRPC tools, datasets, and studies, including DVRPC's activity-based regional travel forecasting model, the sidewalk inventory and other GIS datasets, the Co-Star real estate, LEHD or other available employment databases, and DVRPC's recent work to develop Trip Generation Rates for Smart Growth and Transit-Oriented Developments. DVRPC will test different model types and specifications, estimate and develop a model that meets the requirements of this project, potentially with assistance of or in partnership with universities or consultants. The developed model will be tested and validated with observed data. DVRPC will also develop a web tool for planning partners to access the developed model. The web-based tool will allow users to select a station, input the proposed dwelling units and square footage at the development site, and provide the estimated parking and ridership demand at the station level. The tool development will leverage DVRPC's model visualization tool—TIM viewer. DVRPC will customize and enhance the TIM viewer to make it accessible or transferable to SEPTA and other planning partners as needed.

During Phase I (FY26) of this project, DVRPC conducted a literature and state-of-the-practice review on the relationship of the built environment, parking demand, and transit ridership, and developed a model design and data collection plans, and also started the data collection process.

In FY27, the phase II of this project, DVRPC will continue with the data collection, model development, calibration, and validation. DVRPC will develop a web-based visualization tool for user inputs and model outputs, and prepare a model report at the conclusion of the project.

This project may require the purchase of goods and/or services.

Tasks:

- 1. Continue to collect field data.
- 2. Test and estimate a station-level parking and ridership forecasting model.
- 3. Calibrate and validate the model with the local data.
- 4. Develop software design plan.
- 5. Customize TIM Viewer for model access and visualization.
- 6. Develop the model documentation.

Products:

- 1. A station-level parking demand and ridership forecasting model.
- 2. A web-based model visualization tool.
- 3. Model documentation.

Beneficiaries:

SEPTA, municipalities, commercial developers

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2026 | \$200,000 | | | | \$200,000 |
| 2027 | \$200,000 | | | | \$200,000 |

FY 2027 Other Funding Details:
PennDOT Connects

27-34-220

Perkiomen Creek Watershed Emergency Crossings Study

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Brad Lane

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Infrastructure that is reliable and resilient to extreme-weather disruptions.

Project Goals:

Support the safety and security of the transportation system, and increase the reliability and resilience of infrastructure and utility services to extreme weather events.

Description:

The Montgomery County Planning Commission (MCPC) has heard directly from constituents and emergency operations officials regarding difficulties during major flooding events for fire and rescue services to cross the Perkiomen Creek along nearly its entire length, but especially in its central and northern sections (between Collegeville and Green Lane). Regional emergency response forces are required to stage equipment on both sides of the creek before flooding events because of the danger in crossing a number of bridges, due to the extreme unpredictability and severity of the creek's flooding profile. Most of the bridges over the main stem of the creek are state-owned, and while a number have been rebuilt in recent years, the flash flooding issues are getting worse throughout the watershed. While the County is making do with a trail bridge to serve as an emergency crossing, in the interest of safety and security on both sides of the creek, a more permanent solution involving at least one safe crossing is desired.

Tasks:

1. Conduct an asset study of all Perkiomen Creek crossings to identify which bridges may be the closest to needing rehabilitation or replacement.
2. Conduct a traffic study of emergency operations and network connectivity/vulnerability to determine which crossing is the most suitable to focus attention for reconstruction.
3. Collect traffic count and other data needed for travel model calibration.
4. Calibrate travel model.
5. Work with MCPC to determine analysis years and other modeling details.
6. Code and run the travel model under a variety of Perkiomen Creek Crossings closure alternatives.
7. Prepare tabulations and maps of model outputs.
8. Prepare Process Memo summarizing results and recommendations.

Products:

1. A Process Memo or report that includes
 1. Shortest path and select link (flow bundle) analysis using the regional travel demand model,
 2. Summary of findings / conclusions, and
 3. Recommendations for Perkiomen Creek crossing(s) to prioritize.

Beneficiaries:

Montgomery County, both the general population and emergency services.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2027 | \$175,000 | | | | \$175,000 |

FY 2027 Other Funding Details:

PennDOT Connects

27-52-100

Regional TOP Competitive Program Administration (PA and NJ)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Amy Bernknopf

Manager(s): Jen Farris, Najah Jackson, Stacy Bartels

Supports LRP Goals:

- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

This project supports ongoing administrative, strategic planning, and priority-setting work for the regional competitive Travel Options Program (TOP), which funds implementation of new types 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 overall.

Description:

The Regional TDM Advisory Committee (DVRPC partner agencies) upholds regional goals, objectives, and a vision for a new regional approach to prioritizing and funding the development of TDM strategies in the DVRPC region. These are documented in the Strategic Plan for Regional TDM Programs, last updated in 2025. The Committee works with DVRPC staff to prioritize strategies to guide the selected pilot projects for testing, and helps determine ways to measure performance and the impact of TDM work in the region.

TDM efforts at DVRPC are primarily made under two programs: TripSmart PA, that funds ongoing work for established TMA and TDM subrecipients, and the Travel Options Program (TOP) competitive program which is intended to support more 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 project.

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 materials, supplies, and other 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 regional TDM programs.
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 Strategic Plan for Regional TDM Programs (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 share products to promote TOP.
8. Work with Regional TDM Advisory Committee to continue to improve the project evaluation process.
9. Manage and evaluate projects that are submitted for TOP funds.
10. Maintain and update the project sponsor database for project administration.

Products:

1. Progress reports; meeting summaries; technical briefs/white papers as appropriate.
2. Maintain the strategic plan for regional TDM activities, that can be updated as needed.
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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$300,000 | \$72,091 | \$27,909 | \$20,000 | \$180,000 |
| 2026 | \$200,000 | | | | \$200,000 |
| 2027 | \$200,000 | \$73,948 | \$26,052 | | \$100,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS # 117931 - \$50,000 STU/Toll Credit;

NJ TIP - DB# D02005- \$50,000 STBGP-PHILA

27-52-130

Increasing Safe and Accessible Transportation Options

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Cassidy Boulan

Manager(s): Amy Bernknopf, Betsy Mastaglio

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Access to high-quality parks, natural areas, and passive recreational opportunities for all.

Project Goals:

The goal of this program is to assist member governments and roadway users of all modes, ages, and abilities in improving safety of and access to the region's transportation network.

Description:

The Infrastructure Investment and Jobs Act (IIJA), included new federal set-aside program of planning funds titled Increasing Safe and Accessible Transportation Options (ISATO). This program aims to support planning activities that increase safe and accessible options of multiple travel modes for users of all ages and abilities.

For FY 2027, DVRPC will use these funds to continue our Expo program which assists communities (counties, municipalities, community/neighborhood groups, or partnerships therein) in the region with implementing solutions to transportation problems through demonstration, pop-up, and/or quick build projects that aim to increase a street's comfort and safety 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 work towards creating 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, municipalities, and counties, aim to raise awareness of safety, mobility, and/or placemaking solutions by demonstrating a proposed design in context. By piloting and building lightweight projects that increase access for pedestrians, bicyclists, drivers, transit operators and riders, 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 projects. This program has been ongoing for several years, and part of DVRPC's role is 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.

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. As needed, identify and purchase education, outreach, or data collection materials to support the goals 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$219,364 | | | | \$219,364 |
| 2026 | \$218,991 | | | | \$218,991 |
| 2027 | \$220,651 | | | | \$220,651 |

FY 2027 Other Funding Details:

PA Safe and Accessible funds \$136,000;

NJ Safe and Accessible funds \$84,651

27-52-140**Pottstown Area Planning Support****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Bernknopf**Manager(s):** Andrew Svekla**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project Goals:

Provide technical assistance to Pottstown Metropolitan Regional Planning Committee (PMRPC) to fulfill land use and transportation goals.

Description:

This work program project is dedicated to continuing efforts that cooperatively support the PMRPC's work on identifying, prioritizing, and developing transportation studies and improvement projects in and around the Borough of Pottstown in Chester and Montgomery counties. Each year, a study or project is selected for DVRPC to complete. This year, this project will support advancement of priority actions identified in the new (draft) PMRPC comprehensive plan, and provide continuing technical assistance for the Next Stop Pottstown station area planning project.

Tasks:

1. Technical assistance to support the transportation and land use goals in PMRPC comprehensive plan. Tasks may include data collection and analysis, design support, public outreach and engagement and creating policy recommendations.
2. Technical assistance to support the Next Stop Pottstown project.

Products:

1. Memos or other materials summarizing recommendations.

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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$75,000 | \$75,000 | | | |
| 2026 | \$75,000 | \$72,500 | | \$2,500 | |
| 2027 | \$75,000 | \$60,000 | | \$15,000 | |

27-52-150 PennDOT Connects Complete Streets Resurfacing Program

Responsible Agency: Delaware Valley Regional Planning Commission
Program Coordinator: Sarah Moran
Manager(s): Betsy Mastaglio, Christopher Mulroy, Jesse Buerk, Kendra Nelson, Thomas Stead

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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).

CITY

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 such as timing, redesign favorability from 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 on existing conditions through traffic counts and fieldwork, which will 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 determine 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 extent of locations to be evaluated--with a target of 2 projects to be evaluated in detail during the course of the fiscal year.

Sometimes this analysis reveals that not enough improvements are possible within the scope of a resurfacing project to make the selected corridor safe for all road users. With new funding from the City of Philadelphia's Automated Speed Enforcement program (as well as existing programs), additional funds may be available to make capital improvements, allowing the City to implement changes beyond the scope of a typical resurfacing project. If opportunities to use these funds are identified through this program and staff capacity allows, DVRPC may support further conceptual design and analysis to improve safety, including through capital improvements.

SUBURBAN

In the suburban counties, DVRPC will support PennDOT and County Partners in identifying opportunities to make streets more complete and improve safety for all road users through or building on existing resurfacing projects. 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.

After repaving, PennDOT is required to install any missing ADA ramps and ensure that existing ramps meet current standards. This involves engaging the municipalities to obtain their concurrence with the proposed changes. Building on the success of the resurfacing program database and outreach, PennDOT has requested assistance with tracking these communications, engaging municipalities, and raising awareness of the processes to improve efficiency. DVRPC Staff will coordinate further with PennDOT to identify the best way to fold this into existing processes.

LOCAL

In the suburban counties, the majority of PennDOT roadways being evaluated are of a higher functional classification, characterized by higher speeds and traffic volumes, often including higher volumes of freight vehicles. These conditions often present safety challenges that limit the feasibility of implementing bike lanes or shared roadway designs. Locally-owned roadways typically have lower speeds and volumes and are therefore better able to accommodate bicycle and pedestrian improvements within their rights-of-way.

In FY27, DVRPC will conduct a pilot municipal resurfacing support program, starting in Chester County. This initiative aims to assist municipalities in integrating complete streets improvements during routine resurfacing on local roadways. Depending on local interest and available capacity, the municipal component of this program could be expanded in future years. Pilot year tasks are outlined below.

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 has the capacity 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.
 - Work with PennDOT to identify ways to raise awareness of post-resurfacing ADA projects and gather concurrence from municipalities.
3. Local Program (Chester County pilot)
- Engage municipalities, particularly public works officials, through workshops and/or surveys to learn more about existing processes across the region.
 - Based on what is learned through engagement, DVRPC would develop a menu of options for assisting municipalities with making complete streets upgrades through resurfacing projects. The menu could include:
 1. Setting up a screening and implementation program similar to the process for PennDOT facilities
 2. Screening existing bicycle plans or a subset of municipally owned roads for potential improvements
 3. Developing concept plans for a limited number of locations
 - For the pilot year, DVRPC would select a subset (up to 3) of interested municipalities to work with.
4. Support partner agencies in using the DVRPC LINK 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.
5. Memo summarizing Local Program (Chester County) pilot, with expectations for next steps, if applicable.

Beneficiaries:

PennDOT, counties, municipalities, pedestrians, bicyclists, the commuting public, and all users of roadways.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$250,000 | | | | \$250,000 |
| 2026 | \$275,000 | | | | \$275,000 |
| 2027 | \$325,000 | | | | \$325,000 |

FY 2027 Other Funding Details:
PennDOT Connects

27-52-160

Vision Zero PHL Study: Broad/Olney/Old York (O BOY!) (2 years)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sarah Moran

Manager(s): Keith Hartington, Kevin Murphy

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

Develop a conceptual plan for safety improvements surrounding the complex intersections of North Broad Street, Olney Avenue, and Old York Road for use in preliminary engineering and grant applications.

Description:

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. This study will focus on the high-priority intersection of North Broad Street, Olney Avenue, and Old York Road. The study area is bounded by Clearview Street/Grange Avenue to the north, Park Avenue to the east, Broad Street/Old York Road to the west, and Albert Einstein Drive to the south. This work seeks to build on the Olney Avenue design project, currently led by OTIS, the 2019 TCDI-funded Philadelphia Complete Streets concept, and the North Broad Street Peak Hour Clearance Analysis being conducted in partnership with DVRPC (FY26). This work can leverage traffic models from the Olney and North Broad projects to develop a plan that improves safety in this complex project area.

