



DRAFT

FISCAL YEAR  
2012  
PLANNING  
WORK PROGRAM

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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

December 2010



## **PUBLIC NOTICE**

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period on December 6, 2010 for the Draft FY 2012 Planning Work Program. This document outlines all of the federally funded planning projects slated for the nine-county region from July 1, 2011 to June 30, 2012. The listing includes DVRPC projects, as well as projects planned by member governments and transit organizations. The Work Program is developed annually by the DVRPC Board with its planning partners to reflect the region's short-range planning needs.

Copies of the Work Program are available on DVRPC's web site, [www.dvrpc.org](http://www.dvrpc.org); in the DVRPC library, located at 190 North Independence Mall West, Philadelphia; or by contacting John Griffies, DVRPC Contracts Manager at 215-238-2925 (email: [jgriffies@dvrpc.org](mailto:jgriffies@dvrpc.org)). Comments regarding the Work Program should be addressed to John Griffies at the above address and should be received no later than 5 p.m. on January 14, 2010. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.

## **DVRPC Mission Statement**

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FY 2012 PLANNING WORK PROGRAM**

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PROGRAM*

*CHAPTER ONE*

*INTRODUCTION*



*Delaware Valley Regional Planning Commission*



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2012 PLANNING WORK PROGRAM**

**CHAPTER ONE**

**INTRODUCTION**

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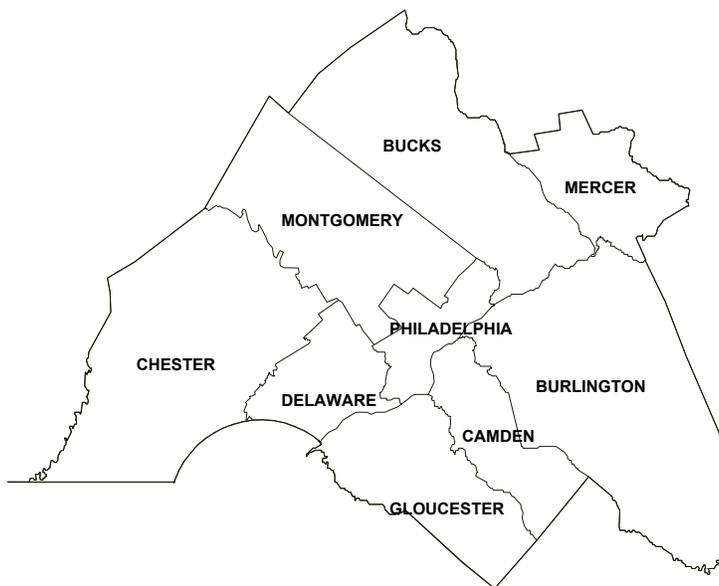
# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Fiscal Year 2012 Planning Work Program

### INTRODUCTION

The Fiscal Year 2012 Planning Work Program for the Delaware Valley Regional Planning Commission incorporates the planning programs and support activities of DVRPC and its member governments within the nine-county DVRPC region for the period July 1, 2011 through June 30, 2012. The Work Program is developed annually by the DVRPC Board 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 to coordinate a comprehensive, coordinated and continuing transportation planning program. The Delaware Valley Regional Planning Commission (DVRPC) is the designated 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 cities of Camden and Trenton in New Jersey, and Chester in Pennsylvania, are also voting members at DVRPC, as are the States of Pennsylvania and New Jersey.



DVRPC's mission is to unite the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy.

DVRPC emphasizes technical assistance and services and conducts high priority studies for member state and local governments, while determining and meeting the needs of the private sector. Three principal emphasis areas were identified to direct the development of the DVRPC Planning Work Program, including work in FY2012. The areas are:

- continue and enhance the intergovernmental process to insure coordinated regional development and resolution of regional issues, and the provision of technical assistance to our member governments and the region's transportation operating agencies;
- continue the refinement and implementation of the long-range transportation and land use plan for the region, known as Connections 2035, through local area and corridor studies and plans; and
- enhance the sharing of technology and information collection to insure that pertinent information is readily available to the region's governments and decision makers.

### **SAFETEA-LU & CAAA**

As the federally-designated Metropolitan Planning Organization (MPO) for the region, DVRPC must respond to the planning requirements of two federal laws: the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1990 (CAAA). SAFETEA-LU, adopted in 2005, continues and enhances the regional transportation planning programs first advanced in ISTEA and TEA-21.

Under SAFETEA-LU, certain highway and transit funds are to be administered by a region's MPO, and the MPO is a partner in the planning for the use of all transportation funds. SAFETEA-LU also requires the MPO to produce and oversee a Transportation Improvement Program (TIP), the region's short-range investment plan, which must be consistent and serve to implement the region's long-range plan. The TIP prioritizes all of the Delaware Valley's transportation related projects within the constraints of federal funding that Pennsylvania and New Jersey can reasonably expect to receive within four years.

SAFETEA-LU identifies eight planning factors that must be considered in the metropolitan planning process:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

The Clean Air Act Amendments (CAAA) establishes a program and sets 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 fine particulate matter and must attain the mandated air quality standards for fine particulate matter and ground-level ozone. Although the responsibility for attaining the standards falls directly on the states, DVRPC is responsible for a key role in developing many of the programs relating to air quality attainment. The projects in the TIP and the Long Range Transportation Plan must conform to the states' air quality implementation plans. These projects must not lead to any further degradation of the region's air quality, but, instead improve air quality and move the region toward meeting the federal clean air standards.

### **Comprehensive Planning and Other Programs**

DVRPC's annual Planning Work Program is also defined, in part, by the planning needs of the city and county member governments and additional regional needs. The member governments' contribution to a Comprehensive Planning fund provides support for DVRPC to address key issues of regional significance that would not otherwise be eligible for federal and state transportation funding. The Comprehensive Planning program supports initiatives such as open space and environmental planning projects, economic development planning, housing analysis, and local or regional land use planning. Many programs, while broad in scope, affect transportation conditions in the region. DVRPC's TCDI program (Transportation and Community Development Initiative) is an important effort whereby DVRPC provides planning grants, based on the competitive review of proposals, to the cities, boroughs and older suburban communities of the region 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, non-profit foundations and organizations, and the private sector. 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 like Classic Towns of Greater Philadelphia that is aimed at growing, revitalizing, and supporting the region's older suburbs and urban neighborhoods; coordination with the region's locally funded open space and environmental programs; and continuing food system planning and coordination activities. Previously, in conjunction with the New Jersey and Pennsylvania Departments of Transportation, DVRPC prepared the *Smart Transportation Guidebook* for Pennsylvania and New Jersey. The award winning Guidebook proposes to manage capacity by better integrating land use

and transportation planning. The principles and concepts included in the Guidebook have been applied in subsequent corridor studies, such as the US 422 corridor in Montgomery and Chester counties and the Route 73 corridor in Burlington County. The FY 2009 Work Program addressed some new initiatives such as Climate Change (including the completion of a greenhouse gas inventory and outreach and education programs) Regional sustainability, energy planning and an increased emphasis on transportation operations. In 2010, DVRPC continued regional initiatives that included administering the Coastal Zone Management program in Pennsylvania and the Tri-County Water Quality Management program in New Jersey; and prepared new corridor plans that link land use and economic development. A new long range plan, *Connections 2035*, was completed and adopted by the DVRPC Board, and in FY 2010, work has begun on the Year 2040 Plan.

In FY 2011, staff continued essential work for the Year 2040 Plan, such as population and employment forecasts, while continuing projects that implement *Connections*. These initiatives include planning for energy efficiency, advancing transportation operations and safety projects, a study of new models of citizens' participation, developing a center city traffic model, surveying the travel patterns of the region's transit riders and responding to many other needs of DVRPC's member governments and agencies.

### **Agency Roles and Responsibilities**

DVRPC, as the regional MPO, has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Several other agencies, however, also play key roles in the transportation planning process, as discussed below.

***State Departments of Transportation (DOTs)*** — DVRPC works cooperatively with the Pennsylvania and New Jersey Departments of Transportation (PennDOT and NJDOT) as well as Delaware and Maryland DOT's in carrying out all of its transportation and air quality planning activities. PennDOT and NJDOT representatives serve on all transportation related committees, as well as the DVRPC Board. Delaware and Maryland transportation departments serve on the committee responsible for coordinating transportation-related air quality.

The state DOTs are responsible for a number of activities that affect the metropolitan planning process. They are charged with the development of statewide long-range plans, which include 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 the regional TIP developed by DVRPC. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in DVRPC's TIP.

The state DOTs have the lead responsibility for developing the statewide

management systems tools provided for by SAFETEA-LU. Development of these systems involves extensive consultation with DVRPC and other MPOs. These systems help DVRPC to identify transportation needs.

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).

**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.

**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 Port Authority Transit Corporation (PATCO), New Jersey Transit Corporation (NJTC) and Pottstown Urban Transit (PUT). Each is responsible for both the capital needs and service needs in their respective service areas. They are the principal source for identifying transit projects for inclusion in the transit portion of DVRPC's TIP. They also carry out many of the transit planning activities, both funded through DVRPC's regional planning program and through other sources. 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. All transit operating agencies participate in DVRPC Board and committee meetings.

**City and County Planners** — The eight counties and four cities that comprise the DVRPC Board and region are key partners in the regional planning process. Using the Federal planning funds made available to DVRPC, funding is passed through to the member governments to support their transportation planning work and the extensive coordination needed to prepare and maintain a regional process. Member governments participate in all regional committees, identify and prioritize projects, and provide the local knowledge and perspective needed to integrate with the regional program.

### **DVRPC's Working Committees**

One of the primary roles of DVRPC is to coordinate its planning programs, and those of its member governments, with citizens residing in the region. To

accomplish this objective, the DVRPC Board has established several committees to address the regional issues of transportation, land use, air quality, housing, airports, goods and freight movement and citizens' concerns. These committees enhance the regional forum provided by the Board and extend it so that all interested and involved parties can discuss and provide direction for policy on regional planning in the Delaware Valley. The working committees include:

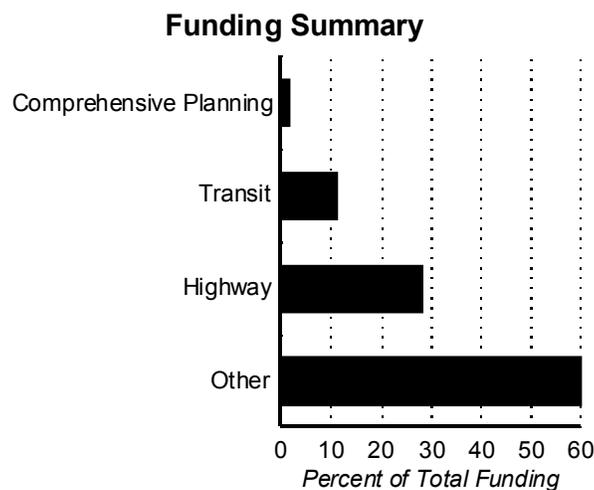
- the **Planning Coordination Committee and Regional Transportation Committee (PCC-RTC)**, The PCC & RTC serves as an advisory unit to DVRPC, reporting to the DVRPC Board, in reference to: (1) Transportation Planning consisting of a long-range element and a short-range element; (2) the Transportation Improvement Program; (3) the Transportation Planning Work Program consisting of the DVRPC Work Program; and (4) all other transportation planning as directed by the Board;
- the **Regional Citizens Committee (RCC)**, The mission of DVRPC's Regional Citizens Committee (RCC) is to provide citizen access to, and participation in, the regional planning and decision-making process. The RCC Chairman sits as a non-voting member of the DVRPC Board and reports the RCC recommendations to the Board for its appropriate action;
- the **Delaware Valley Goods Movement Task Force (DVGMTF)**, The Delaware Valley Goods Movement Task Force 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)**, which provides a forum for the exchange of ideas and experiences among regional data managers;
- the **Regional Community and Economic Development Forum** , which facilitates the various economic development and housing agencies in the region to work together on issues of regional importance, fosters greater cooperation between agencies, and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community;
- **Planning at the Edge**, this committee addresses inter-regional issues and projects identified through DVRPC staff outreach to adjacent metropolitan planning organizations and counties with the goal of achieving cooperative solutions. The committee initiates discussion on proposed coordination,

communication and cooperation techniques across regional boundaries;

- the **Regional Aviation Committee (RAC)**, which provides technical and policy guidance concerning regional airport systems to the states, DVRPC and the Federal Aviation Administration;
- the **Regional Safety Task Force (RSTF)**, is an interdisciplinary team of safety stakeholders/professionals that will offer guidance and direction to the Commission's safety conscious planning program. The focus of the task force is diverse and will address all users and operators of the transportation network and all modes; and
- the **Transportation Operations Task Force (TOTF)**, the Transportations Operations Task Force is the focal point of regional ITS coordination. The Task Force is a forum for agencies to share information on ITS deployments, develop a consensus on regional ITS issues, respond to federal and initiatives, and develop an annual action plan. It has the ability to establish subcommittees to tackle specific issues as they arise. As a technical-level group, it directs DVRPC's ITS planning activities that in turn support the Task Force.

### FY 2012 Program Budget

The total budget for the FY 2012 Planning Work Program is \$24,510,441, an increase of \$1,884,287 from that contained in the FY 2011 Planning Work Program. Table A, *Funding Summary* (see Page 21), shows DVRPC's funding by major source. Table B, *Project Funding* (see Chapter 2) shows the budget and funding for each project.



## **FY2012 Programs and Projects**

This Work Program continues the reorganized structure began last year which consolidated many related projects into program areas. Some initiatives remain as stand alone projects due to special circumstances. The concept of programs allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board's direction. The list below shows each DVRPC major program area and the goals of each program.