Due to the iterative nature of the analysis and design required for this study and staff capacity, this project is expected to take 18 months to complete.

Some of these activities may also require DVRPC to purchase equipment and/or services to meet program goals.

Tasks:

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

Products:

1. Report with design concept and cost estimates
2. Public engagement materials

- 3. Periodic steering committee update memos
- 4. Roadway safety audit and crash analysis

Beneficiaries:

City of Philadelphia, SEPTA, local residents, businesses, visitors, and the traveling public.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|--------------------------------|-----------|--------------------|--------------------|------------------------|-----------|
| 2027 | \$300,000 | | | | \$300,000 |
| FY 2027 Other Funding Details: | | | | | |
| PennDOT Connects | | | | | |

27-52-170

**Transportation Systems Management and Operations
(TSMO)**

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher King

Manager(s): Hannaliese Jacobs, Justin Neff

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.

Project 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:

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 continue management and facilitation of the Digital Alerting Program.

In FY 2025, DVRPC began 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 or Responder-to-Vehicle (R2V) 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.

In the first two years of the program, DVRPC was able to connect with to over 150 agencies and equip over 660 emergency vehicles with the Safety Cloud HAAS Alert System to automatically digitally alert drivers to slow down and move over and help improve the safety of both responders and motorists by reducing the risk of collisions by getting drivers' attention earlier and more effectively. For this year, DVRPC will look to expand the program and provide additional devices, installation, and a multiyear service subscription to local 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.

DVRPC Staff will continue to promote the usage for the MView Video Sharing platform. MView provides 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. Currently PennDOT, NJDOT, and the Burlington County TOC use this platform to share their CCTV Cameras. Different from publicly available 511 sites, MView allows agencies to create unique video walls, specific to their response areas. Staff will act as a liaison between local response agencies and Mview in setting up agency and individual accounts for the system.

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 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 support the New Jersey Regional Signal Retiming Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

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.

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.

Some of these activities may require DVRPC to purchase equipment and/or services.

Tasks:

DVRPC Digital Alerting Tasks

1. Coordinate vendor's Digital Alerting activities.
2. Supervise the Digital Alerting vendor's adherence to its contract.
3. Identify and coordinate with existing and potential first responder agencies interested in participating in the program.
4. Handle all invoicing and accounting of the digital alerting costs.
5. Serve as liaison between the region's response agencies and the designated digital alerting vendor.
6. 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 agency and vehicle.
2. Handle all installation, testing, and equipment maintenance over the life of the program.
3. Provide documentation of installation logs.
4. Designate a specific customer support team to address issues for all agencies involved in the program.
5. Continue to provide and maintain HAAS SafetyCloud subscription for all agencies involved in the program.

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 DVRPC's Pennsylvania 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 Program.
4. In cooperation with NJDOT, and DVRPC's NJ 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.

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 promote and coordinate accounts with emergency responders for the use of the MView platform for video sharing.
3. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM).
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Continue to maintain the region's ITS Infrastructure Inventory.
6. 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.
7. Continue to promote and provide training programs on TSMO and ITS strategies.
8. 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.
9. 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.
10. 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. Operation and maintenance of IDRuM.
3. Digital Alerting devices.
4. Implementation of programs to foster interagency cooperation.
5. Materials related to PA and NJ signal retiming programs.
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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$554,000 | | | | \$554,000 |
| 2026 | \$554,000 | | | | \$554,000 |
| 2027 | \$579,000 | | | | \$579,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS #115971 - \$324,400 STU/\$81,100 PA State 581;

NJ TIP - DB #01300 - \$173,500 STBGP-PHILA

27-52-180

**Technical Assistance Funding to Support the PA
Transportation Alternatives Set-Aside Program**

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Joseph Natale

Manager(s): Joseph Banks, Shawn Megill Legendre

Supports LRP Goals:

- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

To provide technical assistance (TA) to build a strong, viable pipeline of TASA eligible projects, particularly in historically underinvested communities; to accelerate completion of the Circuit Trails; and to effectively manage projects post-award.

This program supports PennDOT's planning priorities by proactively addressing questions related to future TASA applications to ensure the best allocation of limited program resources.

Description:

The IIJA allows 5% of statewide Transportation Alternatives Set-Aside (TASA) funding to be dedicated to providing technical assistance (TA) for TASA projects. DVRPC recognizes the importance, value and need for more TA to build a strong, viable pipeline of TASA eligible projects; to accelerate completion of the Circuit; and to effectively manage projects post-award. DVRPC coordinated with southeastern Pennsylvania partners including PennDOT District 6 and Bucks, Chester, Delaware, Montgomery and Philadelphia counties to identify an appropriate strategy for technical assistance for TASA for our region. This strategy will be supported by \$450,000 each year for FY 2026 and FY 2027 from PennDOT's statewide allocation of TASA funds to support a consultant for TASA engineering (pre-design) and planning services and to support work conducted by DVRPC project implementation engineers, for the tasks below.

Tasks:

1. Consultant for TASA engineering and planning services for pre-design activities (ROW, environmental clearances, developing credible cost estimates) to get good projects across the region ready for applications. Activities could include, but are not limited to:
 - Development of detailed cost estimates.
 - ROW deed or title investigations to support project sponsor ROW negotiations.
 - Detailed environmental input pertaining to Historic Properties, Permitting, Archaeology, or any NEPA support.
 - Marketing of the TASA program to communities who have not sponsored projects before, and all potential TASA project sponsors in our region.
2. DVRPC's Project Implementation team will expand their work with project sponsors to develop stronger projects up front, provide attention and assistance to communities who need support, and to manage post grant awards. Specifically, this project will support these TASA tasks:
 - Coordinate with partners across the region to identify good projects to advance, with a particular focus on communities new to the program.
 - Assist with the marketing of the TASA program to potential TASA project sponsors in our region.
 - Work with DVRPC staff and County Planners to identify specific TASA projects in our region to support TASA applications.
 - Meet with potential project sponsors in our region.
 - Help project sponsors understand and strategize for funding the pre-construction phases of the design development process.

- Identify and revise project scope as needed in order to advance through the requirements for PennDOT's Policies and Procedures.
- Support the advancement of projects and project concepts by local project sponsors to submit applications to the TASA funding cycle.
- Help sponsors follow federal rules and delivery requirements post award.
- Administer the consultant's contract.
- Oversee the consultant's milestones and deliverables.
- Help interface between the consultant and project sponsors, prioritize needed tasks, and convene regular progress meetings.

Products:

1. Marketing and outreach materials for the TASA program.
2. Lists of municipalities, including historically underinvested communities, with candidate projects.
3. Support for project applications to the TASA program.
4. Meeting minutes from coordination with member governments and project sponsors.

Beneficiaries:

PennDOT, counties and municipalities in southeastern Pennsylvania, nonprofits with the mission to promote the Circuit, Title VI and underresourced communities.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$450,000 | | | | \$450,000 |
| 2026 | \$450,000 | | | | \$450,000 |
| 2027 | \$450,000 | | | | \$450,000 |

FY 2027 Other Funding Details:

PA Transportation Alternative Set-Aside Fund MPMS # 119793 TAP/Toll Credit (PA TASA)

27-52-190 **Baltimore Pike Sidepath Capacity Analysis**

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sarah Moran

Manager(s): Keith Hartington

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

Further develop concepts from the FY26 Baltimore Pike Sidepath Feasibility Study and conduct a capacity analysis to inform local decision-makers on the feasibility of multimodal safety improvements along Baltimore Pike in Kennett Square and Kennett Township.

Description:

The FY26 Baltimore Pike Sidepath Feasibility Study identified an alternative to reduce the number of travel lanes along a portion of Cypress Street in Kennett Square Borough to create space for safe bicycle and pedestrian facilities. This project will coordinate with PennDOT and local officials to further develop the conceptual alternative and conduct a capacity analysis to better understand how the proposed improvements would impact existing intersection operations and traffic flow in the Borough. The results of this analysis will help local officials determine the feasibility of the proposed improvements and make an informed decision whether to advance the concept toward implementation.

Tasks:

1. Convene a steering committee composed of municipal officials, Chester County Planning Commission, PennDOT District 6-0, and others to be identified as necessary.
2. Work with the steering committee to define the study extents and determine the proposed alternative and design year to be analyzed.
3. Collect traffic counts and perform traffic operational modeling for the AM and PM peak hours for current and future-year No-Build conditions.
4. Evaluate the impact of proposed improvements on traffic flow, producing performance measures such as delay/level of service and queuing.
5. Prepare a report summarizing the study's methods, findings, and recommendations.

Products:

Report summarizing the feasibility of proposed improvements and their estimated impact on the existing operations and traffic flow.

Beneficiaries:

Chester County Planning Commission, PennDOT, and travelers in Chester County.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|--------------------------------|-----------|--------------------|--------------------|------------------------|-----------|
| 2027 | \$150,000 | | | | \$150,000 |
| FY 2027 Other Funding Details: | | | | | |
| PennDOT Connects | | | | | |

27-53-020/025**HPMS and Functional Classification System (PA & NJ)****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Manager(s):** Jonathan Ferullo**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$215,000 | \$215,000 | | | |
| 2026 | \$215,000 | \$210,000 | | \$5,000 | |
| 2027 | \$215,000 | \$185,000 | | \$30,000 | |

27-53-030**PennDOT District 6-0 Traffic Volume Data****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Manager(s):** Jonathan Ferullo**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project 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:
 - video or manual intersectional vehicle turning movements recorded in 15-minute time increments;
 - 48-hour portable traffic recorder counts by hour;
 - video or manual truck classification hourly counts; and
 - 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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$300,000 | | | | \$300,000 |
| 2026 | \$300,000 | | | | \$300,000 |
| 2027 | \$300,000 | | | | \$300,000 |

FY 2027 Other Funding Details:

PA State Appropriation 582 Funds

27-59-700**Member Government Special Studies****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Gregory Krykewycz**Manager(s):** None**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project 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 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 to be conducted by DVRPC.

Tasks:

1. City of Philadelphia Traffic Counting Program (27-60-051)
2. Camden County Traffic Counting Program (27-61-070)
3. Gloucester County Traffic Counting Program (27-61-080)
4. Mercer County Traffic Counting Program (27-61-090)
5. Burlington County Traffic Counting Program (27-61-100)
6. Reimagining Regional Rail Corridor Modeling Assistance (27-63-007)
7. Southeastern Pennsylvania Transit Planning and Technical Assistance (27-63-008)
8. Southeastern PA Transit Vision (27-63-009)
9. Complete Streets Implementation Support for NJ Counties (27-61-060)
10. Mercer TRADE Operations Analysis (27-63-025)
11. Transit Survey Program for New Jersey (27-63-026)

Products:

1. Technical memo, database, mapping, or report for each study, as noted in individual project scopes.

Beneficiaries:

Member governments and other partner agencies.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-------------|--------------------|--------------------|------------------------|-------------|
| 2025 | \$1,146,944 | | | | \$1,146,944 |
| 2026 | \$1,146,944 | | | | \$1,146,944 |
| 2027 | \$1,296,944 | | | | \$1,296,944 |

FY 2027 Other Funding Details:

TSP and SRHPP special studies projects; other program admin

27-59-701**New Projects and Misc. Carryover****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Gregory Krykewycz**Manager(s):** None**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project 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 FY 2026 and will carry over into FY 2027 as well as new projects that are added to the UPWP via amendment during the year, after the final UPWP has been approved by the DVRPC Board. Each new project that is added, 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. This project represents the amount of unfunded revenue needed in the current fiscal year's approved budget to ensure all resources and expenditures are funded as intended. This funding gap is anticipated to be met during the fiscal year via carryover projects and new projects and grants that are added as work program amendments.

Tasks:

1. Conduct studies or provide services as required.

Products:

1. Technical memo or report for each study.

Beneficiaries:


Member governments and other agencies.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$820,827 | | | \$162,333 | \$658,494 |
| 2026 | \$572,386 | | | \$56,811 | \$515,575 |
| 2027 | \$985,211 | | | \$120,833 | \$864,378 |

FY 2027 Other Funding Details:

TBD



FY 2027 | Unified Planning Work Program

CHAPTER 3A:

PA Supportive Regional Highway Planning Program (SRHPP)

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Table 5: PA Supportive Regional Highway Planning Program

| Project Number | Agency | Project | Cash Amount |
|------------------------|---|---------------------------------------|--------------------|
| 27-60-010 | Bucks County | Supportive Regional Highway Planning | \$104,200 |
| 27-60-020 | Chester County | Supportive Regional Highway Planning | \$155,300 |
| 27-60-030 | Delaware County | Supportive Regional Highway Planning | \$84,200 |
| 27-60-040 | Montgomery County | Supportive Regional Highway Planning | \$156,700 |
| 27-60-050 | City of Philadelphia Streets Department | Supportive Regional Highway Planning | \$247,600 |
| 27-60-051 ¹ | City of Philadelphia/DVRPC | Philadelphia Traffic Counting Program | \$80,000 |
| Program Total | | | \$828,000 |

¹ Project work will be performed by DVRPC staff.