### **DVRPC Major Programs and Related Tasks**

#### **Technical Assistance to Member Governments**

Ensure intergovernmental coordination, technical evaluation and regional policy formulation on transportation issues, projects and plans through monthly meetings of the Planning Coordinating Committee and the Regional Transportation Committee (including meeting minutes and pertinent presentations, research and technical assistance activities).

#### **TransitChek Marketing**

TransitChek provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$230/month as of 2/17/09. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and their employer(s). All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators.

#### **Regional Forum**

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

#### **Work Program Administration**

Preparation of the Planning Work Program, negotiate project funding, monitor the program progress, prepare and submit required applications and contract documents. Provide input to Regional Forum and receive output from all projects. Prepare, administer and provide technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

### **Environmental Justice**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination in federally funded activities under Title VI of the 1964 Civil Rights Act and the 1994 President's Executive Order on Environmental Justice. A renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This renewed commitment is reflected in DVRPC's Work Program, publications, communications, public involvement efforts, and general way of doing business.

### **Transportation Operations**

Transportation Operations is one of the transportation planning factors mandated by federal metropolitan planning regulations. It represents a broad array of short-term improvement strategies employing technology and interagency coordination that will address reoccurring and non-reoccurring congestion.

### **Corridor Planning**

This project is the nexus between the long-range plan and project development. Corridor planning takes needs identified in the long-range plan, related to routes identified as essential to the movement of goods and people in the region, refines the understanding of those needs, and evaluates potential strategies to address them. The process is designed to better inform regional transportation and land use decision making.

### **Regional Transit Planning Program**

This program assists regional, county, and transit agencies with public transit planning efforts. This includes identifying, assessing, and enhancing transit access, connectivity, and mobility under the direction of the Regional Transit Advisory Committee (RTAC). The program focuses on three areas: the first is continued collection, analysis and reporting of survey and other data relating to the regional transit system. The second is technical assistance and outreach to member governments and stakeholders on transit issues. This includes the identification and oversight by the RTAC of worthy transit projects benefiting the region each fiscal year. Finally, technical input is also developed to enhance short-term DVRPC projects, as well as in support of the long-range planning functions of the Commission.

### **Non-Motorized Transportation and Human Services Planning Program**

This program combines two distinct yet related elements: planning for bicycle and pedestrian modes, as well as the planning and coordination for federally mandated coordinated human services transportation. Both elements expand and promote mobility options for the transportation in the region. Bicycle and pedestrian travel is highlighted in the transportation

planning and design process, per USDOT policy. Additionally, this program accommodates the continued coordination with member governments including ongoing Safe Routes to School (SRTS) project development for communities in the region.

### **Delaware Valley Freight Planning**

Maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight community and implementing a regional goods movement strategy.

### **Transportation Safety and Security**

This program supports the goals of DVRPC's long-range plan, Regional Safety Action Plan, and the DOTs' Strategic Highway Safety Plan. It incorporates transportation safety and security, planning factors required by federal metropolitan planning regulations, into the transportation planning process; and seeks to improve the safety and security of the region's transportation system while maintaining acceptable levels of accessibility and efficiency. The program addresses transportation safety and security from a multi-pronged approach and coordination and outreach are important aspects.

### **Travel Monitoring**

This continuing project 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 VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), 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. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system

### **Smart Growth**

The Smart Growth work program will continue DVRPC's work on linking land use and transportation planning, while also enhancing the level of outreach, education, coordination, advocacy, and overall support for smart growth principles. This program will support greater understanding of sprawl issues and its impacts on the region's accessibility and mobility, land preservation, urban revitalization, and economic development.

### **Economic Analysis and Coordination**

Support and foster coordination and exchange of information between the economic development and business community on one hand, and the transportation and land use planning community on the other. Assure the voices of the economic development and business community are brought into DVRPC planning activities.

### **Strategies for Older Communities**

Many of the region's oldest suburbs and boroughs face social, economic, and infrastructure challenges uncharacteristic of more affluent "outer ring" communities and lack the resources available to the region's core cities. This program will continue work that identifies opportunities for coordination and cooperation between municipalities in the region.

### **Climate Change Initiatives**

Develop a rigorous inventory of greenhouse gas emissions in the DVRPC region, allocated where feasible and appropriate to the county and municipal level. Initiate a stakeholder-driven process to develop an action plan for reducing regional greenhouse gas emissions in a manner that will have maximum benefit to the region's economy and well-being.

### **Long Range Plan**

Foster a long range vision to guide development in the region and identify strategies to achieve goals that implement the vision. Ensure that the region's transportation investments are linked to long-range land use, economic development and transportation goals. The Long-Range Plan provides guidance and a policy framework for numerous other DVRPC programs.

### **Regional Congestion Management Process**

The CMP is a systematic process for managing congestion in the DVRPC region. It analyzes the multimodal transportation system, defines congested corridors, and results in agreed-upon strategies for each congested subcorridor at a regional planning level. The CMP strengthens the connection between the Long-Range Plan, TIP, and other projects. It includes work with DOT and county project managers and others to help make transportation investments more effective. A focus in FY '10 will be analysis of the efficiency of different transportation strategies.

### **Air Quality Planning**

Improve air quality in the region through coordination of intra and inter-regional policies, public education and demonstration of transportation conformity of the region's long range plan and transportation improvement programs.

### **Environmental Planning**

Assure a clean and sustainable environment and implement Connections 2035 by assisting in efforts to preserve the 2035 Greenspace Network and 2035 Conservation Focus Areas for natural resource, agricultural preservation and outdoor recreational purposes.

### **Travel and Land Use Modeling**

The Travel and Land Use Modeling work program element 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 regional plan and planning process require 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 our consultants as they upgrade the DVRPC land use and travel models and software.

### **Transportation Improvement Program (TIP)**

This project provides for transportation financial planning 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. Serving as the facilitator for the region's stakeholders, DVRPC will both develop and maintain a regional DVRPC Transportation Improvement Program (TIP) for Pennsylvania and New Jersey as mandated by federal regulations, identify and select transportation projects that address the needs of the region and advance the goals of the long range plan, document modifications to the program, and provide information and documents related to those processes, funding, and capital programming issues 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 SAFETEA LU and environmental justice concerns as it relates to this project.

### **Competitive Program and Project Management**

SAFETEA-LU, the federal authorizing legislation for highways and transit, includes funding for non-traditional transportation projects such as multi-use trails, streetscapes, historic restorations, alternative fueled vehicles, and travel demand management, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources and for local highway and bridge projects. Four categories of federal funding that provide broad eligibility for these non-traditional and local transportation projects are: Transportation Enhancements, Earmarks, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

## **Geographic Information Systems**

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

## **Data Exchange and Analysis**

This program facilitates the acquisition, organization, analysis, automation, and dissemination of available data sets to support all regional land use and transportation planning activities. This data includes (but is not limited to) newly released Census data products, residential building permit data, and Home Mortgage Disclosure Act (HMDA) data, as well as data for which DVRPC is a primary source, including the TIP, traffic counts, land use, and aerial photography. Additional program tasks include maintaining DVRPC's regional online information network; coordinating with the Census Bureau in preparation for the 2011 Census (including evaluating the proposed Census Transportation Planning Products); and administering the Commission's Information Resources Exchange Group (IREG).

## **Work Program Organization**

The FY 2012 Planning Work Program is divided into six chapters. Chapter One serves as an introduction to DVRPC's operations and relationship to other transportation agencies in the Delaware Valley region. Chapter Two details the programs and projects which DVRPC will be undertaking during FY 2012. Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively, which are funded by DVRPC and carried out by its member governments and transit operating agencies. Chapter Five includes other projects to be carried out by member governments. Chapter Six includes high priority projects which could not be funded in FY 2012 for both DVRPC sponsored projects and those of its member governments. Additional funding would need to become available in order for these projects to be implemented. It also includes those planning efforts anticipated to be carried out by other transportation agencies to insure a coordinated transportation planning effort.

Within the framework of available financial and human resources, this work

program effectively addresses the key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of the Delaware Valley.

### **Achievement of Long-Range Plan Key Principles**

The four key principles of the Long-Range Plan serve as a framework for many of the projects and programs undertaken by DVRPC. The Work Program serves as an important implementation tool to achieve the future land use and transportation development vision that is set forth in the Long-Range Plan. In an effort to highlight the connection between the Work Program and the Long-Range Plan, a matrix was developed that shows the linkage between these two core documents. Both primary and peripheral associations between the programs and the four key principles of the Long-Range Plan are shown in the matrix. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the Long-Range Plan.

CONNECTIONS LONG-RANGE PLAN KEY PRINCIPLES

PROGRAMS	Create Livable Communities	Manage Growth & Protect Resources	Build an Energy-Efficient Economy	Modernize the Transportation System
Regional Forum	•	•	•	•
Work Program Administration	•	•	•	•
Technical Assistance to Member Governments	•	•	•	•
Environmental Justice	•	•	•	•
Transportation Improvement Program	○	○	○	○
Competitive Project Management	○	○	○	○
Long-Range Plan	•	•	•	•
Congestion Management	○	○	○	○
Transportation Operations	○	○	○	○
Corridor Planning	○	○	○	○
Smart Growth Coordination	•	•	○	○
Strategies for Older Communities	•	○	○	•
Non-Motorized & Human Services Transportation Planning	○	○	○	•
Regional Transit Planning Program	○	○	○	•
Freight Planning	○	○	○	•
Economic Analysis and Coordination	○	○	•	○
Environmental Planning	○	•	○	○
Air Quality Planning	○	•	○	•
Transportation Safety	○	○	○	•
Travel Monitoring	○	○	○	•
Data Exchange	•	•	•	•
Geographic Information Systems	•	•	•	•
Travel and Land Use Modeling	○	○	○	•
TransitChek Marketing	○	○	○	•
Climate Change Initiative	○	○	•	○

• Primary Association ○ Peripheral Association



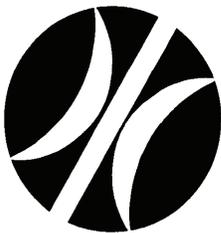
## **Title VI Compliance:**

The Delaware Valley Regional Planning Commission (DVRPC) hereby gives public notice that it is the policy of the Commission to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which DVRPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with DVRPC. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: [www.dvrpc.org](http://www.dvrpc.org) or call (215) 238-2871.



*FISCAL YEAR 2012 PLANNING WORK PROGRAM*

*Table A for FY 2012  
To Be Developed*



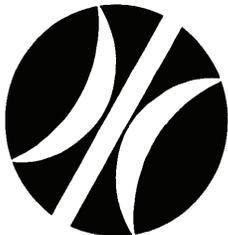
*Delaware Valley Regional Planning Commission*



*FISCAL YEAR 2012 PLANNING WORK  
PROGRAM*

*CHAPTER TWO*

*DVRPC PROGRAM AREA  
AND  
PROJECT DESCRIPTIONS*



**Delaware Valley Regional Planning Commission**



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2012 PLANNING WORK PROGRAM**

**CHAPTER TWO**

**DVRPC PROJECT DESCRIPTIONS**

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**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**  
**FY 2012 PLANNING WORK PROGRAM**  
**PROJECT FUNDING BY SOURCE**

**TABLE B**  
**11/20/2010**

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2012 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
	<b>Chpt. Two-Sect. A</b>						
	<b>DVRPC PROGRAM AREAS</b>						
33	12-21-010	Technical Assistance to Member Governments	\$ 488,865	\$ 236,412	\$ 52,453	\$ -	\$ 200,000
37	12-22-020	TransitChek Marketing	250,000	-	-	-	250,000
39	12-23-010	Regional Forum	240,000	196,320	43,680	-	-
41	12-23-020	Work Program Administration	240,000	196,320	43,680	-	-
43	12-23-040	Environmental Justice	210,000	130,880	29,120	-	50,000
45	12-41-020	Transportation Operations	320,000	261,760	58,240	-	-
49	12-41-030	Corridor Planning	590,000	400,820	89,180	-	100,000
53	12-41-040	Regional Transit Planning Program	420,000	-	420,000	-	-
57	12-41-050	Non-Motorized and Human Services Transportation Planning Program	350,000	286,300	63,700	-	-
61	12-41-060	Delaware Valley Freight Planning	350,000	286,300	63,700	-	-
66	12-41-090	Transportation Safety & Security	420,000	343,560	76,440	-	-
69	12-43-010	Travel Monitoring	645,000	645,000	-	-	-
71	12-44-010	Smart Growth	350,000	237,220	52,780	60,000	-
75	12-44-020	Economic Analysis and Coordination	200,000	81,800	18,200	50,000	50,000
79	12-44-030	Strategies for Older Communities	430,000	163,600	36,400	50,000	180,000
81	12-44-040	Energy and Climate Change Initiatives	240,000	150,531	33,492	55,977	-
85	12-46-010	Long Range Plan	550,000	369,000	81,000	-	100,000
89	12-46-020	Regional Congestion Management Process	230,000	230,000	-	-	-
93	12-46-030	Air Quality Planning	280,000	229,040	50,960	-	-
97	12-47-010	Environmental Planning	354,000	75,000	-	179,000	100,000
101	12-51-010	Travel and Land Use Modeling	500,000	409,000	91,000	-	-
105	12-52-010	Transportation Improvement Program (TIP)	540,000	368,100	81,900	-	90,000
109	12-52-020	Competitive Program and Project Management	770,000	50,000	-	-	720,000
111	12-53-010	Geographic Information Systems	380,000	310,840	69,160	-	-
113	12-54-010	Data Exchange and Analysis	260,000	212,680	47,320	-	-
		Subtotal	\$ 9,607,865	\$ 5,870,482	\$ 1,502,406	\$ 394,977	\$ 1,840,000