27-60-010

Bucks County: Supportive Regional Highway Planning Program

Responsible Agency: Bucks County Planning Commission

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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. Completion of this project may require the purchase of materials, supplies, and other services.

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. Conduct public participation outreach as appropriate.

Task II - Transportation Planning Data and Analysis

1. Share and inform public about 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. 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, including 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. Monitor transportation plans of agencies and municipalities in the region and provide input as needed.
2. Assist agencies and municipalities with the implementation of local and regional plans that impact Bucks County.
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. Recommendations to DVRPC for regional TIP submissions and to PennDOT's Twelve Year Program.
3. Assistance in maintaining regional TIP.
4. Input on various transportation task forces.
5. Input to municipal requirements for new development.
6. Participate in municipal transportation planning efforts.
7. GIS databases and mapping applications.
8. Sample corridor evaluation and recommended improvements.
9. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
10. County project proposals for consideration in next year's UPWP, if available.

Beneficiaries:

Bucks County, state, municipalities, region, and public.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$104,200 | | | | \$104,200 |
| 2026 | \$104,200 | | | | \$104,200 |
| 2027 | \$104,200 | | | | \$104,200 |

FY 2027 Other Funding Details:

PA TIP- MPMS# 117912 \$104,200 STU/Toll Credit

27-60-020

Chester County: Supportive Regional Highway Planning Program

Responsible Agency: Chester County Planning Commission

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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. Completion of this project may require the purchase of materials, supplies, and other services.

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. Ongoing updates to county 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$155,300 | | | | \$155,300 |
| 2026 | \$155,300 | | | | \$155,300 |
| 2027 | \$155,300 | | | | \$155,300 |

FY 2027 Other Funding Details:

PA TIP- MPMS# 117912 \$155,300 STU/Toll Credit

27-60-030

Delaware County: Supportive Regional Highway Planning Program

Responsible Agency: Delaware County Planning Department

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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 coordination between local government and citizens for 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 for Delaware County's position on related issues.
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, including
 1. I-476 HSR
 2. PA 352 & US 1 interchange
 3. I-95
 4. US 322 & I-95 interchange
9. Participate and assist PennDOT and DVRPC with PennDOT Connects on new projects.

Task III – Transportation Plan Maintenance

1. Participate in DVRPC long-range plan discussions, as needed.
2. Maintain highway/bicycle/pedestrian components of Delaware County Comprehensive Plan.
3. Work to implement the Delaware County Vision Zero Plan.
4. Work with PennDOT consultant on PA 291 Complete Streets TIP Project.
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. Work to implement Walk Roll Delco to expand Active Transportation in Delaware County. Find opportunities to implement improvements during PennDOT or other projects.
8. Assist with local asset data collection, as requested.
9. Support municipal grant applications
10. Complete the SS4A grant- Safe Routes to School with consultant.
11. Continue to pursue grants to implement Vision Zero Delco.
12. Continue to update Crash Data with new PennDOT crash data and Vision Zero Hubsite as necessary.
13. Develop a Corridor of Concern Response Plan in partnership with PennDOT.
14. Develop Vision Zero Education Program for District Justices.
15. Continue yearly crossing guard training.
16. Partner with Police departments on crash reporting training, refocus policing on most dangerous driving behaviors, and other issues such as e-micromobility safety. Continue to present Vision Zero Delco to municipalities in Delco and encourage its adoption.
17. Develop a Complete Streets model ordinance and work with municipalities to customize to their needs.
18. Continue building out the County's Primary Trail Network.
 1. Chester Creek Trail Phase II
 2. Chester Creek Trail Phase IV
 3. East Coast Greenway
 4. Darby Creek Elevated Trail
 5. Darby Creek Loop Trail

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. Support on materials for grant application submissions.
11. Updated crash data dashboard with new crash data.

12. Corridor of Concern Response Plan.

Beneficiaries:

Delaware County, municipalities, state, region, and public.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$84,200 | | | | \$84,200 |
| 2026 | \$84,200 | | | | \$84,200 |
| 2027 | \$84,200 | | | | \$84,200 |

FY 2027 Other Funding Details:

PA TIP- MPMS# 117912 \$84,200 STU/Toll Credit

27-60-040

Montgomery County: Supportive Regional Highway Planning Program

Responsible Agency: Montgomery County Planning Commission

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

Improve the efficiency of the region's transportation network by participating in subregional 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. Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

Task I – Program Administration and Coordination

1. Perform general administrative duties, including liaison and interagency coordination.
2. Review transportation reports and correspondence with stakeholders and provide responses.
3. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices to DVRPC.
4. Participate in the development of the DVRPC Planning Work Program and Montgomery County SRHPP task list for successive fiscal years.
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 future TIPs.
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 outreach efforts to municipalities.

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 implementation of the county's comprehensive plan, as well as major transportation-related planning documents such as Walk Montco, Bike Montco, and Montco Pikes, and monitor opportunities for plan updates as conditions warrant.
4. Participate in federal regional transportation planning efforts such as the long-range plan (LRP) and the Congestion Management Program (CMP).
5. Assist with local asset data collection, as requested.
6. Organize and lead meetings among County departments to implement the county's Complete Streets policy.

Products:

1. Maintenance of regional TIP, LRP, and CMP.
2. County Comprehensive Plan implementation.
3. Public participation and outreach activities for transportation planning and programming.
4. SRHPP 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 the 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$156,700 | | | | \$156,700 |
| 2026 | \$156,700 | | | | \$156,700 |
| 2027 | \$156,700 | | | | \$156,700 |

FY 2027 Other Funding Details:

PA TIP- MPMS# 117912 \$156,700 STU/Toll Credit

27-60-050

Philadelphia: Supportive Regional Highway Planning Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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:

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.

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. Support the development of the City of Philadelphia transportation capital budget as it relates to the regional TIP.
7. Develop a prioritization of projects and facilities under consideration for inclusion in the Capital Program.
8. Review and comment on the TIP with federal, state, and regional agencies.
9. Coordinate city involvement for PennDOT's Twelve-Year Program.
10. Monitor and update the TIP as it relates to county and regional transportation objectives.
11. Coordinate and review projects with implementing agencies, including PennDOT and DVRPC.
12. Review certain "milestone" data for city federal-aid projects and provide updates to PennDOT.
13. Review and coordinate project cost estimates and breakdowns for programming with the PennDOT Program Management Committee (PMC).
14. Monitor funding programs and opportunities, and provide programming information to city officials and legislators.
15. Participate and assist PennDOT and DVRPC with PennDOT Connects.

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.

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.

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. City 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 DVRPC and others.

Beneficiaries:

City of Philadelphia, state, region, and public.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$247,600 | | | | \$247,600 |
| 2026 | \$247,600 | | | | \$247,600 |
| 2027 | \$247,600 | | | | \$247,600 |

FY 2027 Other Funding Details:

PA TIP- MPMS # 117912 \$247,600 STU/Toll Credit

27-60-051**Philadelphia Traffic Counting Program****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Manager(s):** Jonathan Ferullo**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project 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 and Infrastructure Systems.

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 and Infrastructure Systems (OTIS), PennDOT, residents, and businesses, and DVRPC project managers.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$80,000 | | | | \$80,000 |
| 2026 | \$80,000 | | | | \$80,000 |
| 2027 | \$80,000 | | | | \$80,000 |

FY 2027 Other Funding Details:

PA TIP- MPMS# 117912- \$80,000 STU/Toll Credit



FY 2027 | Unified Planning Work Program

CHAPTER 3B:

NJ Supportive Regional Highway Planning Program (SRHPP)

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Table 6: NJ Supportive Regional Highway Planning Program

| Project Number | Agency | Project | Cash Amount |
|------------------------|-------------------------|---|--------------------|
| 27-61-010 | Burlington County | Supportive Regional Highway Planning | \$39,755 |
| 27-61-020 | Camden County | Supportive Regional Highway Planning | \$44,015 |
| 27-61-030 | Gloucester County | Supportive Regional Highway Planning | \$39,100 |
| 27-61-040 | Mercer County | Supportive Regional Highway Planning | \$34,130 |
| 27-61-050 | City of Camden | Supportive Regional Highway Planning | \$24,000 |
| Subtotal | | | \$181,000 |
| Project Number | Agency | Project | Cash Amount |
| 27-61-060 ¹ | NJ Counties/DVRPC | Complete Streets Implementation Support for NJ Counties | \$123,000 |
| 27-61-070 ¹ | Camden County/DVRPC | Traffic Counting Program | \$80,000 |
| 27-61-080 ¹ | Gloucester County/DVRPC | Traffic Counting Program | \$80,000 |
| 27-61-090 ¹ | Mercer County/DVRPC | Traffic Counting Program | \$80,000 |
| 27-61-100 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.

27-61-010

Burlington County: Supportive Regional Highway Planning Program

Responsible Agency: Burlington County Engineer's Office

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

Improve the efficiency of the region's transportation network by participating in subregional 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. 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. Conduct public participation outreach 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 Highway Master 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 Transit-Oriented Development Plans to further the goals of the Burlington County Highway Master Plan and DVRPC long-range 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 crash files and analyze crash 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 SLUAC, IREG, DVGMTF, 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 crash files.

Beneficiaries:

Burlington County, municipalities, state, region, and public.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$39,755 | | | | \$39,755 |
| 2026 | \$39,755 | | | | \$39,755 |
| 2027 | \$39,755 | | | | \$39,755 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$39,755 STBGP-PHILA/Toll Credit

27-61-020

Camden County: Supportive Regional Highway Planning Program

Responsible Agency: Camden County - Department of Public Works - Division of Planning

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

To improve the efficiency of the region's transportation network by participating in subregional 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. Completion of this project may require the purchase of materials, supplies, and other services.

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 DVRPC with an inventory of project candidates to be considered for inclusion in 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 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. Federally-approved and maintained TIP.
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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$44,015 | | | | \$44,015 |
| 2026 | \$44,015 | | | | \$44,015 |
| 2027 | \$44,015 | | | | \$44,015 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$44,015 STBGP-PHILA/Toll Credit

27-61-030

Gloucester County: Supportive Regional Highway Planning Program

Responsible Agency: Gloucester County Planning Department

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

Improve the efficiency of the region's transportation network by participating in subregional 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. 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 in 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. Federally approved and maintained TIP.
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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$39,100 | | | | \$39,100 |
| 2026 | \$39,100 | | | | \$39,100 |
| 2027 | \$39,100 | | | | \$39,100 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$39,100 STBGP-PHILA/Toll Credit

27-61-040

Mercer County: Supportive Regional Highway Planning Program

Responsible Agency: Mercer County Planning Department

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

Improve the efficiency of the region's transportation network by participating in subregional 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 in regional and county planning activities and provides technical assistance to local governments on regional, state, and county-level transportation projects. Completion of this project may require the purchase of materials, supplies, and other services.

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 the next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence, and respond accordingly.
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 municipal master plan updates to ensure consistency with the county transportation plan, resolve any discrepancies, and verify that alternative transportation modes are appropriately considered and integrated 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 addressing 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$34,130 | | | | \$34,130 |
| 2026 | \$34,130 | | | | \$34,130 |
| 2027 | \$34,130 | | | | \$34,130 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$34,130 STBGP-PHILA/Toll Credit

27-61-050

City of Camden – Supportive Regional Highway Planning Program

Responsible Agency: City of Camden

Program Coordinator: Amani Bey

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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. Completion of this project may require the purchase of materials, supplies, and other services.

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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$24,000 | | | | \$24,000 |
| 2026 | \$24,000 | | | | \$24,000 |
| 2027 | \$24,000 | | | | \$24,000 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$24,000 STBGP-PHILA/Toll Credit

27-61-060

Complete Streets Implementation Support for NJ Counties

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Sarah Moran

Manager(s): Kelsey McElduff, Thomas Stead

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.

Project Goals:

Conduct technical analysis to support the implementation of projects to make County-owned or locally-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 invest in improving 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 network and/or capacity analysis to assess the impacts of configuration changes on traffic movements. Specific tasks are outlined below.

Burlington County

Burlington County is interested in improving its bicycle network to provide safe connections across the County. In FYs 2024 and 2025, DVRPC conducted capacity analyses along selected corridors and developed recommendations to make the streets 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.

This program is also supported by the Mobility Analysis and Design Program (27-52-030). Efforts under this program may require the purchase of materials, supplies, and other services.

Tasks:

1. Mercer County:
 - Coordinate with Mercer County to identify study locations for analysis (this project is expected to accommodate one corridor in FY27).
 - Collect traffic counts at key intersections and other locations for use in modeling efforts.
 - Identify and document existing or planned transportation infrastructure (roadway geometry, signals, transit) and major land use changes or developments in the area.
 - Depending on the corridor selection and the desired improvements, some studies may require a network analysis using the regional Transportation Improvement Model. These analyses would support longer-term improvements, necessitating the inclusion of future-year alternative scenarios.
 - Prepare a traffic model including roadway and intersection geometry, traffic control, and signal timing plans.
 - Determine potential alternatives for analysis and concept design.

- Evaluate the impact of proposed treatments on traffic flow, producing performance measures such as delay/level of service and queuing.
 - Develop conceptual plans and diagrams for roadway configuration alternatives and other treatments as necessary.
2. Burlington County:
- 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.
 - Work with Burlington County to identify segments (this project is expected to accommodate 1 corridor in FY27) for capacity analysis.
 - For selected corridors, collect traffic counts, signal plans, and geometry information.
 - Prepare existing conditions graphics in Remix.
 - Develop Synchro network for capacity analysis and analyze existing conditions.
 - Prepare concept plans for a proposed alternative in Remix.
 - Meet with stakeholders and incorporate feedback.
 - Develop and analyze alternatives in Synchro.
 - Develop planning-level cost estimates for the preferred alternative.
 - Prepare a memo with capacity analysis results.
3. Camden and Gloucester counties:
- Meet with counties, as desired, 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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$123,000 | | | | \$123,000 |
| 2026 | \$123,000 | | | | \$123,000 |
| 2027 | \$123,000 | | | | \$123,000 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$123,000 STBGP-PHILA/Toll Credit

27-61-070**Camden County Traffic Counting Program****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Manager(s):** Jonathan Ferullo**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project Goals:

Obtain data needed for transportation, engineering, and pavement management studies.

Description:

Camden County has requested that DVRPC perform a travel mode counting program. This information will be used for the county's transportation, planning, engineering, and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian, and crosswalk count information at locations determined by the county's planning and engineering staff. 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$80,000 | | | | \$80,000 |
| 2026 | \$80,000 | | | | \$80,000 |
| 2027 | \$80,000 | | | | \$80,000 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$80,000 STBGP-PHILA/Toll Credit

27-61-080**Gloucester County Traffic Counting Program****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Manager(s):** Jonathan Ferullo**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project Goals:

Obtain new traffic count data and compare with existing data in GIS format 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$80,000 | | | | \$80,000 |
| 2026 | \$80,000 | | | | \$80,000 |
| 2027 | \$80,000 | | | | \$80,000 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$80,000 STBGP-PHILA/Toll Credit

27-61-090

Mercer County Traffic Counting Program

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Joshua Rocks

Manager(s): Jonathan Ferullo

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$80,000 | | | | \$80,000 |
| 2026 | \$80,000 | | | | \$80,000 |
| 2027 | \$80,000 | | | | \$80,000 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$80,000 STBGP-PHILA/Toll Credit

27-61-100**Burlington County Traffic Counting Program****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Joshua Rocks**Manager(s):** Jonathan Ferullo**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project Goals:

Obtain new traffic count data and compare with existing data in GIS format 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$80,000 | | | | \$80,000 |
| 2026 | \$80,000 | | | | \$80,000 |
| 2027 | \$80,000 | | | | \$80,000 |

FY 2027 Other Funding Details:

NJ TIP - DB #X30A - \$80,000 STBGP-PHILA/Toll Credit



FY 2027 | Unified Planning Work Program

CHAPTER 4A:

PA Transit Support Program (TSP)

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Table 7: PA Transit Support Program

| Core Projects | | | | | |
|------------------------|---|---|-----------------------|------------------|--------------------|
| Project Number | Agency | Project | FY 2027 Budget | | |
| | | | Cash | Match | Total |
| 27-63-001 | Bucks County | Transit Planning and Programming | \$61,734 | \$15,434 | \$77,168 |
| 27-63-002 | Chester County | Transit Planning and Programming | \$46,069 | \$11,517 | \$57,586 |
| 27-63-003 | Delaware County | Transit Planning and Programming | \$107,504 | \$26,876 | \$134,380 |
| 27-63-004 | Montgomery County | Transit Planning and Implementation | \$77,400 | \$19,350 | \$96,750 |
| 27-63-005 | Philadelphia Office of Transportation, Infrastructure, and Sustainability | Transit Planning and Programming | \$98,535 | \$24,633 | \$123,168 |
| 27-63-006 | 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 2027 Budget | | |
| | | | Cash | Match | Total |
| 27-63-007 ¹ | SEPTA/DVRPC | Reimagining Regional Rail Corridor Modeling Assistance | \$125,000 | \$31,250 | \$156,250 |
| 27-63-008 ¹ | DVRPC | Southeastern PA Transit Planning and Technical Assistance | \$144,000 | \$36,000 | \$180,000 |
| 27-63-009 ¹ | DVRPC | Southeastern PA Transit Vision | \$140,000 | \$35,000 | \$175,000 |
| 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.

27-63-001

Bucks County Transit Planning and Programming

Responsible Agency: Bucks County Planning Commission

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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 makes it likely that development pressures will continue. The county's comprehensive plan, *Bucks2040: Building Our Future, Together*, 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.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

Administration

1. Program administration and inter-agency coordination to include general program correspondence and public information requests.

Planning and Programming

1. Assist the business community in identifying unique transportation needs and provide information about public transportation alternatives.
2. Review existing and proposed developments to identify areas capable of supporting public transportation services or areas that need expanded transit services.
3. Ensure that access to public transit is promoted in accordance with the objectives outlined in county policies.

Coordination

1. Maintain liaison with the Bucks County Transportation Management Association.

Products:

1. Make updates to quarterly progress as needed.
2. Quarterly invoices.
3. Pursue expanded and modified transit service proposals that align with community needs.

4. Recommend improvements to transit services based upon input from the community, municipalities, and other stakeholders.
5. Proposed TSP Work Program for next fiscal year.

Beneficiaries:

Operating agencies and utilities; economic development agencies; private sector; and municipalities.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$94,210 | | \$61,734 | | \$32,476 |
| 2026 | \$94,210 | | \$61,734 | | \$32,476 |
| 2027 | \$94,210 | | \$61,734 | | \$32,476 |

FY 2027 Other Funding Details:

\$32,476 Local SILOC Match (\$15,434 for 27-63-001, \$17,042 for special studies projects)

27-63-002

Chester County Transit Planning and Coordination

Responsible Agency: Chester County Planning Commission

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

This project aims to provide comprehensive planning, programming, monitoring, and coordination of public transit services in Chester County. It provides staff support to respond to technical and policy assistance requests 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.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

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.

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.
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.

Coordination

1. Participate in regional or multi-county interest meetings to discuss issues related to public transportation services or policies. Coordinate with PennDOT, SEPTA, TMACC, GVFTMA, Amtrak, 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 TMACC and GVFTMA.

Products:

1. Quarterly progress reports and invoices.
2. Proposed TSP Work Program for next fiscal year.

Beneficiaries:

State, county, municipalities, transit operating agencies, private sector, and Chester County residents and employees.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$74,628 | | \$46,069 | | \$28,559 |
| 2026 | \$74,628 | | \$46,069 | | \$28,559 |
| 2027 | \$74,628 | | \$46,069 | | \$28,559 |

FY 2027 Other Funding Details:

\$28,559 Local SILOC Match (\$11,517 for 27-63-002, \$17,042 for special studies projects)

27-63-003

Delaware County Transit Planning and Coordination

Responsible Agency: Delaware County Planning Department

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

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 and Chester City by providing comprehensive planning, programming, monitoring, and coordination of public transit services in the county.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

1. Administer the project and prepare the 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 transportation demand management.
7. Prepare public transit components of the County Comprehensive Plan and municipal comprehensive plans as needed.
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. Coordinate with the Office of Sustainability, SEPTA municipalities, and volunteer organizations to perform targeted clean-ups at transit stops and shelters, eventually creating an "Adopt-a-Stop" program in Delco.

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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$151,422 | | \$107,504 | | \$43,918 |
| 2026 | \$151,422 | | \$107,504 | | \$43,918 |
| 2027 | \$151,422 | | \$107,504 | | \$43,918 |

FY 2027 Other Funding Details:

\$43,918 Local SILOC Match (\$26,876 for 27-63-003, \$17,042 for special studies projects)

27-63-004

Montgomery County Transit Planning and Implementation

Responsible Agency: Montgomery County Planning Commission

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

This project aims 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.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

1. Administration
 1. Prepare TSP submittals and participate in DVRPC's Annual Planning Work Program development.
 2. Prepare quarterly progress, financial reports, and general correspondence, and respond to public information requests.
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, subdivisions, and land development plans for transit access.
 3. Enforce Montgomery County's comprehensive plan, along with transit-related planning documents such as Walk Montco and Bike Montco.
3. Coordination
 1. Participate in the activities of the Greater Valley Forge and Partnership for Transportation 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 Montgomery County's capital priorities to 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 department meetings to implement Montgomery County's Complete Streets policy.

Products:

1. Quarterly progress and financial reports.
2. Route and service plans for SEPTA and PART as requested.
3. Updates to public transportation planning documents as required.
4. Proposed TSP Work Program for next fiscal year.
5. County project proposals for the annual UPWP.

Beneficiaries:

Operating agencies, the private sector, county, and municipalities.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$113,792 | | \$77,400 | | \$36,392 |
| 2026 | \$113,792 | | \$77,400 | | \$36,392 |
| 2027 | \$113,792 | | \$77,400 | | \$36,392 |

FY 2027 Other Funding Details:

\$36,392 Local SILOC Match (\$19,350 for 27-63-004, \$17,042 for special studies projects)

27-63-005

Philadelphia Transit Planning and Programming

Responsible Agency: Office of Transportation and Infrastructure Systems

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

To improve the efficiency of the region's transportation network by carrying out a comprehensive local transit planning program.

Description:

The primary purpose of this program is to reimburse the Philadelphia Office of Transportation and Infrastructure Systems (OTIS) for expenses incurred in connection with its input and participation in the regional transit planning and capital programming processes.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

Administration:

1. Participate in DVRPC's annual Planning Work Program development.
2. Prepare TSP quarterly progress and financial reports.

Planning and Programming:

1. Manage, analyze, develop, and evaluate the City of Philadelphia's short-range, low-capital-intensive transportation projects under various stages of implementation, emphasizing 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 implementing strategies related to the Clean Air Act Amendments and the Americans with Disabilities Act
 - Participate in the development of regional TSMO 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 New Bus Network
 - Participate in transit planning studies sponsored by other agencies, such as the Delaware River Port Authority, NJ Transit, PennDOT, and the Central Philadelphia TMA
3. Conduct site visits as needed.
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.

Coordination:

1. Assist in updating and modifying the transportation elements of DVRPC's long-range plan.
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. Develop suggestions to improve and revise the city's and SEPTA's transit capital budgeting process.
7. Participate in preparing and coordinating city submissions for Transportation Enhancements, CMAQ, TCDI, and TCSP funding.
8. Assist the Commission's staff in analyzing and implementing the City of Philadelphia's TIP projects.

Products:

1. Transit Capital Project element of the city's long-range Capital Budget and Program.
2. Proposed TSP Work Program for next fiscal year.
3. Mainained regional TIP.

Beneficiaries:

City of Philadelphia, Pennsylvania, SEPTA, PATCO, and NJ Transit.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$140,209 | | \$98,535 | | \$41,674 |
| 2026 | \$140,209 | | \$98,535 | | \$41,674 |
| 2027 | \$140,209 | | \$98,535 | | \$41,674 |

FY 2027 Other Funding Details:

\$41,674 Local SILOC Match (\$24,633 for 27-63-005, \$17,042 for special studies projects)

27-63-006

Philadelphia Short-Range Planning

Responsible Agency: Philadelphia City Planning Commission

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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 the City Planning Commission to 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 Charter also requires the City Planning Commission to prepare and maintain a Comprehensive Plan for the City. Staff supports integrating 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 and the development of transportation improvement proposals for immediate implementation. This project will also include participation in the regional planning process.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

Administration

1. Develop, prepare, and submit quarterly invoices and progress reports for TSP.
2. Participate in DVRPC's Annual Planning Work Program development.

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 the 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.
4. Work with the CONNECT Committee to improve the effective operation of surface transit, especially with its Real Estate subcommittee, to advance transit-supportive development throughout Philadelphia.
5. Continue non-motorized transportation planning activities, including a planned overhaul of the city's Trails Master Plan, which is expected to be completed in the second quarter of FY 2027, with engagement efforts continuing throughout the grant period.
6. Work with the Office of Transportation and Infrastructure Systems and the Department of Streets to identify priority transportation safety and improvement projects and to solicit state and federal funding to implement those projects.
7. Evaluate proposed development projects for potential impacts on transportation systems through Complete Streets Reviews for Civic Design Review cases.
8. Data collection and technical analysis for ongoing multimodal projects.

9. Evaluate transportation-related projects for consistency with the city's comprehensive plan and provide letters of plan compliance for grant-funded projects. Manage grant-funded projects that advance the goals outlined in DVRPC's long-range plan.