**Chpt. Two-Sect. B**

**DVRPC PROJECTS**

09-47-300	William Penn -- Local Food Economy Technical and Financial Assistance Program **	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
10-41-110	Schuylkill Expressway Operational Research Model **	150,000	-	-	-	-	150,000
10-64-102	Enhanced Road Safety Audits in Pennsylvania	80,000	-	-	-	-	80,000
10-64-103	Darby Borough Grade Crossing Study, Phase 2 of 2	100,000	-	-	-	-	100,000
11-43-040	City of Philadelphia - Bike and Pedestrian Counts **	50,000	-	-	-	-	50,000
12-04-010	Private Sector Data Requests	10,000	-	-	-	-	10,000
12-10-010	General Fund	194,482	-	-	-	-	194,482
12-22-010	Commuter Benefit Program - TransitChek	1,200,000	-	-	-	-	1,200,000
12-22-030	Commuter Services / Mobility Alternatives Program (Share-A-Ride)	251,000	-	-	-	-	251,000
12-23-030	Public Participation, Information and Visualization Techniques	320,000	261,760	58,240	-	-	-
12-41-070	Intelligent Transportation Systems (ITS) Including RIMIS	983,500	-	-	-	-	983,500
12-41-080	Tri-County Transportation Plan Implementation	60,000	49,080	10,920	-	-	-
12-41-110	Traffic Impact Study Analysis - Bucks County	100,000	-	-	-	-	100,000
12-42-010	FFY 2011 Regional Aviation System Planning	250,000	-	-	-	-	250,000
12-43-020/25	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-	-
12-43-030	PennDOT District 6-0 Traffic Volume Data	250,000	-	-	-	-	250,000
12-44-070	Regional Circuit Rider for Energy Efficiency in Local Government Operations	121,326	-	-	40,442	-	80,884
12-46-040	Central Jersey Transportation Forum	175,000	-	-	-	-	175,000
12-46-050	PA Ozone Action Supplemental Services	125,000	-	-	-	-	125,000

TABLE B  
11/20/2010  
DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
FY 2012 PLANNING WORK PROGRAM  
PROJECT FUNDING BY SOURCE

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2012 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
		<b>DVRPC PROJECTS (continued)</b>					
155	12-46-065	NJ Ozone Action Supplemental Services	\$ 50,000	\$ -	\$ -	\$ -	50,000
157	12-46-172/175	Penn State University – Ozone and PM 2.5 Forecasting Services	62,000	-	-	-	62,000
159	12-47-030	Pennsylvania Coastal Zone Management Implementation Program	42,000	-	-	-	42,000
161	12-47-040	Delaware Valley Regional Food System Plan	100,000	81,800	18,200	-	-
163	12-47-200	PA/NJ Local Environmental Initiatives	160,000	-	-	60,000	100,000
165	12-51-020	Update Travel Simulation Model and Household Survey	1,225,000	-	-	-	1,225,000
169	12-51-070	Center City Philadelphia Evacuation & Traffic Model	150,000	-	-	-	150,000
175	12-51-080	Center City Philadelphia Traffic Model	40,000	-	-	-	40,000
181	12-51-200	PennDOT Alternative Tests	700,000	-	-	-	700,000
183	12-52-040	Transportation Asset Management Process	120,000	98,160	21,840	-	-
187	12-53-020	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
189	12-56-700	Member Government Special Projects	668,532	-	-	-	668,532
	12-56-701	Carryover of PennDOT Highway Needs Studies **	150,000	-	-	-	150,000
		Subtotal	8,537,840	690,800	109,200	100,442	7,637,398
		<b>SUBTOTAL DVRPC PROGRAM</b>	\$ 18,145,705	\$ 6,561,282	\$ 1,611,606	\$ 495,419	\$ 9,477,398

\*\* Carryover Projects

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2012 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
		<b>MEMBER GOVERNMENT AND TRANSIT OPERATING AGENCIES</b>					
191	Chpt. Three	<b>Supportive Regional Highway Planning Program</b>					
	12-60-000/12-61-000	PA/NJ Supportive Regional Highway Planning Program	\$ 1,266,250	\$ 785,000	\$ -	\$ -	\$ 481,250
235	Chpt. Four	<b>Transit Support Program</b>					
	12-63-000	PA/NJ Transit Support Program	1,718,486	-	1,718,486	-	-
289	Chpt. Five	<b>Other Member Government Projects</b>					
293	12-53-300	PA/NJ Regional GIS Implementation Coordination	300,000	-	-	-	300,000
295	12-62-000	NJ Local Study & Development	330,000	-	-	-	330,000
297	12-66-000/12-67-000	PA / NJ TCDI	2,750,000	-	-	-	2,750,000
		<b>SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES</b>	\$ 6,364,736	\$ 785,000	\$ 1,718,486	\$ -	\$ 3,861,250
		<b>GRAND TOTAL</b>	\$ 24,510,441	\$ 7,346,282	\$ 3,330,092	\$ 495,419	\$ 13,338,648

FISCAL YEAR 2012 PLANNING WORK  
PROGRAM

CHAPTER TWO - A

DVRPC PROGRAM AREA  
DESCRIPTIONS



*Delaware Valley Regional Planning Commission*



## **PROJECT: 12-21-010 Technical Assistance to Member Governments**

---

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

**Project Coordinator:** Richard Bickel

**Project Manager:** W. Thomas Walker, John Ward

### **Goals:**

To ensure intergovernmental coordination on transportation 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.

### **Description:**

Ensure intergovernmental coordination, technical evaluation and regional policy formulation on transportation issues, aviation issues, projects and plans through monthly meetings of the Planning Coordinating Committee/Regional Transportation Committee and Regional Aviation 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. In southeastern Pennsylvania, DVRPC will assist PennDOT to expand and promote the Local Technical Assistance Program (LTAP). LTAP provides timely and convenient training, information and technical assistance for municipal elected officials and their staff on maintaining and operating local transportation facilities. DVRPC will also respond to specific requests from PennDOT to assist with special traffic studies. Responses to legal inquiries and estimates of the air quality, land use and transportation effects of proposed transportation improvements may also be prepared.

### **Tasks:**

1. Staff the Planning Coordinating Committee/Regional Transportation Committee and Regional Aviation Committee meetings, including agendas, minutes and related materials, related to the long-range plan, Transportation Improvement Program, the Annual Planning Work Program and other transportation and land use issues or projects.
2. Perform short-term, high priority studies; provide technical services and data; investigate specific issues; and participate on transportation committees at the regional, state or national levels.
3. At least semi-annually, consult with City/County Planning Directors regarding ongoing projects and short-term needs.
4. Participate on regional or statewide committees and task forces as appropriate, to

represent DVRPC's interests.

5. Conduct short-term research or prepare policy papers and memoranda in response to member government requests or as a follow-up to on-going or proposed DVRPC initiatives.

6. Continue to work with PennDOT to implement the Local Technical Assistance Program (LTAP) in southeastern Pennsylvania.

a. Carry out priority training derived from the priority list and coordination schedule developed previously; identify and secure training facilities for the courses; identify instructors; provide training program schedule on the DVRPC web site; mail letters and brochures announcing the LTAP program to municipalities; and market the program at appropriate conferences, meetings and events.

b. Evaluate effectiveness of the training programs through phone or mailed surveys of participants, and conduct After Action Reviews (AAR) with PennDOT, following completion of the scheduled training.

c. Prepare summary report for PennDOT with program outcomes and recommendations for future activities with LTAP in the DVRPC region.

7. Design and conduct special traffic studies in response to PennDOT requests in coordination with member governments, including estimates of the impact of proposed transportation improvements on vehicular emissions and public transit services, as well as the potential impact on land use patterns.

8. If required, respond to legal inquiries on previously completed PennDOT studies.

9. Conduct Census Transportation Planning for NJDOT.

10. Coordinate with the Federal Transit Administration with regard to New Start and Small

Start applications proposed by member governments and transit operators.

### **Products:**

1. Policy papers, memoranda and brief research reports.

2. Meeting agendas, minutes and related materials as required.

3. Southeastern PA LTAP: Training materials, course brochures, annual evaluation report, including recommendations for future LTAP activities.

4. Reports and other study-related information (traffic data, transit ridership counts, turning movements, land use, economic and demographic information).

5. Data and other research materials related to the investigation of legal issues, involving specific transportation improvement proposals or projects.

6. Census Transportation Planning products.

### **Beneficiaries:**

Municipalities, State DOTs, Operating Agencies, County Planning Agencies, Businesses and Citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$288,865	\$239,010	\$49,855		
2012	\$488,865	\$236,412	\$52,453		\$200,000
2013	\$288,865				
2014	\$288,865				

\*\$200,000 - PennDOT PL/SPR Funds



## **PROJECT: 12-22-020 TransitChek Marketing**

---

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

**Project Coordinator:** Stacy Bartels

**Project Manager:** Erin Burke

### **Goals:**

To help increase usage of the region's transit systems by promoting this program to and increasing awareness and interest among the region's transit-riding public. Secondly, increasing awareness among the general public, including non-transit commuters, will encourage riders to take information to their employers for possible implementation.

### **Description:**

The TransitChek program has been administered by DVRPC since its inception in 1991. TransitChek provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to \$115/month as of 1/1/08. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and companies. All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators. (Note that this program also reaches to southcentral Pennsylvania.)

This work program covers outreach and marketing activities to promote TransitChek and TransitChek Select to employers and transit riders.

### **Tasks:**

1. Work with the Marketing Task Force to obtain input in marketing strategies and programs; stay abreast of transit issues.
2. Promote the program to both main audiences: local employers with worksites accessible to transit, and transit-riding commuters.
3. Extend the educational effort, to a degree, to commuters not currently using transit or vanpools.
4. Develop an annual marketing and media plan, and budgets.
5. Develop and produce marketing materials as needed.
6. Coordinate events and efforts with transit agencies and other transportation-related organizations.

### **Products:**

1. Annual marketing and media plans.
2. Marketing and media materials.
3. Website information.

4. Quarterly and annual reports.

**Beneficiaries:**

Public, area employers, transit agencies, member governments.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000
2014	\$250,000				\$250,000

\*1. PA- \$160,000 TIP-CMAQ, 2.NJ- \$40,000 TIP-CMAQ, \$50,000 Transitckek Program Cash

## **PROJECT: 12-23-010 Regional Forum**

---

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

**Project Coordinator:** Jean McKinney

**Project Manager:** Barry Seymour

### **Goals:**

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

### **Description:**

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

### **Tasks:**

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

**Products:**

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

**Beneficiaries:**

All client groups

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$240,000	\$197,520	\$42,480		
2012	\$240,000	\$196,320	\$43,680		
2013	\$240,000				
2014	\$240,000				

**PROJECT: 12-23-020 Work Program Administration**

---

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

**Project Coordinator:** John Griffies

**Project Manager:** Donald Shanis, Charles Dougherty, Richard Bickel

**Goals:**

To ensure intergovernmental coordination by preparing the annual work program and monthly progress reports and provide technical assistance by administering the regional highway planning program and transit planning program

**Description:**

Prepare the FY 2013 Planning Work Program, negotiate project funding, monitor the FY 2012 program progress, prepare and submit required applications and contract documents. Provide input to Regional Forum and receive output from all projects. Prepare, administer and provide technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit support planning at the local level.

**Tasks:**

1. Prepare the FY 2013 Planning Work Program and project budgets based on guidance provided by the Board's Work Program Committee.
2. Assist agencies in work program and budget development.
3. Review documents and provide technical assistance.
4. Coordinate prioritization of the TSP and SRHPP projects for inclusion into the Work Program and prepare agreements with member governments.
5. Prepare applications and contracts, and negotiate with federal, state and local governments to secure funding to carry out the planning programs.
6. Prepare monthly and quarterly progress reports, conduct program review meetings. Monitor on a daily basis the implementation of the planning programs.
7. Guide third-party consultant selection, and assist in the preparation of documents required for consultant selection.
8. Establish accounting procedures, and develop methods of progress and expenditure reporting.
9. Review audits of member governments prepared under OMB's Circular A-133: Audits of States, Local Governments, and Non-Profit Organizations.
10. Prepare closing report(s).

**Products:**

- 1.FY 2013 Planning Work Program.
- 2.Monthly and quarterly progress reports and invoices.
- 3.Contract closing report(s).
- 4.Grant applications and contracts.
- 5.Special financial and internal management reports.

**Beneficiaries:**

Member Governments and Operating Agencies,

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$240,000	\$197,520	\$42,480		
2012	\$240,000	\$196,320	\$43,680		
2013	\$240,000				
2014	\$240,000				

## **PROJECT: 12-23-040 Environmental Justice**

---

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

**Project Coordinator:** Candace Snyder

**Project Manager:** Jane Meconi, Meghan Weir

### **Goals:**

Assure that Environmental Justice, as outlined by the 1994 President's Executive Order, is considered in DVRPC's planning and outreach practices. Implement Title VI of the Civil Rights Act of 1964 by assuring that all residents of the Delaware Valley are represented fairly and not discriminated against in the transportation planning and capital investment process.

### **Description:**

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. Environmental justice refines this concept by specifying the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal or commercial operations or the execution of federal, state, local and tribal programs and policies.

### **Tasks:**

Update the DVRPC Public Participation Plan, Title VI Compliance Plan and the Environmental Justice Planner's Methodology, as needed, to continue the ongoing assessment of the benefits and burdens of transportation system improvements and to continue efforts to apply public involvement techniques that maximize meaningful participation for all segments of the region's population. Explore potential for other EJ publications and brochures for various audiences.