Coordination

1. Participate in developing and maintaining the transportation elements of the city's comprehensive and district plans.
2. Provide City Planning Commission input to DVRPC's transportation planning projects, including maintaining 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, and University City TMA.
5. Participate in the Regional Technical Committee of DVRPC and the SEPTA city-county meetings, as scheduled.
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. Proposed TSP Work Program for next fiscal year.
5. Updated regional TIP.

Beneficiaries:

General public/residents, DVRPC, and SEPTA.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$166,739 | | \$119,758 | | \$46,981 |
| 2026 | \$166,739 | | \$119,758 | | \$46,981 |
| 2027 | \$166,739 | | \$119,758 | | \$46,981 |

FY 2027 Other Funding Details:

\$46,981 Local SILOC Match (\$29,940 for 27-63-006, \$17,042 for special studies projects)

27-63-007

Reimagining Regional Rail Corridor Modeling Assistance Phase II

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Benjamin Loeb

Manager(s): Meijun Liu

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

Increase and improve access to opportunity by creating a reliable and predicatble regional rail system that prioritizes an intuitive rider experience.

Description:

SEPTA's vision for its regional rail system is a lifestyle network that works for all types of trips across the region and provides a consistent, integrated, and reliable all-day all-week service. The *Reimagining Regional Rail* study provided a master plan that transforms the system and makes it more useful for more people. That plan included a network vision, phasing, and implementation plan. The master plan identified opportunities to provide better fare balance with surface modes to increase access to regional rail service some of the region's lower income communities. SEPTA will next create a regional rail service development plan for the next decade that evaluates the availability of train crews and trainsets, investigates major infrastructure projects, incorporates the "early action" service goals of the master plan, and strives toward new service standards of clock-face scheduling and on-time performance.

This project will provide ridership forecasts and other planning assistance needed to support a series of corridor-specific infrastructure plans. These corridor plans will include more detailed service plans, analysis of alternatives to address infrastructure constraints, conceptual design, cost-benefit analysis, and identification of right-of-way needs.

Phase I of this work calibrated DVRPC's TIM3.2 travel demand model on the regional rail system for a 2024 base year and provided updated service concepts, operating plans, ridership forecasts, and other model outputs for the Paoli-Thorndale, Wilmington, and Trenton lines for existing and proposed timetables, fare policies, and parking capacity and costs. Phase II will continue this work for additional regional rails lines to be determined by SEPTA.

Tasks:

1. Participate on SEPTA's stakeholder and steering committees; attend meetings as needed.
2. Coordinate with SEPTA, AMTRAK, consultants, and county planning commissions, as needed.
3. Define alternatives to model, and specify modeling needs.
4. Code and run future-year alternatives.
5. Prepare maps, tables, and figures as needed to transmit ridership forecasts.
6. Draft Process Memo documenting the travel modeling process and results.

Products:

1. Maps, tables, and graphics displaying ridership projections.
2. Process Memo summarizing methodology and results.

Beneficiaries:

SEPTA and transit riders in the DVRPC region.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2026 | \$175,000 | | \$175,000 | | |
| 2027 | \$125,000 | | \$125,000 | | |

27-63-008

SE PA Transit Planning and Technical Assistance

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Kevin Murphy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.

Project Goals:

Consistent with the Office of Safe Streets goals of eliminating killed and serious injury crashes, this project is consistent with the Safe System Approach's wide embrace of collaborating with partners to address crash trends from different perspectives. Transit partners are equally concerned about crash safety not only for their passengers and operators, but also for the pedestrians, bicyclists, and motorists travelling to and from their transit stations. This project is a proactive effort to develop and employ a safety assessment program for evaluating system critical locations, and bringing together stakeholders to review findings and support implementation, and it supports 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 *Update: 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 materials, supplies, and other services.

SEPTA has historically performed safety analyses on intersections, bus and trolley stops, and other transit-served locations in the public right-of-way based on operator suggestion or as prompted by external projects. In response to the FTA's Safety Management Inspection (SMI) Report, SEPTA has developed a workstream for proactively identifying, analyzing, and mitigating locations at higher risk for transit-involved collisions, in coordination with municipal and state roadway owners. This effort is a natural next step for DVRPC's Regional Vision Zero (RVZ) program, and an opportunity to consider transit safety data overlaid with the Regional High Injury Network (RHIN). Identified improvements could possibly advance through DVRPC's existing Complete Streets Resurfacing Program in partnership with PennDOT District 6 where they are on state routes, or advanced under other programs.

Tasks:

SEPTA On-Street Locational Safety Project Development

1. Develop a more robust safety location identification and screening process using both FTA and PennDOT-reported crash records, and also the RVZ's Regional High Injury Network;
2. Perform crash analyses and additional supporting analyses at selected locations;
3. Coordinate with municipal, county, and/or state roadway stakeholders to develop and review mitigating improvements;
4. Work with municipal and PennDOT District 6 partners to identify a path to implementation for identified priority low-cost safety improvements such as improved roadway striping, flexible delineators, modular curbing, or minor sidewalk repairs, at up to five (5) locations per year; and

5. Monitor safety performance of improved locations, over time.

Products:

Memos documenting crash analysis and findings with recommended implementable solutions.

Beneficiaries:

SEPTA, City of Philadelphia, the traveling public

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$144,000 | | \$144,000 | | |
| 2026 | \$144,000 | | \$144,000 | | |
| 2027 | \$144,000 | | \$144,000 | | |

27-63-009

Southeastern PA Transit Vision

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Gregory Krykewycz

Manager(s): Amy Bernknopf, Brett Fusco, Jaclyn Davis

Supports LRP Goals:

- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.
- Infill development that creates and protects the unique qualities and sense of place in the region's Centers, communities, and neighborhoods.

Project Goals:

Combine travel and land use modeling, data analysis, and collaborative thinking with partners and subject matter experts to envision and explain positive regional outcomes under a future scenario where the region's public transit investment, service, and complementary development plans are achieved.

Description:

Despite a challenging operating and capital budget environment, SEPTA and Southeastern Pennsylvania have developed and begun to advance several major initiatives to modernize and improve Southeastern PA's public transit system. These include Reimagining Regional Rail, New Bus Network, Trolley Modernization, and several other major fleet replacements. SEPTA's Transit Oriented Communities (TOC) program offers additional potential for local governments, developers, and SEPTA to collaborate on infill development projects at rail stations and along frequent bus and trolley routes. If achieved at their full potential, these infrastructure, service, and station area development initiatives would combine to have generational benefits for regional mobility and connectivity, economic development, and community and transportation system efficiency.

This project will use DVRPC travel and land use modeling tools, data analysis, and collaborative thinking with partners and experts to help the region quantify and understand these interrelated benefits, and envision the region as it can be if they are achieved: *the Transit Vision scenario*. This work will also compare these regional outcomes to outcomes under:

- A status quo scenario that assumes continuation of current service patterns (and the additional operating and capital funding that will be necessary to sustain them), and
- A service reduction scenario, based on the service patterns that were planned by SEPTA for January 2026, assuming continuation of current levels of operating funding, with reduced purchasing power.

This work will complement ongoing policy conversations around transportation funding scenarios for Southeastern PA.

Tasks:

1. Establish a steering committee with representation by southeastern PA counties and cities, SEPTA, PennDOT, and others as appropriate.
2. Gather information from SEPTA, and also draw on prior and ongoing DVRPC work, to detail future service patterns and investments planned under an agreed upon future planning horizon year for the transit vision scenario, status quo scenario, and service reduction scenario.
3. Convene the steering committee in a workshop or meeting to review those scenarios and make final decisions on the details of scenarios to be evaluated.
4. Gather and synthesize zoning and development data necessary to support development scenario forecasts under these three service and investment scenarios.
5. Prepare travel and land use forecasts as appropriate and possible to quantify regional travel, economic, and land development outcomes under the three scenarios.
6. Convene the steering committee to review these forecast outcomes and collaboratively envision regional quality of life outcomes under the three scenarios.

7. Prepare presentation, mapping, graphics, and/or report materials to effectively tell the story of the positive regional outcomes that would be achieved under the transit vision scenario for Southeastern PA.
8. Share these materials with planning partners and the public online, in various standing meetings, and via recorded materials as appropriate.

Products:

Data, maps, presentations, memos, or report materials documenting the outcomes of the analysis and sharing the story of a new regional vision for public transit investment.

Beneficiaries:

Regional residents, workers, visitors, member governments, and transit operators including SEPTA.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2027 | \$140,000 | | \$140,000 | | |



FY 2027 | Unified Planning Work Program

CHAPTER 4B:

NJ Transit Support Program (TSP)

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Table 8: NJ Transit Support Program

| Core Projects | | | | | |
|------------------------|--------------------|---------------------------------------|-----------------------|-----------------|------------------|
| Project Number | Agency | Project | FY 2027 Budget | | |
| | | | Cash | Match | Total |
| 27-63-020 | Burlington County | Transit and Ridesharing | \$37,392 | \$9,348 | \$46,740 |
| 27-63-021 | Camden County | Transit Planning and Programming | \$41,500 | \$10,375 | \$51,875 |
| 27-63-022 | Gloucester County | Transportation Systems Planning | \$38,680 | \$9,670 | \$48,350 |
| 27-63-023 | Mercer County | Transit Planning and Programming | \$33,284 | \$8,321 | \$41,605 |
| 27-63-024 | Camden City | Transit Planning Program | \$20,800 | \$5,200 | \$26,000 |
| Subtotal | | | \$171,656 | \$42,914 | \$214,570 |
| Special Studies | | | | | |
| Project Number | Agency | Project | FY 2027 Budget | | |
| | | | Cash | Match | Total |
| 27-63-025 ¹ | NJ Regional/ DVRPC | Mercer TRADE Operations Analysis | \$114,944 | \$28,736 | \$143,680 |
| 27-63-026 ¹ | NJ Regional/ DVRPC | Transit Survey Program for New Jersey | \$100,000 | \$25,000 | \$125,000 |
| Subtotal | | | \$214,944 | \$53,736 | \$268,680 |
| Program Total | | | \$386,600 | \$96,650 | \$483,250 |

¹ Project work will be performed by DVRPC staff. An in-kind match (\$10,747) will be added to all NJ Core agreements.

27-63-020

Burlington County Transit and Ridesharing

Responsible Agency: Burlington County Engineer's Office

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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, Cross County Connection TMA (CCCTMA), 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 carpooling in areas of the county with severe congestion problems. Suggest recommendations to NJ Transit, employers, and developers for new services.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

Administration

1. Participate in DVRPC's annual Planning Work Program development.
2. Prepare TSP budget and scope of work as well as bi-annual progress and financial reports.

Planning and Programming

1. Assist NJ TRANSIT in establishing legal bus stops and installing 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 single occupancy vehicle use.
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 Highway Master Plan.
7. Participate in working meetings and events and serve on the executive committee of CCCTMA.

Coordination

1. Coordinate programs with local, county, state, and regional agencies.
2. Draft regulations and sample ordinances to implement transportation demand management at county and municipal levels.
3. Coordinate with the operators of light rail transit in Burlington County.

Products:

1. Bi-annual progress reports.

2. Recommendations to NJ Transit on approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in moving people within the transportation system, including preparation of reports and memos, as appropriate.
4. Updates to transit section of Burlington County Transportation Master Plan, as appropriate.
5. TSP Work Program for inclusion in the next fiscal year's DVRPC Planning Work Program.

Beneficiaries:

Burlington County, local governments, private citizens, developers, transportation engineers, NJ Transit, and NJDOT.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$55,696 | | \$37,392 | | \$18,304 |
| 2026 | \$55,696 | | \$37,392 | | \$18,304 |
| 2027 | \$57,487 | | \$37,392 | | \$20,095 |

FY 2027 Other Funding Details:

\$20,095 Local Match (\$9,348 for 27-63-020, \$10,747 for special studies projects)

27-63-021

Camden County: Transit Planning and Programming

Responsible Agency: Camden County - Department of Public Works - Division of Planning

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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. Conduct research and prepare reports on public transportation matters as required. Coordinate with Cross County Connection TMA, other counties, and state agencies. Serve on various corridor study task forces.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

Administration

1. Administer the project, including submitting progress reports and invoices, final billing, and report.

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.

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 are maintained around transit stops and shelters.
6. Work with SJTA on the Human Services Transportation Plan.

Products:

1. TOD GIS data and reports.
2. Progress reports and final report.
3. Proposed TSP Work Program description for next fiscal year.

Beneficiaries:

Citizens, private sector, and operating agencies.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$60,831 | | \$41,500 | | \$19,331 |
| 2026 | \$60,831 | | \$41,500 | | \$19,331 |
| 2027 | \$62,622 | | \$41,500 | | \$21,122 |

FY 2027 Other Funding Details:
\$21,122 Local Match (\$10,375 for 27-63-021, \$10,747 for special studies projects)

27-63-022

Gloucester County Transportation Systems Planning & Implementation

Responsible Agency: Gloucester County Planning Department

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

Administration

1. Submission of quarterly progress reports, quarterly invoices, and a final report.

Planning and Programming

1. Monitor NJ Transit service within the county, perform detailed analysis, and make recommendations to NJ Transit as needed.
2. Continue regional marketing and area marketing activities.
3. Provide technical assistance and program coordination with regional, state, and local agencies.