2. Interact with the Title VI Liaisons to monitor progress toward Title VI goals.
3. Prepare for the yearly audit by the state transportation agencies.
4. Assess the region's transportation investments relative to the needs of disadvantaged populations, including but not limited to low income and minority populations. Investigate the state of accessibility and mobility for disadvantaged populations, with a focus on safety, transit, and alternative transportation modes.
5. Refine plan and implementation strategies to provide improved public input opportunities to the environmental and transportation planning processes, including

expanding membership of the Regional Citizens Committee and Regional Student Forum.

6. Refine mechanisms for the ongoing review of the TIP and long-range plan.
7. Incorporate EJ analysis into individual project studies and reports in DVRPC Work Program. Investigate the linkage between EJ and the NEPA Environmental Review Process.
8. Continue to train staff in EJ/Title VI strategies.
9. Convene meetings of the DVRPC Environmental Justice Work Group. Explore opportunities for EJ events for DVRPC stakeholders and the general public.

**Products:**

Expanded and updated database of community organizations and contacts for public involvement and to supplement the Regional Citizens Committee.

2. Refine mechanism for the ongoing review of the TIP, and other programs and plans, as needed.
3. Refine and update the Degrees of Disadvantage methodology and maps, utilizing new 2010 U.S. Census data.
4. Launch interactive online EJ mapping feature
5. Issue Title VI Annual Report to planning partners
6. Implement web-based directory of EJ/Title VI resources as well as expanded EJ/Title VI publications in DVRPC Resource Center.
7. Work with neighborhoods, communities, and counties in the region to enhance their awareness of and implementation of EJ and Title VI.
8. Complete Accessibility and Mobility report, including case studies of transportation issues of EJ communities in the region and recommendations for transit-oriented services and to increase safety for pedestrians and other transportation users.

**Beneficiaries:**

Transportation agencies and operators, environmental agencies, community organizations, low-income and minority population groups, Delaware Valley residents

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$120,000	\$98,760	\$21,240		
2012	\$210,000	\$130,880	\$29,120		\$50,000
2013	\$120,000				
2014	\$120,000				

\*\$50,000 - PennDOT PL/SPR Funds

## **PROJECT: 12-41-020 Transportation Operations**

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

**Project Coordinator:** Stanley Platt

**Project Manager:** Christopher King, Laurie Matkowski, Matthew West

### **Goals:**

Optimize the efficiency of the highway network through systems operations and management.

### **Description:**

Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. This program will not only help DVRPC comply with the federal requirements, it will also support DVRPC's on-going transportation operations planning activities. More detailed information about DVRPC's transportation operations activities can be found at <http://www.dvrpc.org/operations/>.

In FY 2011, DVRPC assisted Delaware County Emergency Services Department in managing the Delaware County Incident Management Task Force. DVRPC also co-managed the US 30 Incident Management Task Force in cooperation with Chester County Planning Commission. In New Jersey, DVRPC helped NJDOT evaluate the effectiveness of the I-295 Traffic Management Plan. In FY 2010, DVRPC collected before data prior to the beginning of construction; in FY 2011, DVRPC collected data during closure of the northbound and then the southbound lanes. Evaluating the impact of newly installed ITS devices on traffic congestion and incident management, the last component of the I-295 monitoring effort, will be conducted in FY 2012. In Philadelphia, DVRPC is working with city agencies, PennDOT, the Pennsylvania State Police, and others to improve operations of expressways in the city. A major emphasis has been operational planning for the reconstruction of I-95, including development of individual traffic management/incident management plans for expressway construction projects.

Traffic signals, a major component of transportation operations, will be addressed from two different perspectives: establishing regional priorities for funding traffic signal systems, and ensuring closed loop traffic signal systems are properly timed. These activities were identified in PennDOT's Regional Operations Plan (ROP) for the DVRPC region.

Since traffic signals in Pennsylvania are owned, operated, and maintained by individual municipalities, any initiatives to implement new signal systems has largely

resided with them. Municipal priorities may or may not coincide with regional priorities to reduce traffic congestion, move traffic, or support expressway diversion routes. In response to this situation, DVRPC developed a GIS model, Priorities for Operational Investment (POInts), to optimize the region's traffic signal investment. In FY2011, DVRPC used the POInts model to develop a traffic signal priority network for the City of Philadelphia. In FY2012, DVRPC will expand the use of the POInts model to the remaining four other counties.

Once signal systems are constructed, Pennsylvania municipalities often do not properly maintain signal timing plans, and they lose their effectiveness. Regardless of ownership, over time, new development and other factors tend to degrade signal timings. DVRPC will assist NJDOT and PennDOT in updating traffic signal timing plans in selected corridors. In FY 2011, DVRPC conducted a retiming effort on PA 100 in Chester County and Ridge Pike in Montgomery County.

A new emphasis for FY 2012 will be a pilot project to develop detour routes for flood prone areas. The main objective of the effort is to develop and sign official detour routes around the flooded areas to prevent motorists from entering the flood zone. A secondary objective is to improve interagency coordination among municipal officials, county emergency management personnel, and PennDOT to limit access to flooded areas and implement the detour routes. Ideally, traffic should be routed on major highway well in advance of the actual flooded road, and not be directed to other areas that could potentially flood.

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

### **Tasks:**

#### Transportation Operations Tasks:

1. Continue managing the Philadelphia Incident Management Task Force composed of PennDOT, FHWA, Philadelphia Streets Department, Philadelphia Police Department, Philadelphia Fire Department, Philadelphia Office of Emergency Management, Pennsylvania State Police, Delaware River Port Authority, Burlington County Bridge Commission, Sports Complex Special Services Business District, Center City Business District, Philadelphia International Airport, and PennDOT design consultants.
2. Assist the Philadelphia Incident Management Task Force to address operational and traffic management issues, including ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, upgrading of traffic signals, construction coordination, and work zone traffic management.
3. Begin transition of the management of the Delaware County Incident Management Task Force to Delaware County TMA. The task force is composed of PennDOT, FHWA, Delaware County Emergency Management Agency, local police

and fire departments, DRPA, Pennsylvania State Police, towing companies, and Pennsylvania Department of Environmental Protection.

4. Assist the Delaware County Incident Management Task Force to address operational and traffic issues, including detour routes, procedures to implement detour routes, maintenance of traffic associated with road construction projects on I-95 and its immediate vicinity, and recaps of major incidents.
5. Co-manage US 30 Incident Management Task Force with Chester County Planning Commission.
6. Collect I-295 traffic and incident data from NJDOT archived data sources. Correlate traffic conditions to actions taken by NJDOT's Statewide Traffic Management Center to determine if these actions had any impact on traffic.

#### Traffic Signal Systems Priority Program Activities

1. Hold periodic meetings with each individual county and other key stakeholders including PennDOT, DVRPC, FHWA. Prepare agendas, presentation materials, and meeting minutes.
2. Apply Priorities for Operational Investment (POInts) model to each individual county. Input county specific data including functional classification, detour routes, emergency evacuation routes, bus routes, traffic signal density, and CMP corridors. The product will be a priority network to implement traffic signal retimings and signal upgrades.
3. Using the priority network as a base, and factoring in existing signal systems, fiber network connectivity, and county priorities, develop a traffic signal improvement program.
4. In coordination with the counties, evaluate all traffic signal system TIP requests with respect to the priority network and traffic signal improvement plan. Develop a priority list of signalized intersections for signal retiming.

#### Closed Loop Traffic Signal Optimization Tasks

1. In cooperation with PennDOT and the Pennsylvania counties, select which closed loop systems will be evaluated for detailed signal timing re-evaluation. In New Jersey, the signal systems will be selected in cooperation with NJDOT.
2. Collect traffic counts, travel times, and other operational data. Input data into Synchro traffic signal optimization software, conduct optimization runs.
3. Document traffic optimization results.

#### Flood Area Detour Routing Tasks

1. In cooperation with Montgomery County Planning Commission and Department of Public Safety, identify 1-2 flood prone areas for the pilot study.
2. For each area form an advisory committee composed of municipal emergency personnel, local police and fire departments, Montgomery County Department of Public Safety, and PennDOT Traffic Management Center and county maintenance.
3. Work with the committee to identify detour routes and locations for signing.
4. Develop a concept of operations for the agencies to cooperatively implement

detours around flooded areas.

**Products:**

Transportation Operations Products:

1. Incident management task force meeting agendas, summaries, and meeting materials
2. Maps showing ITS equipment, detour routes, traffic signals, and other transportation control devices
3. A report documenting the impact of I-295 ITS equipment on traffic congestion and incident management

Signal Products

1. County level traffic signal priority networks and implementation programs
2. Review of proposed signal system projects for concurrence with regional priorities

Closed Loop Traffic Signal Products

1. A technical memo documenting the signal optimization analysis with appropriate recommendations

Flood Area Detour Routing Products

1. Advisory committee meeting agendas and meeting minutes
2. Maps showing detour routes and sign locations
3. Emergency detour concept of operations

**Beneficiaries:**

NJDOT, PennDOT, and the counties

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$370,000	\$263,360	\$56,640		\$50,000
2012	\$320,000	\$261,760	\$58,240		
2013	\$320,000				
2014	\$320,000				

## **PROJECT: 12-41-030 Corridor Planning**

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

**Project Coordinator:** David Anderson

**Project Manager:** Jerry Coyne, Karin Morris

### **Goals:**

To support DVRPC's long-range plan, Connections, the DOTs' land use and transportation linkage initiatives and member government planning and implementation activities. Explore innovative approaches to help implement the long-range land use and transportation plan and help communities plan for a sustainable future. Alleviate congestion and improve the efficiency and safety of the existing transportation network. Inform local governments, affected stakeholders and the public about current best practices to achieve effective corridor plans that link land use and transportation goals and policies.

### **Description:**

This project is the nexus between the long-range plan and project development. Corridor Planning takes needs identified in the long-range plan and congestion management process, refines the understanding of those needs, and evaluates potential strategies to address them. The process is designed to better inform regional and local transportation and land use decision-making.

This project is multifaceted. It will examine and analyze specific corridors as well as explore innovative approaches that seek transportation and land use planning integration in order to better manage growth in the region. Moreover, the project will strive to improve access to and efficiency of the region's transportation system, improve mobility and safety, and mitigate congestion. Components of Corridor Planning will be conducted with the collaboration of federal, state and local planners, officials, the development community and other stakeholders as deemed appropriate. The Corridor Planning program includes providing both technical and policy guidance on best practices addressing mobility, access, growth, development, zoning and community design.

In FY12, research and analysis on best management practices linking transportation and land use (including access management and other topics, as appropriate) will continue, along with additional implementation plans or case studies, as directed by the pertinent study steering committee. In keeping with PennDOT guidelines, this study will identify livability and sustainability strategies to tie the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, safe streets, economic

development, social equity, and environmental conservation. In addition, the DVRPC website will continue to develop and expand to share corridor planning information and the tenets and requirements of SAFETEA-LU with the public. Will provide link to the states' departments of transportation websites to share statewide documents. Findings from the research will be incorporated into the corridor planning work, and other DVRPC plans and projects.

The specific corridors that will be studied in FY12 are:

(1) In Pennsylvania, DVRPC staff will conduct a corridor and land use project follow-up effort that will formalize implementation assistance for recently completed corridor studies. This will be done through the work program and with county partners where the DVRPC will lead meetings, prepare status reports, assess progress, assist local leaders, and prepare specific work implementation items. DVRPC will arrange meetings of local officials and managers, conduct annual or quarterly reviews of progress, assist in grant preparation for municipalities, and help with specific projects, depending on the desires of the local municipalities.

(2a.) In New Jersey, there will be a continuation of the US206/130 Bordentown traffic study. The study will evaluate all existing travel patterns and identify improvements that would enhance mobility and safety within the context of the adjacent land use. Corridor issues will be examined in detail and a list of prioritized recommendations addressing these issues, incorporating a regional perspective, will be presented.

(2b.) DVRPC will conduct a Comprehensive Access Management and Mobility Plan/Assessment of Sections of Camden City, which would represent a further analysis of the area studied by the Camden Parking Study in FY11. This assessment will focus on how the road network is used by commercial and non-commercial truck traffic and automobile traffic for different trip purposes. Emphasis will be on areas of heavy congestion, areas with access management issues, as well as identifying obsolete infrastructure.

(3.) Conduct an access management case study along a congested or emerging corridor to identify access opportunities and constraints, and to assess each municipality's SALDO and Zoning ordinances for their ability to regulate access management best practices.

In addition, these activities will include research, analysis, case studies and/or implementation plans on best practices related to linking transportation and land use planning. In previous work programs, corridor plans undertaken included issues assessment, best practices evaluation, regional and local policy recommendations, and development of case studies or implementation plans for selected locations.

## **Tasks:**

### **a. Access Management**

On a continuing and revolving basis, work with steering committee to select, evaluate and conduct an implementation plan on access management for high priority corridors. Work with local steering committee as well.

1. Select a congested or emerging corridor to identify access opportunities and constraints.
2. Form study advisory committee consisting of municipal officials, county planners and PennDOT
3. Assess access opportunities and constraints, zoning and SALDO ordinances, traffic safety, and future developments
4. Provide recommendations that would enable municipalities to practice good access management during the land (re)development process
5. Document results of the study in a technical report.

### **b. Corridor or Area Studies**

1. Form corridor/area planning steering committee composed of representatives from federal, state, county and local government and other stakeholders as appropriate.
2. In coordination with steering committee, identify corridor/area issues that must be addressed as well as other guidelines for the study. This task may involve reviewing previous studies, conducting field visits, and data collection to better document the issues.
3. Develop and conduct public outreach and involvement program.
4. Prepare a complete description of corridor deficiencies.
5. Assess the need for zoning map and text amendments to achieve the vision for the corridor or area.
6. Identify corridor improvement strategies considering existing land use and transportation plans, analysis of deficiencies from Task 4, and the steering committee and public participation processes. Evaluate these strategies to determine their effectiveness.
7. Develop a draft set of corridor/parking needs and improvements.
8. Prepare an implementation strategy for the final recommendations and an action plan to advance them.
9. Document results of the study in a technical report.
10. Coordinate the corridor plan and parking study, and other long range plan elements, with affected local governments, operating agencies and other groups.

## **Products:**

Access Management, Corridor or Area Studies:

1. Corridor or area study reports that identify corridor deficiencies and an implementation strategy to address them. The steering committee and public participation processes will also be documented.

2. Coordinate the corridor plan, and other long range plan elements, with affected local governments, operating agencies and other groups.
3. Handouts and/or power point presentations for steering committees and for public presentations.
4. Findings and lessons learned from the identified studies will be incorporated into DVRPC's continuing corridor planning work.

**Corridor Project Follow-up:**

Corridor follow-up work products may include meeting minutes, status reports, components of grant applications, or other products as determined by the corridor municipalities.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$490,000	\$403,270	\$86,730		
2012	\$590,000	\$400,820	\$89,180		\$100,000
2013	\$490,000				
2014	\$490,000				

\*\$100,000 - PennDOT PL/SPR Funds

## **PROJECT: 12-41-040 Regional Transit Planning Program**

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

**Project Coordinator:** Joseph Hacker

**Project Manager:** Gregory Krykewycz, Josh Rocks

### **Goals:**

The focus of this program is the conduct of planning work with a realistic path to implementation. This program assists regional, county, and transit agencies with respect to public transit planning efforts. This includes identifying, assessing and enhancing transit access, connectivity, and mobility in consultation with the Regional Transit Advisory Committee (RTAC). The program focuses on four areas: the first is continued collection and analysis of survey and other data relating to the transit system; second is technical support for member governments and stakeholders on transit issues; third is selection of member government transit projects for study, guided by the RTAC; and finally, the cooperative conduct of technical studies supporting long range planning both internal and external to DVRPC.

### **Description:**

This program focuses on transit planning concerns and priorities of member governments and regional transit agencies. Projects undertaken in this program support regional, county, and municipal transit priorities as well as provide advanced technical services for agencies requiring long range or specialized planning. This is accomplished through a coordinated program of survey data collection, transit planning projects derived through the Board and RTAC, and long range or technical research.

Surveys and data collection of many sorts: passenger, intercept, parking sheds, patron, and ridership are essential for the analysis of transit in the region. This data collection and analysis may include transit stations and their surrounding land use, ridership, parking, road, bicycle and pedestrian related data. Additionally, intercept and mailback surveys conducted in coordination with DVRPC's Office of Travel Monitoring and with our planning partners provide data supporting transportation modeling efforts and the evaluation of transit alternatives in the region.

Member governments, regional transit agencies, and other planning partners will be consulted on transit project scopes to be considered in this program. This includes evaluations of new services or facilities, corridor level transit analysis, evaluations of improvements to transit access, and examinations of the relationship between land use and transit for specific sites or corridors. Emphasis will be on coordination between agencies or DVRPC offices to best meet the needs of the planning

partner.

Federal guidance maintains the need for a long range or research function to ensure the most current methods of analysis are employed in the planning process. The development and implementation of innovative, state-of-the-art or best practices is central to this program. This includes the development, review, and assessment of new tools to help guide technical work and aid in long range planning efforts. Previous examples of this type of work include: Transit First Technical Assistance, Bike/Bus conflict study, Transit Score, and "Dots & Dashes," all acclaimed planning methods which have assisted other agencies or quantified areas of transit planning previously assigned to judgment.

Finally, this program's focus is on the programming of specific projects as a prelude to more detailed study or operating/capital implementation. These projects will require an element of coordination, including stakeholder management. Some of these activities may also require DVRPC to purchase equipment and/or services to meet the program goals.

### **Tasks:**

1. Conduct basic research, such as: passenger intercept and license plate surveys, ridership trends, municipal plans and related projects, facilities and land use inventories. Use primary data in performing technical analyses of future growth and its demographic and land use characteristics which affect future intra- and inter-system ridership.
2. Establish priorities for transit connections and investment, identifying capital and operating improvements which would provide the greatest situational gains.
3. Assess these improvements and strategies for their costs and benefits and their congruence with existing policy.
4. Review, assess, generate, and apply innovative or state-of-the-art planning practices, including technical or other methods. Develop new means of analyzing data to meet the changing requirements of transit, land use, environmental, or related concerns. Ensure that appropriate technical resources (such as new software) are available for staff use as new "best practices" develop.
5. Chair the Regional Transit Advisory Committee (RTAC) as a subcommittee of the Regional Transportation Committee (RTC), composed of regional transit operators, County representatives, Transportation Management Associations (TMAs), and representatives of the Regional Citizens Committee (RCC) to meet as required to advise, prioritize, define, and monitor transit related tasks in the work program.

### **Products:**

1. Member government outreach and coordination identifying, scoping and implementing new studies in support of member government goals.
2. Planning/policy or technical reports with findings and recommendations.

- 3. Conduct of survey research and data collection in support of agency projects.
- 4. Coordination with transit providers to provide specific expertise in support of systemic planning efforts, including Alternative Analyses, and other evaluation or project support.
- 5. Other functions appropriate to responsive transit planning in coordination with member governments, transit agencies, or other appropriate parties.
- 6. Quarterly or as-needed meeting of the RTAC with subsequent meeting notes and action items.

**Beneficiaries:**

Member governments, SEPTA, PATCO, NJ Transit, and the transit-riding public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$460,000		\$460,000		
2012	\$420,000		\$420,000		
2013	\$460,000				
2014	\$460,000				



**PROJECT: 12-41-050 Non-Motorized and Human Services Transportation Planning Program**

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

**Project Coordinator:** Joseph Hacker

**Project Manager:** Dan Nemiroff, Meghan Weir

**Goals:**

This program combines planning for bicycle and pedestrian modes, as well as the organization of federally mandated coordinated human services transportation planning functions.

As per USDOT and NJDOT policy, bicycle and pedestrian travel is emphasized in the transportation planning and design process, and this program coordinates with member governments on integrating cyclists and pedestrians into the regional travel network, enhancing local mobility, and improving safety.

The goal for human service transportation planning is for seamless, comprehensive and accessible transportation for all citizens. DVRPC administers the Coordinated Human Services Transportation Planning (CHSTP) selection process in the region. This program includes outreach and development of a human services plan; Job Access and Reverse Commute (JARC) and New Freedom (NF) planning; coordination with member governments and the designated recipient (SEPTA) regarding projects and plan updates; and technical support to ensure fair and equitable human service processes in 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 more environmentally friendly lifestyle. The main priorities will be to work with municipalities to provide safe and maintained bicycle facilities and enhance local mobility. Projects will use bicycle and pedestrian counters, conduct outreach and "crowdsourcing" of routes through interactive online mapping applications, and consult with local municipalities and the Regional Bicycle and Pedestrian Advisory Forum (RBPAF) on new projects. New automated counting technologies will enhance data collection and analysis. Some of these activities may require DVRPC to purchase equipment and/or services to meet the program goals. Finally, there is a commitment to serve on state, regional, and local bicycle advisory committees, helping to shape and promote constructive bicycle direction and policy.

Federal and State guidance puts an emphasis on the expansion, development, management, and the coordination of human service transportation. This includes Federal Transit Administration's Job Access and Reverse Commute and New

Freedoms project development and selection in Pennsylvania and New Jersey. Beyond CHSTP, individual projects relating to Seniors or other relevant areas of need may be undertaken at the request of member governments and planning partners to provide technical support or added value for service identification, outreach, and coordination.

**Tasks:**

1. Chair meetings with the Regional Bicycle and Pedestrian Advisory Forum (RBPAF) as required.
2. Conduct bicycle and pedestrian studies in collaboration with DVRPC member governments, as well as the regional transit and mobility providers. This includes collecting automated bicycle and pedestrian count data, survey/inventories of local conditions, provide analysis of conditions, and assist staff with relevant technical support on projects.
3. Update or summarize the CHSTP process updates in response to changes in Federal or State regulations, attend committee meetings, and review/comment on relevant documents or changes to the regulations.
4. Coordinate and conduct the competitive CHSTP grant selection rounds as scheduled in Pennsylvania and New Jersey.
5. Conduct relevant human service related studies in collaboration with DVRPC member governments and stakeholders.
6. Provide technical assistance to and coordination among member governments and broader regional and state committees. This includes participation in state, regional, and local task forces and relevant project technical advisory committees.

**Products:**

1. Regional Bicycle and Pedestrian Advisory Forum quarterly or as needed meetings, with meeting minutes. This includes written responses to specific inquiries raised within the forum structure and preparation of meeting materials in response to requests.
2. Bicycle/pedestrian reports and/or technical memorandum on projects which have been developed and scoped through member governments of the Regional Bicycle and Pedestrian Advisory Forum. These may include, but are not limited to, inventories for and updates to the DVRPC Long Range Plan, revision of the 1995 Pennsylvania and New Jersey Bicycle Plans, and development and review of relevant scopes of service for new studies by member governments.

3. Technical reports for municipalities participating in bicycle/pedestrian studies recommending improvement strategies or potential funding sources (e.g.: Safe Routes to Schools) for recommended capital improvements.
4. Updates or summaries to the DVRPC Coordinated Human Services Transportation Plan.
5. Submission of approved list of regional Job Access and New Freedom projects derived from the CHSTP selection process for approval by DVRPC's committee structure. This includes Board approval of the list and forwarding to designated recipient (SEPTA) and Federal Transit Administration.
6. CHSTP reports and/or technical memorandum on projects which have been developed and scoped through member governments of the CHSTP sub-committee.
7. Other technical work for regional stakeholders as required.

**Beneficiaries:**

State DOTs, transit operators, counties, municipalities, school districts, human service transportation providers, bicyclists, and the commuting public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$350,000	\$288,050	\$61,950		
2012	\$350,000	\$286,300	\$63,700		
2013	\$350,000				
2014	\$350,000				



## **PROJECT: 12-41-060 Delaware Valley Freight Planning**

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

**Project Coordinator:** Theodore Dahlburg

**Project Manager:** Walker Allen

### **Goals:**

Maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight community and implementing a regional goods movement strategy.

### **Description:**

Freight movement is a critical planning factor within the Delaware Valley. Freight facilities and services are strongly linked to regional economic competitiveness and quality of life and, from a transportation perspective, freight shipments continue to grow steadily across all modes. Planning for freight is also an effective means of addressing safety, security, environmental, and land use issues.

The DVRPC freight planning program has been highly proactive and has evolved substantially since its inception in 1992. The program has directly led to the formulation of policies, projects, and technical products designed to maintain the region as a preeminent international freight gateway and to promote "good neighbor strategies" that mitigate adverse local impacts. Evidence of the importance attached to freight can be found in the DVRPC long range plan, the DVRPC TIPs, and in many other aspects of DVRPC's work.

A major goal of the freight program has been to seek to maximize each of the major freight modes and to improve their interconnectivity. This approach is being actively advanced through the Delaware Valley freight corridors technical work that is highlighting freight activity and needs in a primary east-west corridor and a primary north-south corridor in the region. A further enhancement of the multi-modal transportation network is the ongoing treatment of the eleven (11) National Highway System connectors that serve the region's port, rail, and air cargo terminals.

Finally, a major objective of the freight program has been to initiate and sustain meaningful outreach to the local freight community and to build awareness and expertise among planners and the general public. A freight advisory committee, now in its 18th year of service, is the focal point of this effort. Additional conferences and educational pieces on freight operations and trends are envisioned, and all relevant materials are posted on the freight page of the DVRPC website ([www.dvrpc.org/transportation/multimodal/freight.htm](http://www.dvrpc.org/transportation/multimodal/freight.htm)).

## **Tasks:**

1. Provide staffing and coordination for the Delaware Valley Goods Movement Task Force, its three subcommittees, and the Task Force's Executive Committee.
2. Facilitate Task Force and freight community input on the DVRPC Transportation Improvement Programs (TIPs), Long Range Plan, Work Program, and other relevant policy issues and technical studies and programs (e.g., CMS, Safety, and Operations).
3. Respond to inquiries, surveys, and requests regarding the region's freight transportation network and freight planning process.
4. Prepare meaningful and timely technical products for area decision-makers and planners, DVRPC committees, and informational pieces for the general public.
5. Support and participate in associations, special events, conferences, and webinars that promote expertise and awareness regarding freight (e.g., TMA events, The Traffic Club of Philadelphia, FHWA and NARC freight capacity building programs).
6. Maintain and update a user-friendly freight page on the DVRPC website with basic and current information.
7. Promote primary north-south and east-west freight corridors in the region with descriptions of freight facilities and activity, and assessments of deficiencies and opportunities.
8. Support New Jersey and Pennsylvania DOT freight initiatives and staffs (e.g., Pennsylvania Rail Freight Assistance Program, New Jersey Capital Investment Strategy, and South Jersey Freight Study).
9. Support multi-jurisdictional efforts beyond the boundaries of the traditional DVRPC region (e.g., the Ben Franklin Corridor, MAROps, and the Coalition for America's Gateways and Trade Corridors).
10. Assist FHWA, PennDOT, and NJ DOT in identifying and advancing needed improvements for NHS connector routes.
11. Develop and refine GIS information regarding regional freight facilities.