Coordination

1. Participate in transportation meetings and conferences.
2. Respond to public information requests.
3. Assist NJDOT, NJ Transit, and DVRPC in investigating potential transportation improvements.
4. Assist the business community in identifying their transportation needs and provide information about their alternatives.

Products:

1. Service improvement recommendations.
2. Quarterly reports and billings and a final report.
3. TSP Work Program for next fiscal year.

Beneficiaries:

Gloucester County, municipalities, the private sector, and citizens.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$57,306 | | \$38,680 | | \$18,626 |
| 2026 | \$57,306 | | \$38,680 | | \$18,626 |
| 2027 | \$59,097 | | \$38,680 | | \$20,417 |

FY 2027 Other Funding Details:

\$20,417 Local Match (\$9,670 for 27-63-022, \$10,747 for special studies projects)

27-63-023

Mercer County Transit Planning and Programming

Responsible Agency: Mercer County Planning

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project 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-ride lots, and van or carpooling 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.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

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 and respond to transportation reports and correspondence.
5. Respond to information requests, including those from the public.
6. Perform public participation as appropriate.

Planning and Programming

1. Assist NJ Transit in establishing legal bus stops and installing shelters throughout Mercer 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 suitable for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Ensure that transit services are compatible with the regional transportation system by reviewing municipal master plans and state, county, and local roadway projects.
6. Work with municipalities, county government, and other appropriate agencies to plan for bicycle and pedestrian improvements along or within five miles of the existing transit network.
7. Participate in developing and maintaining 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 NJ Transit park-and-ride lots.

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 moving people within the transportation system.
4. Proposed TSP Work Program for next fiscal year.

Beneficiaries:

Mercer County, local governments, residents, developers, transportation engineers, NJ Transit, and NJDOT.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$50,561 | | \$33,284 | | \$17,277 |
| 2026 | \$50,561 | | \$33,284 | | \$17,277 |
| 2027 | \$52,352 | | \$33,284 | | \$19,068 |

FY 2027 Other Funding Details:

\$19,068 Local Match (\$8,321 for 27-63-023, \$10,747 for special studies projects)

27-63-024

City of Camden: Transit Planning Program

Responsible Agency: City of Camden

Program Coordinator: Christopher Mulroy

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

To improve the 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 public transit services in the city.

Completion of this project may require the purchase of materials, supplies, and other services.

Tasks:

Administration:

1. Administer the project and prepare required invoices and progress reports.

Planning and Programming

1. Monitor and provide input for NJ Transit and DRPA/PATCO projects within the City of Camden.
2. Promote transit initiatives in the City of Camden pertaining to residents, employees, employers, developers, and event spaces.
3. Evaluate upcoming land development and recommend measures to increase public transit use.

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 that affect public transit service.

Products:

1. Quarterly progress reports and invoices.
2. Closing report.
3. Proposed TSP Work Program for next fiscal year.

Beneficiaries:

New Jersey TMAs, NJDOT, NJ Transit, PATCO, and commuters in the DVRPC region in New Jersey.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|----------|--------------------|--------------------|------------------------|----------|
| 2025 | \$34,956 | | \$20,800 | | \$14,156 |
| 2026 | \$34,956 | | \$20,800 | | \$14,156 |
| 2027 | \$36,747 | | \$20,800 | | \$15,947 |

FY 2027 Other Funding Details:

\$15,947 Local Match (\$5,200 for 27-63-024, \$10,747 for special studies projects)

27-63-025

Mercer TRADE Operations Analysis

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Amy Bernknopf

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.

Project Goals:

The goal of this program is to expand service to reach underserved communities and address gaps in transit access by optimizing TRADE service to ensure more residents can reliably access and benefit from it.

Description:

Mercer County, through its TRADE program, provides non-emergency transportation for elderly residents and individuals with disabilities. TRADE's mission is to deliver safe, efficient, and economical paratransit service to all eligible Mercer County residents, supported by trained staff dedicated to the passengers' special needs.

Despite its commitment, TRADE's demand-response transit service currently struggles to meet trip demand. This project will conduct a comprehensive analysis of TRADE's administrative and transit operations to evaluate performance, identify inefficiencies, and recommend strategies to improve service, expand coverage, and increase the number of residents served.

Tasks:

1. Data collection and inventory.
 1. Identify existing datasets and assess gaps needed for service analysis.
 2. Mercer County will provide OD trip data and key performance metrics, including wait times, trip lengths, routing patterns, vehicle capacity, to DVRPC.
 3. Compile and review available passenger surveys and interview data.
 4. Map current service patterns using available data.
2. Service analysis of TRADE program.
 1. Analyze pickup and drop-off locations to understand spatial demand.
 2. Categorize trips by purpose and destination to identify travel trends.
 3. Identify sources of inefficiency and late arrivals, such as traffic congestion, routing issues, and overbooking.
 4. Evaluate trip volume per hour and ride grouping methodology.
 5. Review passenger policies (e.g., pickup procedures, time constraints).
 6. Assess current routing and scheduling practices.
3. Planning and policy recommendations based on data collection and service analysis.
 1. Propose service changes and evaluate potential benefits and drawbacks.
 1. This could include, but is not limited to, exploring the feasibility of shifting to fixed-route service, implementing trip fees, expanding service to the general population, and coordinating with other transit providers.
 2. Analyze vehicle and driver deployment strategies, and assess routing and scheduling practices to reduce delays and improve service efficiency.
 3. Assess and propose route and schedule optimization to reduce delays.
 1. This could include, but is not limited to, strategies to reduce wait times, vehicle dwell times, and unfulfilled trip requests.
 4. Investigate current and alternative funding sources to support service improvements and long-term sustainability.

Products:

Memo outlining the recommendations.

Beneficiaries:

None

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2027 | \$114,944 | | \$114,944 | | \$114,944 |

27-63-026

Transit Survey Program for New Jersey

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Joshua Rocks

Manager(s): Amy Bernknopf, Betsy Mastaglio, Christopher Mulroy, John Coscia, Leea Kelly, Ryan Gallagher

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project 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 assign 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.

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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-------|
| 2025 | \$135,000 | | \$135,000 | | |
| 2026 | \$100,000 | | \$100,000 | | |
| 2027 | \$100,000 | | \$100,000 | | |



FY 2027 | Unified Planning Work Program

CHAPTER 5A:

Other Member Government Projects

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Chapter 5A: Other Member Government Projects

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27-34-200

2025 On-Board and Household Travel Surveys Phase III (3 years)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Fang Yuan

Manager(s): None

Supports LRP Goals:

- Core MPO activity, supports all LRP goals

Project Goals:

Support the economic vitality of the DVRPC region; improve access and opportunity; 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 system's 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, day of week, 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 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 prior fiscal years, data collection plans for both a comprehensive On-Board Transit Survey (OBTS) and a Household Travel Survey (HHTS) were developed. This project implements those plans. Survey data will be collected, tabulated, cleaned, processed, and analyzed over the course of three fiscal years (FY 2025, FY 2026, and FY 2027). DVRPC has drafted and released an RFP for Household Survey data collection; evaluated and ranked the proposals, and hired consultants to perform data collection. Data collection began in FY 2025 and continued in FY 2026. An RFP for the On-Board Survey is scheduled for FY 2026.

In FY 2027, DVRPC will monitor and supervise data collection and perform other administrative tasks as needed. Data collection for the HHTS may continue into FY 2027; data collection for the On-Board survey continue throughout FY 2027. Also in FY 2027, the consultants will deliver 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 cell phone location data from LBS vendors.

Tasks:

- 1. Create steering committee to evaluate and rank proposals for On-Board Survey.
- 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. Monitor and supervise data collection for both the On-Board and Household Travel surveys.
- 6. Review consultants' work products.
- 7. Expand On-Board Survey to represent regional universe of transit riders.
- 8. Write technical report documenting On-Board survey methodology and results.
- 9. Expand Household Travel Survey to represent regional universe of households.
- 10. 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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-------------|--------------------|--------------------|------------------------|-------------|
| 2025 | \$1,500,000 | | | | \$1,500,000 |
| 2026 | \$1,500,000 | | | | \$1,500,000 |
| 2027 | \$1,500,000 | | | | \$1,500,000 |

FY 2027 Other Funding Details:
PA TIP - MPMS#119496- STU/Toll Credit (\$1,095,000);
NJ TIP - DB# X30A- STBGP-PHILA (\$405,000)

27-53-300**PA/NJ Regional GIS Implementation****Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Christopher Pollard**Manager(s):** Mark Gatti, Sean Lawrence**Supports LRP Goals:**

- Core MPO activity, supports all LRP goals

Project 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 materials, supplies, and other services.

Tasks:

1. Provide input related to project direction and 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 the 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 staff.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$300,000 | | | | \$300,000 |
| 2026 | \$300,000 | | | | \$300,000 |
| 2027 | \$500,000 | | | | \$500,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS #115969 - STU/Toll Credit Match (\$250,000);

NJ TIP - DB #X30A - STBGP-PHILA (\$250,000)

27-62-100

New Jersey Local Concept Development (3 Years)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Manager(s): Daniel Snyder

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reliable physical and digital access to regional, national, and global resources and markets.

Project 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 Preliminary Engineering (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 materials, supplies, and other services.

Current/New projects for Concept Development include:

1. CR 667 (Cohawkin Road) and CR 673 (Cedar Road) Intersection Improvements

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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2025 | \$400,000 | | | | \$400,000 |
| 2026 | \$350,000 | | | | \$350,000 |
| 2027 | \$380,000 | | | | \$380,000 |

FY 2027 Other Funding Details:

NJ TIP - DB #- X30A, STBGP-PHILA (\$380,000)

27-62-200

Off System Bridge LCD for Burlco Bridge # G8.45; State Bridge # 03G8045 (3 Years)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: John Coscia

Manager(s): Richard Murphy

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.

Project 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 Lower Bank Bridge is a Burlington County owned movable bridge. Burlington County will be seeking Off System Bridge federal funds for Preliminary Engineering, Final Design and Consturction to perform the following work, which includes but not limited to upgrading both mechanical and electrical system of the bridge, upgrading the safety features of the bridge (signal, navigation lights, warning gates, etc.), repainting the bridge, modifications to the bascule span and as needed concrete and steel repairs.

The purpose of this project is to advance this Off system Bridge, which has been deemed eligible, 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 Preliminary Engineering (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 materials, supplies, and other services.

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:

Burlington County, NJDOT and the traveling public

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2027 | \$380,000 | | | | \$380,000 |

FY 2027 Other Funding Details:

STBGP-OS-BRDG

27-64-100

NJ Regional Signal Retiming (4 Years)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Christopher King

Manager(s): Justin Neff

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Variety of regional economic sectors.

Project 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 simply adjusting and updating the timing plans. Outdated or poor timing accounts for a significant portion of delay on arterials, and signal retiming is one of the most cost-effective strategies to improve traffic flow, enhance mobility and safety, and provide environmental benefits. This work also supports an integrated corridor management approach, which views corridors as multimodal systems and makes operational decisions for the benefit of the entire corridor, regardless of ownership.

As part of the next iteration of the program, a corridor prioritization effort will be conducted to help counties identify and rank the most suitable corridors for retiming. This will provide a clear roadmap for future work.

The program will also include the option to add GPS clocks to signal controllers, both for new and previously retimed corridors when feasible. GPS clocks provide accurate and consistent time synchronization and they prevent time drift, which can quickly degrade coordination. Ensuring clocks remain aligned protects the investment made in timing updates and reduces the need for manual adjustments after outages or seasonal time changes.

To carry out this work, DVRPC will issue a competitive RFP to hire a consultant, allowing the contract to reflect expanded program needs and updated capabilities.

The New Jersey Regional Signal Retiming Initiative Project will improve the transportation network by optimizing select signal systems on 500 and 600 routes in Burlington, Camden, Gloucester, and Mercer counties. The chosen consultant will develop new timing plans based on traffic data, field conditions, and stakeholder input. Implementation of the timing plans is included; hardware upgrades, aside from GPS clocks when applicable, are not. After implementation, owner-operators will maintain the timing plans and implement any recommended physical improvements.

Tasks:

1. Draft RFP
2. Select Consultant
3. Form project teams for selected corridors.
4. Perform data acquisition and analysis.
5. Develop proposed signal timing plans.
6. Perform "before" and "after" analyses.
7. Installation of GPS Clocks when applicable.
8. Implement signal timing plans.
9. Project management.

Products:

1. RFP
2. Corridor Prioritization Memo
3. MOU (if required) and Concept of Operations for each corridor
4. Proposed and final signal timing plans
5. Implementation of signal timing plans
6. Installation of GPS Clocks.
7. A technical memorandum for each corridor 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

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-------------|--------------------|--------------------|------------------------|-------------|
| 2025 | \$380,000 | | | | \$380,000 |
| 2026 | \$380,000 | | | | \$380,000 |
| 2027 | \$1,000,000 | | | | \$1,000,000 |

FY 2027 Other Funding Details:

NJ TIP - STBGP-PHILA - \$30,000; CMAQ - \$350,000; CR-PHILA (Carbon Reduction) - \$620,000

27-65-100 New Jersey Local HSIP Program Assistance (2 Years)

Responsible Agency: Delaware Valley Regional Planning Commission
Program Coordinator: Kevin Murphy
Manager(s): None
Supports LRP Goals:

- A transportation system that is safe and secure for all.

Project Goals:

In New Jersey, accessing Federal Highway Safety Improvement Program funds for safety projects on locally-owned roadways is a lengthy process that involves data collection and multi-part analyses. The current application for this program, administered by the MPO's, satisfies the state's Concept Development process--the first step toward implementation of an HSIP project. This project provides consultant assistance to county and local partners in completing the LSP application in pursuit of HSIP funds to address a priority safety location on the local road network, and thus helping achieve Regional Vision Zero 2050.

Description:

This project will provide planning assistance and analysis to help New Jersey county and city partners seeking to improve roadway safety with federal HSIP funding. The New Jersey Department of Transportation makes the HSIP funds available to local roadway owners through an application based competitive program conducted annually and facilitated by New Jersey's MPOs. Each application requires an analysis of the proposed project using the Highway Safety Manual (HSM) to objectively gauge the safety benefit. In addition to the HSM analysis, consultant support will also include in-field data collection of traffic and pedestrian volumes, analysis of crashes and crash diagram preparation, an environmental screening, and facilitation of the public information center and or local officials briefing.

Tasks:

1. Conduct an RFP process to select a qualified consulting firm that has experience with New Jersey's Local Safety Program, performing HSM analyses, and in providing general LSP development assistance.
2. Coordinate and oversee the consultant in their specific tasks assisting county and city partners.
3. Serve as liaison between all involved parties: NJDOT, New Jersey counties and cities, and the consultant.

Products:

Completed Local Safety Program application components, as per NJDOT requirements, for one or more local partners.

Beneficiaries:

New Jersey county and city partners in the DVRPC region; the traveling public.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|--------------------------------|-----------|--------------------|--------------------|------------------------|-----------|
| 2027 | \$300,000 | | | | \$300,000 |
| FY 2027 Other Funding Details: | | | | | |
| TBD | | | | | |

27-67-100

Pennsylvania Transportation and Community Development Initiative (TCDI) (2 Years)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Spencer Gober

Manager(s): None

Supports LRP Goals:

- A transportation system that is safe and secure for all.
- Accessible and affordable housing options and cost of living that accommodate all ages and incomes.
- Infill development that creates and protects the unique qualities and sense of place in the region's Centers, communities, and neighborhoods.

Project 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 advance the region's long-range plan, *Update: Connections 2050*. 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 \$1.4 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 \$1.4 million dollars to selected projects within Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.
2. Manage consultant procurement and contract with selected consultants on a project-by-project basis.
3. Administer grants and invoice process.

Products:

1. Contracts with selected consultants as a result of the competitive selection process.
2. Invoices
3. Progress meetings
4. Final deliverables

Beneficiaries:

Municipal and county governments, and transit agencies in DVRPC's five-county Pennsylvania region.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-------------|--------------------|--------------------|------------------------|-------------|
| 2027 | \$1,600,000 | | | | \$1,600,000 |

FY 2027 Other Funding Details:

PA TIP MPMS #117904 STU/Toll Credit

27-70-100

**TripSmart PA Transportation Demand Management (TDM)
Program (2 Years)**

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Stacy Bartels

Manager(s): Amy Bernknopf

Supports LRP Goals:

- Reduced car dependency and per-capita VMT.
- Regionwide implementation of innovative technologies around heating, cooling, power, mobility, and goods movement.

Project Goals:

To fund and guide Southeastern PA TMAs and similar contractors that will work with employers and residents to encourage use of 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 access to a variety of safe and affordable travel modes and subsequently, a reduction in SOV travel that will lead to reduced traffic congestion and improved air quality in the region.

Description:

TripSmart PA 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; this is a continuation of that work. Each TMA/Contractor will contract and collaborate with DVRPC on work program development and implementation, along with their respective county planning department(s), PennDOT District 6-0, 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.
6. Other focus areas as noted by DVRPC and/or county planning staff.

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 purchases related to TDM-specific events and programs.
4. Quarterly activity summaries and invoices, and year-end report(s).

Beneficiaries:

Residents and employers within and/or commuters traveling into a service area, municipality, county or combination thereof; related county planning commission; PennDOT.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-------------|--------------------|--------------------|------------------------|-------------|
| 2027 | \$2,200,000 | | | | \$2,200,000 |

FY 2027 Other Funding Details:

PA TIP - MPMS# 117929- CAQ

27-70-300

**Pennsylvania Transportation Demand Management (TDM)
I-95 Corridor (2 Years)**

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Stacy Bartels

Manager(s): None

Supports LRP Goals:

- Connected and integrated transportation facilities for all modes in a state-of-good repair.
- Reduced car dependency and per-capita VMT.
- Regionwide implementation of innovative technologies around heating, cooling, power, mobility, and goods movement.

Project Goals:

Perform outreach about TDM options, focusing on employers and employees located and/or working along the I-95 corridor section(s) currently under construction, in order to help reduce traffic congestion and improve access to a variety of safe and affordable modes of travel during this construction, which can delay and reroute travel.

Description:

This two-year project supports the work of three partner organizations (TMA Bucks, the Clean Air Council, and Delaware County TMA) to educate targeted employers about TDM options available to employees 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 TripSmart PA program, but specific to this defined geographic area, this work can include educational programming, promotional materials and media placements, and relevant services and resources.

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, especially 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.

With teleworking having increased in recent years, there is a continued opportunity to use marketing efforts to promote the continuation of a telework option as a means to mitigate traffic within the construction area. Also, many additional travelers will be considering using the I-95 corridor to travel to and from special events in July and August of 2026; messaging will also be needed to educate visitors about travel alternatives for those events.

Tasks:

1. Develop two-year Work Programs for each contractor, 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; visitors using I-95 to travel to and from special events in summer 2026.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-----------|--------------------|--------------------|------------------------|-----------|
| 2027 | \$465,000 | | | | \$465,000 |

FY 2027 Other Funding Details:

PA TIP MPMS # 106654 NHPP/Toll Credit

27-80-100

Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Years)

Responsible Agency: Delaware Valley Regional Planning Commission

Program Coordinator: Amy Bernknopf

Manager(s): Stacy Bartels

Supports LRP Goals:

- Reduced car dependency and per-capita VMT.
- Regionwide implementation of innovative technologies around heating, cooling, power, mobility, and goods movement.

Project Goals:

This project supports the delivery of selected Travel Options Program (TOP) projects in both PA and NJ counties within DVRPC's service area (with administration and coordination tasks funded separately under project 27-52-100). This project's scope includes an application and grant award program (Travel Options Program or TOP) to fund TDM activities with demonstrable reduction of single-occupant vehicle (SOV) trips, develop pilots for new TDM projects and tools to manage SOV demand, and help to create and cultivate new mobility opportunities for residents and workers. This project will fund a two-year grant round over FYs 2027-2028.

Description:

DVRPC's Travel Options Program funds innovative projects that aim to reduce single-occupancy vehicle (SOV) trips and promote alternative travel options. Funded projects must align with the goals, outcomes, and strategies in DVRPC's Strategic Plan for Regional TDM Programs (the Regional TDM Plan) and have measurable results.

A 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 27-52-100, DVRPC will work with partners as appropriate to solicit and deliver projects showing demonstrable results related to the five principles in the Strategic Plan for Regional TDM Programs, 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 and completion of selected projects by subrecipients
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.

Cost and Funding:

| FY | Total | Highway PL Program | Transit PL Program | Comprehensive Planning | Other |
|------|-------------|--------------------|--------------------|------------------------|-------------|
| 2027 | \$2,275,120 | | | | \$2,275,120 |

FY 2027 Other Funding Details:

PA TIP - MPMS# 117931 CAQ \$1,835,120; NJ TIP DB# D2005 \$440,000



FY 2027 | Unified Planning Work Program

CHAPTER 5B:

New Jersey CRRSAA-funded Projects

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Chapter 5B: New Jersey CRRSAA-funded Projects

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Table 9: 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 # | Fiscal Year | Project Name | End Date | \$8,881,374 | \$2,102,143 | \$6,779,231 |
| 23-23-081 | FY24 | Technical Assistance and Coordination of NJ CRRSAA Funding | 6/30/2028 | \$110,000 | \$27,500 | \$82,500 |
| 23-23-082 | FY24 | Procurement and Contracts Administration - NJ Transportation Programs | 6/30/2028 | \$125,000 | \$31,250 | \$93,750 |
| 23-23-083 | FY24 | Trenton Area Complete and Safe Streets for All Implementation | 6/30/2028 | \$112,500 | \$112,500 | \$0 |
| 23-62-200 | FY24 | NJ Local Concept Development: Rancocas Creek Greenway, Route 130 (MP40-42), Burlington County (4 years) | 12/31/2027 | \$700,000 | \$0 | \$700,000 |
| 23-62-302 | FY24 | NJ Local Concept Development: Burlington County Bridge D4.56 Church Road (CR616), Burlington County - (4 years) | 12/31/2027 | \$400,000 | \$0 | \$400,000 |
| 23-64-100 | FY24 | Traffic Signal Document Control Software- Burlington County (3 years) | 12/31/2026 | \$500,000 | \$0 | \$500,000 |
| 23-23-085 | FY25 | Technical Assistance and Coordination of NJ CRRSAA Funds (4 years) | 6/30/2028 | \$360,000 | \$90,000 | \$270,000 |
| 23-23-086 | FY25 | Procurement and Contracts Administration - NJ Programs (4 years) | 6/30/2028 | \$1,125,000 | \$281,250 | \$843,750 |
| 23-23-087 | FY25 | Trenton Area Complete & Safe Streets for All Implementation (4 years) | 6/30/2028 | \$1,012,500 | \$1,012,500 | \$0 |
| 23-23-081 | FY25 | Technical Assistance and Coordination of NJ CRRSAA Funding | 6/30/2028 | \$700,000 | \$175,000 | \$525,000 |
| 23-23-100 | FY25 | Support for Implementation of RAISE Award for Construction of LINK Trail, Camden County | 6/30/2028 | \$400,000 | \$0 | \$400,000 |
| 23-62-400 | FY25 | New Jersey Local Concept Development: Dinosaur Trail, Gloucester County | 6/30/2028 | \$700,000 | \$0 | \$700,000 |
| 23-23-300 | FY25 | Mercer County Master Plan - Mobility Element Update (MEU) (4 years) | 6/30/2028 | \$320,000 | \$320,000 | \$0 |
| 23-23-310 | FY25 | Mercer County: Fleet Transition Plan (4 years) | 6/30/2028 | \$100,000 | \$52,143 | \$47,857 |
| 23-23-320 | FY25 | Camden County Transportation Planning Services (4 years) | 6/30/2028 | \$500,000 | \$0 | \$500,000 |
| 23-23-330 | FY25 | Gloucester County Master Plan Update (4 years) | 6/30/2028 | \$500,000 | \$0 | \$500,000 |
| 23-23-340 | FY25 | Gloucester County Enterprise GIS Support (4 years) | 6/30/2028 | \$100,000 | \$0 | \$100,000 |
| 23-23-350 | FY25 | Burlington County: Environmental Resource Inventory for 11 municipalities (4 years) | 6/30/2028 | \$150,000 | \$0 | \$150,000 |
| Total Allocated | | | | \$7,915,000 | \$2,102,143 | \$5,812,857 |
| Total Available Funding | | | | \$8,881,374 | \$2,102,143 | \$6,779,231 |
| Remaining Balance (unallocated) | | | | \$966,374 | \$0 | \$966,374 |



FY 2027 | Unified Planning Work Program

CHAPTER 6:

Continuing Projects

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Introduction

This chapter provides a summary of DVRPC projects which are conducted by consultants and/or pass-through programs managed by member governments. These projects' performance periods span multiple years due to larger scopes of work, competitive procurements with due diligence, and the extent of review and approval required from various member governments and planning partners. DVRPC staff responsibility is to work with stakeholders to provide administrative and technical support including a competitive consultant selection process, project management, and communication to ensure the project deliverables are met, timely and within budget.

Project No Cost Time Extension Initial List

Due to unforeseen circumstances, the following projects require additional time beyond the originally established end date; however, there will be no change to the approved budget or scope of work. A full description of the project, no-cost time extension date, and detailed justification will be submitted to either PennDOT and/or NJDOT for review and approval. These continuing planning studies were fully obligated and will be carried over into the FY2027 UPWP. Table 10A and Table 10B provides a summary of the preliminary list of projects that may need no cost time extensions.