## **Products:**

1. Quarterly meetings of the Delaware Valley Goods Movement Task Force, and facilitated communication among the Task Force Executive Committee and members.
2. Task Force recommendations on the TIPs, Long Range Plan, and Work Program, and input on related DVRPC technical studies and policy issues.
3. Presentations and survey and technical responses as requested.
4. Technical products and support as requested by or useful to elected officials and member government representatives.
5. Support of targeted, external-based freight work groups, conferences, webinars, and special events.
6. Updated and expanded freight page of the DVRPC website.
7. Information and recommendations for the region's primary freight corridors.
8. Advocacy of state DOT freight initiatives such as annual rail freight funding

programs.

9.Coordination with multi-jurisdictional corridor initiatives, and tracking of national initiatives and federal legislation.

10.Information and recommendations for the NHS connector highway network.

11.GIS updates and enhancements for local freight facilities.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$350,000	\$288,050	\$61,950		
2012	\$350,000	\$286,300	\$63,700		
2013	\$350,000				
2014	\$350,000				



## **PROJECT: 12-41-090 Transportation Safety and Security**

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

**Project Coordinator:** Zoe Neaderland

**Project Manager:** Kevin Murphy, Regina Moore

### **Goals:**

Improve the safety and security of the region's transportation system while maintaining acceptable levels of accessibility and efficiency. This program helps implement the Long-Range Plan and provides contents for future updates of the Plan.

### **Description:**

#### 1. Regional Safety Task Force (RSTF)

The RSTF is a multimodal partnership of agencies and organizations that work together to improve transportation safety in the Delaware Valley. DVRPC provides staff support to it. The RSTF will continue to meet quarterly. In FY '12 it will guide the update of the Safety Action Plan and then focus on one emphasis area per meeting.

#### 2. Safety Action Plan for the Delaware Valley

The 2009 Safety Action Plan will be updated in FY '12 with guidance from the Regional Safety Task Force. Progress will continue to be tracked after its adoption. This task includes participation in state Strategic Highway Safety Plan updates and implementation.

#### 3. Crash Data Management System

Refine and maintain a reliable, user-friendly way to use crash data. The results provide a starting point in selecting Road Safety Audits and other locations for focused work. It includes support for various projects within and outside of DVRPC.

#### 4. Railroad At-grade Crossing Safety Improvements

Transportation Safety staff will continue to work closely with Freight Planning staff to build on work that identified potential safety improvement measures for at-grade crossings of roads and railroads.

#### 5. Road Safety Audits (RSAs)

RSAs involve a range of stakeholders in developing a set of doable projects to improve safety and operations on sections of roads with high crash rates.

#### 6. Congestion and Crash Site Analysis Program (CCSAP)

The CCSAP identifies low-cost safety improvements at congested intersections with especially high crash rates. The proposed locations are based on crash management system analysis and the Congestion Management Process. Each

study is done on a single intersection.

#### 7. High Risk Rural Roads (HRRRs) and Local Roads

There are a significant number of crashes on rural and local roads in the Delaware Valley. In FY '12, one or more applications for HRRR funding in New Jersey will be submitted, building on work conducted in FY '11. HRRRs in Pennsylvania will also be addressed. In addition, work continues on the safety needs of local roads, regardless of location. A second newsletter will be distributed. Municipal engineers and planners are stressed for time, so this task will provide the latest information in a quickly understandable way.

#### 8. Security Planning

Follow-through on the Overview of Transportation Security Planning Report prepared in FY '10 will continue. Staff will participate in or lead appropriate regional security planning efforts to improve coordination. This may include providing technical support where requested.

#### 9. Pedestrian Safety

Advance initiatives to reduce the number of crashes involving pedestrians, particularly in areas where the number of pedestrian fatalities is increasing. Participate in efforts to increase pedestrian safety, including coordination with the Office of Transit, Bicycle and Pedestrian Planning.

### **Tasks:**

#### 1. Regional Safety Task Force (RSTF)

- a. Prepare for and hold quarterly meetings
- b. Work on updates to policies and laws, possibly including a legislative symposium

#### 2. Safety Action Plan for the Delaware Valley

- a. Update Safety Action Plan
- b. Track progress to better understand what is working
- c. Hold annual meeting to coordinate safety planning within DVRPC

#### 3. Crash Data Management System

- a. Continue to refine and maintain management system
- b. Use it to generate potential areas for various studies
- c. Prepare annual data bulletin/newsletter on key safety data trends
- d. Respond to data requests from inside and outside of DVRPC

#### 4. Railroad At-grade Crossing Safety Improvements

- a. Coordinate with Freight Planning staff to build on FY '11 work to develop sets of improvements for additional priority at-grade rail crossings and regional considerations

5. Road Safety Audits (RSAs)
  - a. Select locations based on quantitative analysis and stakeholder input
  - b. Conduct RSAs
  - c. Continue to refine and enhance process
  
6. Congestion and Crash Site Analysis Program (CCSAP)
  - a. Select locations based on quantitative analysis and stakeholder input
  - b. Conduct CCSAPs
  - c. Continue to refine and enhance process
  
7. High Risk Rural Roads (HRRRs) and Local Roads
  - a. Coordinate with NJDOT and counties to prepare one or more HRRR funding applications
  - b. Coordinate with PennDOT and counties to address the needs of HRRRs in Pennsylvania
  - c. Prepare newsletter on improving local road safety oriented to municipal staff members
  
8. Security Planning
  - a. Participate in external meetings, webinars, and other events to enhance coordination
  - b. Facilitate coordination on security planning within DVRPC
  - c. Lead actions developed with partners
  
9. Pedestrian Safety
  - a. Analyze where pedestrian fatalities are increasing
  - b. Coordinate with appropriate state agencies, organizations, counties, municipalities, and the Office of Transit, Bicycle and Pedestrian Planning on short-term actions to improve pedestrian safety in a limited number of these locations

**Products:**

1. Regional Safety Task Force (RSTF) – Meeting materials and summaries
2. Safety Action Plan for the Delaware Valley – Updated Safety Action Plan and table tracking progress updated at each RSTF meeting, meeting materials
3. Crash Data Management System – Annual data bulletin/newsletter, crash analysis correctly incorporated in various reports
4. Railroad At-grade Crossing Safety Improvements – Presentation material for Goods Movement Task Force
5. Road Safety Audits (RSAs) – RSA Reports
6. Congestion and Crash Site Analysis Program (CCSAP) – CCSAP Reports
7. Local Road Safety Outreach – One or more HRRR applications, local roads newsletter
8. Security Planning – Meeting summaries
9. Pedestrian Safety – Summary of locations where pedestrian fatalities are

increasing in the region and short-term strategies for a limited number of locations

**Beneficiaries:**

Citizens experiencing safer and more secure transportation, municipalities, counties, state agencies, federal agencies

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$500,000	\$345,660	\$74,340		\$80,000
2012	\$420,000	\$343,560	\$76,440		
2013	\$420,000				
2014	\$420,000				

## **PROJECT: 12-43-010 Travel Monitoring**

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

**Project Coordinator:** Scott Brady

**Project Manager:** Charles Henry, Paul Carafides

### **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 continuing project 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 VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), 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. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system (see 08-46-050 and 08-46-060). Traffic count information from the database may be queried at <http://www.dvrpc.org/asp/traffic/trafficcount.htm>

### **Tasks:**

1. Coordinate with PennDOT, NJDOT, and other member governments to review traffic count locations.
2. Establish weekly schedules, manpower assignments, and control procedures.
3. Collect traffic data at approximately 3,000 selected locations.
4. Upload data into the DVRPC Traffic Count system, process counts, edit for quality control, and develop average daily traffic volumes.
5. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
6. Submit counts collected during year electronically by specific deadlines established by PennDOT, NJDOT and member governments.
7. Input traffic count data files into the comprehensive regional GIS-T database for sharing over the Internet.
8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability.
9. Collect travel data from non-highway modes including pedestrian, bicycle and public transportation travel system characteristics and user traits.

**Products:**

- 1.Computer database file containing new and updated traffic counts.
- 2.Transmittals of count data to DOTs, member governments and interested parties.

**Beneficiaries:**

Member Governments, Operating Agencies, Private Sector, and agency staff.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$645,000	\$645,000			
2012	\$645,000	\$645,000			
2013	\$645,000				
2014	\$645,000				

## **PROJECT: 12-44-010 Smart Growth**

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

**Project Coordinator:** Karin Morris

**Project Manager:** Karen Cilurso, Andrew Svekla, Christina Arlt, Emily Costello

### **Goals:**

To undertake smart growth studies and programs, as well as to ensure communication and coordination among agencies in the region involved in smart growth and livable communities. To increase the level of education and outreach on smart growth principles to member governments and the public.

### **Description:**

The Smart Growth work program will continue DVRPC's work on linking land use and transportation planning, while also enhancing the level of outreach, education, coordination, advocacy, and overall support for smart growth and livable community principles. This program will support greater understanding of sprawl issues and its impacts on the region's accessibility and mobility, land preservation, urban revitalization, economic development, and climate change. This program also supports the agency's continuing efforts at transit-oriented development, TRID, zoning reform (both smart growth zoning and sustainable zoning), and municipal outreach.

For FY12, there are several opportunities to study transit-oriented development, which are detailed below. One of these will be chosen closer to July 2011, as more details and the viability of these projects is assessed. They are:

- Examine TOD along NJT RiverLine, in terms of what community development, planning, and ordinance changes have led to improvements since the line's opening, as well as what still needs to be changed to implement TOD
- Continue TOD work begun in FY11 on stations along the proposed Glassboro-Camden Line.

DVRPC will coordinate both in-house efforts to apply smart growth standards to current studies, such as selected corridor studies, as well as outreach to counties, municipalities, developers, and other metropolitan planning organizations.

Municipal outreach includes hosting webinars and audioconferences at DVRPC offices, as well as other off-site locations. The Municipal Implementation Tool brochures series will also continue. Other opportunities will be explored for sponsoring or hosting additional training programs for municipal or county staff.

DVRPC will also research the Impact of Immigration on Core Cities and Developed Communities in FY12, as a companion to the immigration data collection effort of FY12. Case studies of how immigrants have revitalized neighborhoods and suburbs will be compiled, as well as policy implications of integrating immigrants and smart growth. This work could also inform the agency's Environmental Justice work on mapping and analyzing Limited English Proficiency Households.

Working with Burlington County, DVRPC will also research the application of Non-Contiguous Parcel Clustering (NCPC) as a tool similar to Transfer of Development Rights, in order to create a town center and preserve conservation areas.

If time and budget allow, Smart Growth staff will also develop a database/short summary of Traditional Neighborhood Developments (TND) in our region, with a goal of possibly offering a tour of such developments in the future for municipal or other partners.

### **Tasks:**

1. Prepare municipal implementation tool brochures on various planning and smart growth topics, to advance the objectives in the long-range plan. Make available on website and through compilations on CD-ROM.
2. Sponsor or co-sponsor municipal training programs or workshops as needs arise, including hosting the APA audioconference series.
3. Plan for TOD along the River Line or the Glassboro-Camden Line.
4. Prepare specific smart growth, land use, design and zoning recommendations for corridor studies and other plans as needed.
5. Prepare policy/case study piece on Immigration and Smart Growth.
6. Work with Burlington County on investigating the use of NCPC as a tool to develop a town center and preserve open space. Such research may include outreach to Middlesex County, who has used the tool in the past.
7. If time allows, develop a TND database and assess feasibility of developing a TND tour, similar to NLT's annual tour of Conservation Subdivisions.
8. Present and promote DVRPC's Smart Growth studies and products to local, regional, and national audiences, through workshops, seminars, conferences, etc.
9. Update the Smart Growth page on the DVRPC website to highlight smart growth studies and initiatives, tools, and model ordinances.

### **Products:**

1. Municipal implementation tool brochures and other outreach materials.
2. Training or educational program materials.
3. TOD Plan.
4. Smart growth analysis and recommendations in corridor studies.

5. Immigration study.
6. Research paper/case study on application of NCPC as smart growth tool.
7. If time allows, a TND database/listing and ideas for possible tour.
8. Smart growth presentations at local, regional, and/or national conferences.
9. Expanded Smart growth page on DVRPC website.

**Beneficiaries:**

Member governments, DOTs, private sector, nonprofits.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$430,000	\$238,670	\$51,330	\$60,000	\$80,000
2012	\$350,000	\$237,220	\$52,780	\$60,000	
2013	\$350,000				
2014	\$350,000				



## **PROJECT: 12-44-020 Economic Analysis and Coordination**

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

**Project Coordinator:** Michael Boyer

**Project Manager:** Mary Bell, Evangeline Linkous

### **Goals:**

- Ensure a diverse and competitive regional economy by coordinating regional transportation, land use, and economic development planning.
- Provide information on the value to the regional economy of implementing elements of DVRPCs long-range plan.
- Highlight the importance of efforts for regional energy efficiency and carbon reduction to regional economic competitiveness.
- Lead, participate in, and provide support for regional efforts to take advantage of opportunities created by the growing desire for business that provide products and services that are environmentally benign or energy efficient to transform our regional economy.
- Lead, participate in, and provide support for regional efforts to better coordinate economic development strategies in the region, including managing and maintaining the Greater Philadelphia region's comprehensive economic development strategy (CEDS).

### **Description:**

This project will foster a regional economy attractive to both businesses and residents by supporting economic development strategies aligned with goals of DVRPC's long-range plan, Connections: The Regional Plan for a Sustainable Future. These include smart growth, transit-oriented development, the use and preservation of existing transportation and other infrastructure, agricultural preservation, and the conservation of natural resources and environmental amenities. A key aspect of this project is continued coordination among established and emerging players in the region's economic development and regional planning landscape.

In addition, DVRPC will strive to deliver value to the region's economic development community by collecting and assessing economic data, identifying its importance and relevance, and disseminating the results of that research through economic impact studies, data bulletins, and policy reports. This research is intended to highlight (both quantitatively and qualitatively) the economic value of implementing DVRPC recommendations regarding transit-oriented development, reinvestment in

older communities, agricultural and natural resource protection, and support for businesses that foster environmental protection and energy efficiency. The project will also support DVRPC staff to help them achieve an economic impact component to their projects where feasible.

Working with others, DVRPC will also continue to manage and maintain the Greater Philadelphia Economic Development Framework as the region's comprehensive economic development strategy (CEDs), as required by the U.S. Economic Development Administration (EDA).

The project includes three main components:

(1) Continue the economic development coordinating role initiated in FY07 with DVRPC's Integrating Land Use, Transportation and Economic Development Planning project and continued in FY08 and FY09, through meetings of the Regional Community and Economic Development Forum (RCEDF). By continuing this coordinating role, RCEDF facilitates networking and coordination between the various economic development and planning agencies in the region on issues of regional importance, fosters greater cooperation between agencies, and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community. This activity strengthens DVRPC's relationships for achieving the goals of the long-range plan.

(2) Conduct analytical work in support of regional economic development efforts, including studies that highlight both qualitatively and quantitatively the economic value of regional land use and transportation planning efforts, and distribute the results of that work via DVRPC's on-line data tools and/or through policy papers, data bulletins, or analytical reports.

(3) Manage and maintain the Greater Philadelphia region's CEDs as required by the EDA, including amending the list of vital projects as appropriate and preparing an annual CEDs update.

**Tasks:**

1. Convene regular meetings of the RCEDF, whose membership includes regional economic development professionals, land use and transportation planners, and private and non-profit sector representatives. The committee will meet to coordinate on regional issues and to guide analytical work. This committee has evolved through the combination of the study committee associated with DVRPC's FY2007 Integrating Land Use, Transportation, and Economic Development (LUTED) project with DVRPC's former Land Use and Housing Committee (LUHC).

2. Conduct analytical work in support of regional economic development efforts including efforts to promote an energy-efficient economy, and economic

development studies that support and advance the goals of DVRPC's long range plan.

3. Working with others, maintain and manage the Greater Philadelphia region's CEDS. This task involves two components:

(a) Conduct quarterly meetings (as necessary) of the CEDS committee (a subcommittee of the RCEDF) to review projects proposed for inclusion on the CEDS list of vital economic development projects, and amend the list as appropriate.

(b) Working with members of the RCEDF, prepare an annual update of the CEDS, including the identification and evaluation of performance measures that indicate progress towards achieving the CEDS goals and objectives.

4. Work with PennDOT and the Governor's Action Team on regional economic development projects as applicable, and promote public/private partnerships.

**Products:**

1. Highlights from Regional Community and Economic Development Forum (RCEDF) meetings.
2. Results of analytical work, including periodic stand-alone reports and data bulletins as well as input to other documents.
3. Minutes of CEDS committee meetings and amendments to the CEDS list of vital projects.
4. An annual CEDS update.

**Beneficiaries:**

Member governments; public, private and non-profit sector agencies and organizations; economic development professionals; planning professionals.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$150,000	\$82,300	\$17,700	\$50,000	
2012	\$200,000	\$81,800	\$18,200	\$50,000	\$50,000
2013	\$200,000				
2014	\$200,000				

\*\$50,000 PennDOT PL/SPR Funds



**PROJECT: 12-44-030 Strategies for Older Communities**

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

**Project Coordinator:** Karen Cilurso

**Project Manager:** Alison Hastings

**Goals:**

To support the major land use and transportation policies of Connections – the Regional long-range Plan for a Sustainable Future, by encouraging reinvestment in the region’s mature suburbs and core cities through redevelopment and intergovernmental cooperation.

**Description:**

Many of the region’s mature communities face social, economic, and infrastructure challenges uncharacteristic of more affluent exurban communities and lack the resources available to the region’s core cities. This program will continue work that identifies opportunities for coordination and cooperation between municipalities in the region. Staff will identify techniques and programs that have been successfully utilized in this region as well as elsewhere to facilitate community revitalization and create mechanisms through which developed communities can network with other municipalities facing common challenges. Outreach and education will be directed at municipal officials and residents. Staff projects will encourage redevelopment and growth around transit-accessible and livable communities. Staff will work with local governments to identify revitalization projects and promote the amenities of the older suburbs and core cities of the region through TCDI-funded projects and the Classic Towns Program. Through the Classic Towns program, marketing and advertising is used to promote these towns as great places to live, work, and play. A consultant is used to provide assistance with these tasks.

**Tasks:**

1. Maintain and interact with the roundtable invitees made up of state, county, and local governments, nonprofits, main street communities, and economic development partners on issues facing older suburbs and downtowns. Up to 4 roundtables will be held.
2. Identify and engage local stakeholders and community leaders, as well as provide local technical assistance, to older communities on revitalization efforts and tools that meet the specific needs of their community.
3. Continue to work with outside agencies on the promotion of older communities and neighborhoods through the Classic Towns Program.
4. Continue to gain financial and technical support for the marketing of Classic Towns through outreach and collaboration with regional, state, local entities, and

partnerships with Philadelphia agencies.

5. Continue to implement the Classic Towns campaign and marketing efforts.
6. Contract with qualified consultant on Classic Towns advertising and website enhancements.
7. Administer the TCDI program by overseeing contract administration and project advancement.
8. Engage in TCDI grant funding round with call for projects.
9. Continue to maintain the Smart Growth Grants (TCDI) database and updates.
10. Conduct other studies as necessary pertinent to the Older Suburbs and Core Cities.

**Products:**

1. Technical assistance to local municipalities, counties, and transit agencies on revitalization and other areas as required.
2. Database of TCDI projects.
3. Updates to the Classic Towns website and other marketing materials, as necessary.
4. Workshops throughout the fiscal year for member Classic Towns.(at least 2)
5. Additional webpages on website for new towns in the Classic Towns program.
6. Provide deliverable products as required by each TCDI contract.
7. Evaluation report on Classic Towns and impact of investment.

**Beneficiaries:**

Member governments, nonprofits, developers, private sector, Classic Town Communities

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$430,000	\$164,600	\$35,400	\$50,000	\$180,000
2012	\$430,000	\$163,600	\$36,400	\$50,000	\$180,000
2013	\$430,000				
2014	\$430,000				

\*1. PA TCDI Administration \$100,000 (\$80,000 - PA Supplemental PL, \$10,000 PA SMLF Match, \$10,000 DVRPC General Fund Cash Match) 2. NJ TCDI Administration \$80,000 ( \$80,000 - NJ TIP-STP-STU)

## **PROJECT: 12-44-040 Energy and Climate Change Initiatives**

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

**Project Coordinator:** Rob Graff

**Project Manager:** Elizabeth Compitello

### **Goals:**

This project will:

- Focus the resources and attention of municipal, county, and regional officials on developing regional policies for reducing energy use and associated greenhouse gas (GHG) emissions and adapting to predicted climate change impacts.
- Provide leadership to the region on reducing energy use, reducing GHG emissions, and preparing the region for predicted climate change impacts.
- Require and facilitate regional cooperation—both drawing on and strengthening relationships among state, regional, county, and municipal officials throughout the region.

### **Description:**

This project will lead planning efforts to prepare the region for a future in which the climate is expected to be warmer and produce greater weather extremes, and in which regions with greater energy efficiency, lower fossil fuel usage, and lower emissions of greenhouse gases are expected to be at a competitive advantage.

These areas are interrelated: DVRPC's regional greenhouse gas emissions inventory shows that over 90 percent of the regions GHG emissions are attributable to burning fossil fuels for energy. In addition, the energy system in region and the country as a whole is undergoing a profound transformation, with increased private and public investment in energy efficiency and conservation as well as in renewable energy sources in both the transportation sector and the built environment. In addition, there is increasing concern regarding the availability and expense of fossil fuels.

This project will assist the region in preparing to work and live in a way that uses less fossil fuel based energy while maintaining a high quality of life, both to reduce production of greenhouse gases to minimize future changes in the global climate, and to prepare for a world where fossil fuel is likely to be more expensive and less readily available. This project will also assist the region in making itself ready for the changes in climate that appear inevitable, regardless of actions taken to minimize changes in the region's climate.

## **Tasks:**

Coordination and Facilitation – DVRPC will continue to facilitate coordination and discussion within the region through the use of meetings, information sharing, websites and other means, and will participate in energy-efficiency and other GHG emissions reduction efforts in the region, the states, and federally. DVRPC will continue to work with state and federal agencies, neighboring MPOs, as well as partner organizations in the region.

Technical Assistance: GHG Emissions and Energy Use– An increasing number of county and municipal governments are undertaking local analyses and development of plans to reduce energy use and GHG emissions. DVRPC staff will continue to serve as a resource for counties and municipalities carrying out analysis of energy use and GHG emissions both in local government operations and at the community level, drawing on DVRPC's work. DVRPC will also offer this technical assistance to other public sector organizations, including school districts. This work will facilitate consistency and draw on the economies of scale inherent in regional-level data gathering and analysis.

Technical Assistance: Ordinance Assistance and Coordination – DVRPC will continue its coordination with municipal and county officials to create model ordinance language related to alternative energy production and access. In addition, DVRPC will continue its work to develop tools to evaluate quantitatively the links between development patterns, energy use, and greenhouse gas emissions and assist municipalities to incorporate best practices into land use regulations and building codes.

Impact Analysis – Many ideas have been brought forth to reduce energy use and GHG emissions, but without a rigorous analysis of the reduction impacts, cost-effectiveness, feasibility, energy savings, and other benefits and costs associated with each, it is difficult to prioritize alternatives. DVRPC will assist its member governments and others by developing an assessment of alternative policies and actions appropriate at the regional, county and municipal level in order to facilitate selection of the most effective set of responses.

Adaptation Planning – Assist local government stakeholders understand and prepare for the expected impacts of climate change on the region, including risk and vulnerability assessments and developing strategies to increase resilience. DVRPC will assist in this process by participating in ongoing activity at the national, state, and regional level to assure the concerns of the region are addressed.

Scenarios and Modeling – The regional modeling of alternative future scenarios conducted as part of DVRPC's long-range plan will be expanded to include the impacts of various household, organizational, local, state and national policy actions.

Such scenarios will help decision-makers envision the relative GHG emission and energy use impacts of various policy actions, and will be presented for use by individuals, organizations and regional partners. Scenarios will include energy use from all sectors, including transportation and buildings of all types, and will incorporate energy-efficiency strategies and scenarios incorporating different mixes of non-fossil energy.

Coordination with other DVRPC Activities – Reducing GHG emissions and energy use are key concerns and outcomes of many activities at DVRPC outside of this program area. This program area will work to coordinate for a broader public message that links the related issues of energy, air quality, cost-savings and climate change through DVRPC’s ongoing TransitChek and Air Quality Partnership marketing programs. In addition, this program area will coordinate with DVPRC’s programmatic work with the region’s economic development professionals work to identify opportunities arising from the region’s energy future for new sectors in the consulting and manufacturing fields, for developing low-skilled “green collar” jobs, and for promoting the region’s energy-efficiency and green economy efforts as an economic development marketing tool.

This work will be carried out in coordination with county, state, and federal-level efforts, as well as with regional and national organizations such as ICLEI—Local Governments for Sustainability and the New Jersey Sustainable State Institute.

Completion of these tasks is expected to require the support of consultants.

**Products:**

1. Regional 2010 GHG Emissions and Energy Use Inventory for the region, allocated to the region’s counties and municipalities.
2. Publications and spreadsheets to provide technical support for municipalities and counties in reducing their energy use and GHG emissions.
3. Highlights of meetings related to regional coordination.
4. Analysis and modeling of energy use and GHG emissions reduction options.
5. Improved integration of energy use and GHG emissions analysis into DVRPC planning documents.

**Beneficiaries:**

Member governments; DVRPC planning professionals; state and federal agencies; municipal officials; citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$240,000	\$151,910	\$32,671	\$55,419	
2012	\$240,020	\$150,531	\$33,492	\$55,997	
2013	\$240,000				
2014	\$240,000				

## **PROJECT: 12-46-010 Long Range Plan**

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

**Project Coordinator:** Michael Boyer

**Project Manager:** Patricia Elkis, John Coscia

### **Goals:**

Develop and implement a long-range vision and plan to guide future growth and development in the region. Ensure that transportation investments are linked to long-range land use, economic development, environmental and transportation goals.

### **Description:**

Metropolitan Planning Organizations (MPOs) are required to prepare and maintain a long-range plan with a minimum 20-year horizon, and in air quality non-attainment areas, to update the plan every four years. DVRPC's current long-range plan, Connections-The Regional Plan for a Sustainable Future, was adopted by the DVRPC Board in 2009.

Problem Identification and Prioritization (PIP) enables an ongoing assessment of the transportation needs in the New Jersey portion of the region, the identification and prioritization of problems for further study, and assistance to the NJ subregions in advancing projects through the Local Scoping/Lead process and NJDOT's Study and Development Program.

PIP will also identify major corridors and sub-areas to be considered in the planning work programs of both DVRPC and NJDOT, as well as new regionally-significant projects that the MPO and State should consider in their long-range plan updates. This effort will be coordinated with the region's Congestion Management Process and the Long-Range Plan. Further, this project enables DVRPC participation in the development and review of the NJDOT Study & Development Program.

### **Tasks:**

#### Connections Long-Range Plan

1. Continue a comprehensive public and stakeholder outreach program to implement the policies, strategies and projects included in the long-range plan.
2. Collect and assess trends that will have an impact on the future form and development of the region.
3. Conduct a scenario analysis that considers alternative futures to be used as a basis for developing the next long-range plan update.
4. Work with stakeholder agencies, such as DOT and county planning departments to develop and update their respective long-range plan documents.