Table 10A: Initial No Cost Time Extension List – NJDOT

| Project Number | Project Title | NJDOT Funding | Carryover Estimate | Current End Date | Requested End Date | Task Order Number |
|----------------|---|------------------|--------------------|------------------|--------------------|-------------------|
| 25-34-200 | 2025 On-Board and Household Travel Surveys - Phase I | \$405,000 | \$105,000 | 6/30/2026 | 6/30/2027 | PL-DV-25-01 |
| 25-80-100 | Travel Options Program (TOP)- 2 Years | \$225,000 | \$100,000 | 6/30/2026 | 6/30/2027 | PL-DV-25-01 |
| 26-52-130 | Increasing Safe and Accessible Transportation Options | \$82,991 | \$40,000 | 6/30/2026 | 6/30/2027 | PL-DV-26-01 |
| Total | | \$712,991 | \$245,000 | | | |

Table 10B: Initial No Cost Time Extension List – PennDOT

| Project Number | Project Title | PennDOT Funding | Carryover Estimate | Current End Date | Requested End Date |
|----------------|---|--------------------|--------------------|------------------|--------------------|
| 25-34-200 | 2025 On-Board and Household Travel Surveys - Phase I | \$1,095,000 | \$350,000 | 6/30/2026 | 6/30/2027 |
| 25-70-100 | TripSmart Program - University City District subrecipient | \$1,848,000 | \$157,000 | 6/30/2026 | 6/30/2027 |
| 25-80-100 | Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Years)- City of Philadelphia subrecipient | \$1,010,599 | \$50,000 | 6/30/2026 | 6/30/2027 |
| 26-52-130 | Increasing Safe and Accessible Transportation Options | \$136,000 | \$50,000 | 6/30/2026 | 6/30/2027 |
| 26-52-180 | Technical Assistance Funding to Support the PA Transportation Alternatives Set-Aside Program | \$450,000 | \$150,000 | 6/30/2026 | 6/30/2027 |
| Total | | \$4,539,599 | \$757,000 | | |

Multi-Year Projects

Multi-year projects may have been initiated in the FY 2026 Unified Planning Work Program or are ongoing projects with multi-year project durations. Table 10C provides a summary of current multi-year projects and previous multi-year projects that are expected to continue into Fiscal Year 2027 or beyond. The listing contains the fiscal year, project number, project title, funding amount, current project end date, and requested project end date.

Delaware Valley Regional Planning Commission
Fiscal Year 2027 | Unified Planning Work Program

Table 10C: Multi-Year Projects - NJDOT

| Fiscal Year | Project Number | Project Title | NJ Funding Amount | Current End Date | NCTE Requested |
|--------------|----------------|--|--------------------|------------------|----------------|
| 2025 | 25-80-100 | Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Years) | \$225,000 | 6/30/2026 | Yes |
| 2025 | 25-33-170 | Aerial Imagery (5 Years) | \$363,000 | 6/30/2029 | No |
| 2025 | 25-34-200 | 2025 On-Board and Household Travel Surveys - Phase I | \$405,000 | 6/30/2026 | Yes |
| 2025 | 25-34-210 | 2025 On-Board and Household Travel Surveys - SJTPO Region (3 years) | \$825,000 | 6/30/2027 | No |
| 2025 | 25-34-220 | Software development and improvement for TIP administration (4 years) | \$170,000 | 6/30/2028 | No |
| 2026 | 26-34-210 | 2025 On-Board and Household Travel Surveys - Phase II (3 Years) | \$405,000 | 6/30/2028 | No |
| 2026 | 26-33-300 | Transportation Resilience Improvement Plan (TRIP) - New Jersey (4 Years) | \$2,557,741 | 6/30/2029 | No |
| Total | | | \$4,950,741 | | |

Table 10D: Multi-Year Projects - PennDOT

| Fiscal Year | Project Number | Project Title | PA Funding Amount | Contract End Date | NCTE Requested |
|--------------|----------------|---|--------------------|-------------------|-------------------------------|
| 2025 | 25-33-170 | Aerial Imagery (5 Years) Project ending: 6/30/2029 | \$737,000 | 6/30/2027 | No |
| 2025 | 25-34-200 | 2025 On-Board and Household Travel Surveys - Phase I | \$1,095,000 | 6/30/2026 | Yes |
| 2025 | 25-80-100 | Travel Options Program (TOP) Competitive Program (PA and NJ) (2 Years) | \$1,010,599 | 6/30/2026 | Yes- City of Phila |
| 2025 | 25-70-100 | TripSmart Program - University City District subrecipient | \$1,848,000 | 6/30/2026 | Yes- University City District |
| 2026 | 26-34-210 | 2025 On-Board and Household Travel Surveys - Phase II (3 Years) Project ending 6/30/2028 | \$1,095,000 | 6/30/2027 | No |
| Total | | | \$5,785,599 | | |




FY 2027 | Unified Planning Work Program

APPENDIX A:

NJDOT Funding

Schedule A: NJDOT Funding Summary

| | | | STIP: | #X30A FY25 FHWA- PL | #X30A FY25 FTA-PL FLEX* | #X30A FY24 STBGP- PHILA | #X30A Increasing Safe & Accessible Trans Options PL funds | #D1601 STBGP | #D1601 CR-PHILA | #D1601 CMAQ | #01300 STBGP- PHILA / TSMO | #D2005 STBGP- PHILA/ Regional TOP | #D2004 STBGP- PHILA/ TRANSP. OPS | Reprogrammed TO PL-DV- 2x-xx Hwy Funds | TO PL-DV- 2x-xx FTA Funds | TOTAL FEDERAL FUNDS | LOCAL MATCH | TOTAL TASK ORDER REQUEST |
|---|--|---|-------------|---|-------------------------------|-------------------------------|---|-----------------|--------------------|----------------|-------------------------------------|---|--|---|---------------------------------|---------------------------|----------------|-----------------------------------|
| TOTAL AVAILABLE FUNDS: | | | | \$3,377,476 | \$1,347,680 | \$2,996,500 | \$84,651 | \$30,000 | \$620,000 | \$350,000 | \$173,500 | \$490,000 | \$170,000 | \$36,328 | \$75,865 | \$9,752,000 | \$96,650 | \$9,848,650 |
| TOTAL DVRPC PROGRAM & BUDGET FOR FY27 UPWP | | | | | | | | | | | | | | | | | | |
| CENTRAL STAFF | | Various Programs | \$4,450,749 | \$3,377,476 | \$ 961,080 | | | | | | | | | \$ 36,328 | \$ 75,865 | \$4,450,749 | | \$4,450,749 |
| PLANNING ACTIVITIES | NJ Regional GIS | 27-24-100 | \$ 225,000 | | | | | | | | | | | | | | | \$ 225,000 |
| | NJ Regional GIS Impl Coord (Chapter 5) | 27-53-300 | \$ 250,000 | | | | | | | | | | | | | | | \$ 250,000 |
| | Enhance and Maintain Travel Forecasting Tools | 27-34-130 | \$ 282,500 | | | | | | | | | | | | | | | \$ 282,500 |
| | NJ Local Concept Development Admin/Competitive Program & Project Mgmt | 27-52-060 | \$ 150,000 | | | \$1,531,500 | | | | | | | | | | | | \$ 150,000 |
| | NJ Supp Reg. Hwy Plan Program (SRHPP) | 27-61-010 to 27-61-100 (Chapter 3B) | \$ 624,000 | | | | | | | | | | | | | | | \$ 624,000 |
| | Incr Safe & Access Trans Options | 27-52-130 | \$ 84,651 | | | | \$ 84,651 | | | | | | | | | | | \$ 84,651 |
| | | | | | | | | | | | | | | | | | | |
| 2025 On-Board and Household Travel Survey Phase III (3 years) | | | | 27-34-200 | \$ 405,000 | \$ 405,000 | | | | | | | | | | \$ 405,000 | | \$ 405,000 |
| Transportation Operations | | | | 27-52-050 | \$ 170,000 | | | | | | | | \$170,000 | | | \$ 170,000 | | \$ 170,000 |
| Transp Syst Mngmt & Ops (TSMO) | | | | 27-52-170 | \$ 173,500 | | | | | | \$173,500 | | | | | \$ 173,500 | | \$ 173,500 |
| Regional TOP Administration | | | | 27-52-100; DB: D2005 | \$ 50,000 | | | | | | | \$ 50,000 | | | | \$ 50,000 | | \$ 50,000 |
| Local Concept Develop (3 Years) | | | | 27-62-100 | \$ 380,000 | \$ 380,000 | | | | | | | | | | \$ 380,000 | | \$ 380,000 |
| Off System Bridge LCD for Burlco Bridge # G8.45; State Bridge # 03G8045 (3 Years) | | | | 27-62-200 | \$ 380,000 | \$ 380,000 | | | | | | | | | | \$ 380,000 | | \$ 380,000 |
| NJ Signal Retiming (4 Years) | | | | 27-64-100; DB: D1601 | \$1,000,000 | | | \$ 30,000 | \$620,000 | \$350,000 | | | | | | \$1,000,000 | | \$1,000,000 |
| NJ Local HSIP Program Assistance (2 Years) | | | | 27-65-100 | \$ 300,000 | \$ 300,000 | | | | | | | | | | \$ 300,000 | | \$ 300,000 |
| Travel Options Program (TOP) (PA and NJ) (2 Years) | | | | 27-80-100; DB D2005/CMAQ | \$ 440,000 | | | | | | | \$440,000 | | | | \$ 440,000 | | \$ 440,000 |
| NJ Transit Support Program (TSP) | | | | 27-63-020 to 27-63-026 (Chapter 4B) | \$ 386,600 | \$ 386,600 | | | | | | | | | | \$ 386,600 | | \$ 386,600 |
| (+MATCH) | | | | | \$ 96,650 | | | | | | | | | | | | \$96,650 | \$ 96,650 |
| Total Project Costs: | | | \$9,848,650 | \$3,377,476 | \$1,347,680 | \$2,996,500 | \$ 84,651 | \$ 30,000 | \$620,000 | \$350,000 | \$173,500 | \$490,000 | \$170,000 | \$ 36,328 | \$ 75,865 | \$9,752,000 | \$96,650 | \$9,848,650 |



FY 2027 | Unified Planning Work Program

APPENDIX B:

Acronyms

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

ACOE – Army Corps of Engineers

ACS – American Community Survey

ACT – Association for Commuter
Transportation

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 – Coordinated Human Services
Transportation Plan

CMAQ – Congestion Mitigation and Air
Quality Improvement Program

CMP – Congestion Management Program

CFR - Code of Federal Regulations

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

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

DOE - Department of Energy

DOT – Department of Transportation

DRBC – Delaware River Basin Commission

DRJTBC - Delaware River Joint Toll Bridge Commission

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

ERH – Emergency Ride Home

EV - Electric Vehicle

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

FWS – Fish and Wildlife Service

FY – Fiscal Year

GIS – Geographic Information Systems

GMTMA – Greater Mercer Transportation Management Association

GVFTMA – Greater Valley Forge Transportation Management Association

HAV – Highly Autonomous Vehicle

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

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

LEP – Limited English Proficiency

LOS – Level of Service

LRP – Long-Range Plan

LTAP – Local Technical Assistance Program

MAP-21 – Moving Ahead for Progress in the
21st Century

MAZ – Micro Analysis Zone

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

NMFS – National Marine Fisheries Service

NOAA – National Oceanic and Atmospheric Administration

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 – Pennsylvania Department of Transportation

PL – FHWA and FTA Metropolitan Planning Program funds

PM # – Particulate Matter in 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

RVZ - Regional Vision Zero

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

SJPC - South Jersey Port Corporation

SJTA – South Jersey Transportation Authority

SJTPO – South Jersey Transportation Planning Organization

SLUE - Socioeconomic and Land Use Analytics

SME – Subject Matter Experts

SML - State Motor License

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

TAZ – Traffic Analysis Zone

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 Program

TMA – Transportation Management Association, Transportation Management Area

TMACC – Transportation Management Association of Chester County

TMP – Traffic Management Plan

TMS - Traffic Monitoring System

TOC – Transit Oriented Communities

TOD – Transit Oriented Development

TOP – Travel Options Program

TOTF – Transportation Operations Task Force

TPM – Transportation Performance Measures, 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, Transit Signal Priority

UPWP – Unified Planning Work Program

U.S.C. – United States Code

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



Vision

A Greater Philadelphia region that provides:

- A safe, modern, multimodal **transportation** network for all
- An innovative and connected **economy** with opportunity and shared prosperity
- Integrated, healthy, and walkable **communities**
- A preserved and restored natural **environment** and healthy ecological systems
- Clean, reliable, and affordable **infrastructure and utility services** resilient to the effects of extreme weather

Mission

As the Metropolitan Planning Organization (MPO) for Greater Philadelphia, the Delaware Valley Regional Planning Commission (DVRPC) builds consensus for a shared regional vision; enables data-based, community-centered solutions; and helps put plans into action.



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