5. Maintain the Planning at the Edge Forum as a means to discuss and coordinate, multi-regional issues and success stories that cross MPO boundaries.
6. Working with member governments, prepare county and municipal-level population and employment forecasts in five-year increments through 2040, using 2010 Census data as the base.
7. Assess the impact of different transportation funding levels and sources and analyze innovative funding mechanisms for possible implementation.
8. Reevaluate the project prioritization process and selection criteria for choosing Major Regional Transportation projects and incorporate PennDOT's Project Development Screening Forms.
9. Begin to set up database of locally-owned transportation assets.
10. Update public water and sewer service areas for use in the land use plan map
11. Implement the Linking Planning and NEPA process to improve the efficiency of project implementation and make the best use of available transportation funds through Smart Transportation philosophies of project development and programming.
11. Participate with PennDOT to pilot any identified Linking Planning and NEPA initiatives.

#### Problem Identification and Prioritization

1. Conduct meetings as needed of the New Jersey Subcommittee as the project steering committee. Work with the state, counties, other transportation providers, and other affected parties to gather additional input on operational deficiencies and other needs. Participate in policy level discussions through the various CIS committees.
2. Maintain a prioritized inventory of identified needs/problems and associated improvement concepts, working with the steering committee.
3. Conduct analyses using data from the various management systems to identify/confirm system deficiencies.
4. Identify and prioritize major corridors and sub-areas for intensive study by either DVRPC and/or NJDOT. Identify potential improvement concepts for specific locations, including new regionally significant projects that the MPO and State should ultimately consider in the Plan update process.
5. Submit planning or capital project recommendations to the DVRPC Board and/or the NJDOT Capital Program Management Committee respectively.
6. Participate in the S&D quarterly status and annual update process. Solicit candidate problems from the subregions and assist with the preparation of Problem Statements. Prioritize and select projects for S&D in cooperation
7. with NJDOT; assign as either Local Scoping leads or as NJDOT leads, in consultation with NJDOT.
8. Secure funding for specific Local Scoping projects, including programming of the Local Scope Development line item in the TIP and assisting in the authorization of its funds for specific projects.
9. Monitor the progress of all projects moving through the S&D phase by holding meetings with lead units, updating milestone dates in data files, and providing

periodic project status reports. Assist in reducing project delays.

**Products:**

Connections Long-Range Plan

1. Publication of a Link newsletter highlighting specific issues related to implementation of the long-range plan.
3. Report documenting the scenario process and results of the analysis.
4. report documenting the investigation of transportation funding mechanisms.
5. Meeting summaries of Planning at the Edge meetings and a paper highlighting issues pertinent to multi-regional planning.
6. County and municipal level population and employment forecasts in five-year increments through the year 2040.
7. Project Development Screening Forms to initiate all new projects being considered for LRTP updates and inclusion in the 2013 TIP.

Problem Identification and Prioritization

- 1.Updated prioritized inventory of identified needs.
- 2.Recommended prioritized list of corridors and sub-areas for Work Program consideration; and potential new regionally significant improvements for Plan amendment consideration.
- 3.NJDOT Problem Statements for county-selected locations.
- 4.Annual update of the Study and Development Program.
- 5.List of projects selected for Local Scope Development.

**Beneficiaries:**

State, county, and municipal levels of government; residents of the region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$450,000	\$370,350	\$79,650		
2012	\$550,000	\$369,000	\$81,000		\$100,000
2013	\$450,000				
2014	\$450,000				

\*\$100,000 PennDOT PL/SPR Funds



## **PROJECT: 12-46-020 Regional Congestion Management Process**

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

**Project Coordinator:** Zoe Neaderland

**Project Manager:** Sean Greene

### **Goals:**

Minimize congestion in the Delaware Valley and enhance the ability of people and goods to get where they need to go by means of a systematic, ongoing, and integrated process. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the TIP.

### **Description:**

The CMP provides analysis of the regional multimodal transportation system, defines congested corridors, and develops a set of strategies for each congested subcorridor. It also includes strategies appropriate most everywhere in the region. It helps the region address specific congested areas in a thoughtful, long-term manner by assisting with the development of required supplemental strategies where additional road capacity is necessary. It is an objectives-driven, performance-based approach that addresses all elements of federal CMP regulations. This work was recognized as one of six examples for the updated 2010 FHWA CMP Guidebook. It continues to grow and may result in contracts with consultants for specific technical work if necessary.

In FY '12, DVRPC will finalize the 2011 update of the CMP and work on implementation efforts as well as the many ongoing tasks. Some highlights for FY '12 are:

- Advance use of real-time operations data for planning purposes in coordination with a range of other offices within DVRPC and with partners
- Coordinate with the update of the Long-Range Plan; the CMP is guided by the goals of the current Long-Range Plan and provides analysis for the next update of the Plan
- Strengthen the Planning and NEPA/environmental element of the CMP
- Enhance use of the CMP to identify and implement specific projects

### **Tasks:**

1. Advance the relationships and methodologies to use archived operations data for planning in coordination with a range of other offices within DVRPC and with partners.
2. Maintain communication with the CMP Advisory Committee and others as needed, including through e-mails and meetings.
3. Finalize last aspects of the 2011 CMP update such as an executive summary and

interactive online mapping

4. Continue efforts to evaluate anticipated effects of multimodal strategies at a sketch planning level, including through work with the Office of Modeling and Analysis
5. Refine understanding of experienced effects of projects, including by gathering and encouraging before-and-after studies
6. Continue to review TIP projects with respect to the CMP, and coordinate with the TIP and Plan; prepare annual memorandum on status of supplemental projects in coordination with project sponsors and TIP processes for DVRPC approval
7. Continue to work with DOT, county, and authority staff on projects and studies likely to result in Major SOV capacity-adding projects. Provide analysis of reasonable strategies to address problems and, if additional capacity is warranted, help integrate supplemental strategies scaled to the project to get the most long-term value from the investment. This includes introducing green infrastructure strategies that advance community and environmental goals at the same time as advancing transportation goals in coordination with the Office of Environmental Planning.
8. Prepare the annual New Jersey Project Identification and Prioritization (PIP) Inventory drawing on data from multiple management systems and resulting in Study and Development project recommendations; continue to coordinate with PennDOT efforts to use management system data in project development, currently under the umbrella of Planning and NEPA.
9. Reach out to inform a range of people about the CMP including through CMP web pages, newsletters oriented to municipal officials, and annual outreach meetings at DOTs and elsewhere.
10. Participate in related studies, workshops, committees, etc., within DVRPC and with others.

**Products:**

1. CMP Advisory Committee agendas, summaries, and related materials
2. Working papers, updated Overview of CMP, other material as appropriate
3. CMP information incorporated in the TIP and Long-Range Plan
4. Annual New Jersey Project Identification and Prioritization letter to NJDOT
5. Annual memorandum on status of supplemental projects
6. Web site refinements, newsletters, and other communication materials

**Beneficiaries:**

Member governments and operating agencies, range of organizations involved in addressing congestion, businesses and citizens served by a more efficient and reliable transportation network

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$230,000	\$230,000			
2012	\$230,000	\$230,000			
2013	\$230,000				
2014	\$230,000				



## **PROJECT: 12-46-030 Air Quality Planning**

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

**Project Coordinator:** Sean Greene

**Project Manager:** Michael Boyer

### **Goals:**

Improve air quality in the region through coordination of intra and inter-regional policies, public education 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 (Transportation Conformity), 2) public education and outreach (Air Quality Action), and 3) stakeholder coordination (Air Quality Planning Coordination). Federal requirements mandate that DVRPC must demonstrate the conformity of the region's long range transportation plan and the Transportation Improvement Program with air quality goals. The Plan and TIP need to be amended from time to time with projects which may require a demonstration of conformity. This work will be consistent with the guidance released by the US EPA and US DOT. Acceptance of the conformity findings is necessary for transportation projects to be funded.

DVRPC administers the Air Quality Action (AQA) program through the auspices of the Air Quality Partnership. The region will continue to implement a program in which employers and the media will be informed of anticipated bad air quality days. Residents and especially commuters are encouraged to voluntarily adopt measures to minimize emissions — such as using transit, car pooling, or postponing driving, refueling, and using gasoline powered lawn care equipment. The program will reinforce elements of several other programs already in place. The program functions to reduce emissions on days when conditions are favorable for ozone and/or fine particulate matter formation, and serves as an educational effort to make residents aware of the air quality problem and of the behavioral changes which can limit exposure and reduce emissions.

DVRPC also serves as a regional coordinator and participant of various air quality forums. The focus is on discussion and progress of air quality issues with regional and federal air quality stakeholders. Policies selected to guide the region on transportation-air quality measures will also be discussed. DVRPC will also work to achieve interstate coordination within the ozone and particulate matter 2.5 nonattainment areas. This project permits pro-active participation in the air quality planning activities of the Departments of Transportation and Environmental Protection in Pennsylvania and New Jersey as well as the US EPA and US DOT. Contacts will be maintained with Delaware and Maryland agencies, as well.

Communication and educational activities will be maintained with the region's leadership to broaden the understanding of issues and policies. Staff will also participate in additional air-quality related activities that promote the reduction of emissions in the nonattainment area.

### **Tasks:**

#### Transportation Conformity

1. Determine the projects in the Plan and/or TIP or any revisions which have an impact on air quality.
2. Review and update procedures for conducting conformity tests, incorporating model enhancements and revisions to the applicable state implementation plans. In 2012, this task includes the preparing for the transition from the MOBILE 6 air quality model to the EPA required MOVES model.
3. Prepare input parameters for the regional travel simulation model and for the latest version of MOVES approved by USEPA, especially inspection and maintenance characteristics in each state.
4. Run models to determine emissions associated with proposed TIP or plan or TIP/plan amendments.
5. Perform off-model analyses on projects as required.
6. Coordinate all activities with the Transportation Conformity Interagency Consultation Group and conduct public outreach.

#### Air Quality Action

1. Convene the Air Quality Partnership Board and any committees it may create. Include representation throughout the nonattainment area.
2. Refine the program's specific procedures for informing the public, in cooperation with the Partnership Board, in order to maximize its effectiveness. The procedures will include informing individual employers, the media and other select groups.
3. Develop and produce various products required to promote the program and the techniques of ozone avoidance and emission reduction.
4. Work with other agencies to improve forecasting capabilities and means of delivering forecasts for ozone and fine particulate matter exceedances to the appropriate agencies.
5. Refine and implement an on-going evaluation of the program's effectiveness.
6. Produce and distribute forecasts of ozone and fine particulate matter concentrations.

#### Air Quality Planning Coordination

1. Provide staff support to the Regional Transportation Committee, including the maintenance of records, agendas, meeting summaries and staff presentations. Participate in meetings and workshops, at the request of USEPA, the state environmental departments, and others, on air quality planning. This will include monthly meetings of the Philadelphia Diesel Difference Working Group and Clean Cities Program.

- 2.Prepare literature or presentations to groups requesting information on transportation and air quality programs.
- 3.Publish 10 issues of the ALERT newsletter on air quality activities.
- 4.Review conformity demonstrations with transportation and air quality committees and present the results of meetings on the Plan and/or TIP.
- 5.Conduct a program of interagency consultation on any conformity demonstration
- 6.Demonstrate the air quality benefits of CMAQ funded projects through air quality analysis using the Air Quality Off Network Estimator for state DOTs.

**Products:**

Transportation Conformity

- 1.Summary report documenting conformity procedures, including MOVES inputs, program modules, and emissions factors that demonstrate that the TIP and Long-Range Plan are compatible with air quality goals.

Air Quality Action

- 1.A report on the year’s activity.
- 2.News releases and editorial commentary.
- 3.Paid advertisements and promotional literature.
- 4.Kickoff event.

Air Quality Planning Coordination

- 1.Action items from the the RTC, and other committees.
- 2.Papers and presentations on transportation and air quality planning.
- 3.Monthly newsletter on transportation and air quality items of interest.

**Beneficiaries:**

State, County and Municipal Governments, DOTs and Residents of the Region

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$280,000	\$230,440	\$49,560		
2012	\$280,000	\$229,040	\$50,960		
2013	\$280,000				
2014	\$280,000				



## **PROJECT: 12-47-010 Environmental Planning**

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

**Project Coordinator:** Suzanne McCarthy

**Project Manager:** Christopher Linn, Alison Hastings

### **Goals:**

Assure a clean and sustainable environment and implement Connections by assisting in implementation of the 2035 Greenspace Network and 2035 Conservation Focus Areas to maintain healthy ecological systems, protect agricultural resources, and create livable communities. Assist local governments and partners in maintaining and improving environmental quality.

### **Description:**

This project builds on the open space and natural resource planning and analysis performed for Connections, and related greenway, open space, and trail planning. The project includes six streams of work.

The first stream involves maintaining updated webpages of federal, state, county and municipally owned lands, preserved farmland, off-road trail information, locally funded open space programs and municipal use of natural resource protection tools on the DVRPC website. The website includes maps, tables and narrative. See <http://www.dvrpc.org/Environment/>

The second stream of work supports the FY03-launched Open Space and Natural Resource Planning Services for New Jersey Municipalities, which provides environmental resource inventories, open space plans, farmland preservation plans, visioning, master plan conservation elements, and environmental ordinances. The regional vision for open space can more likely be achieved by empowering municipalities to conduct better and targeted open space preservation work at the local level. The program is fee-based, but DVRPC provides a subsidy to communities in Mercer, Burlington, Camden and Gloucester counties to encourage more municipalities to undertake the work. DVRPC also identifies grant programs and assists municipalities with grant applications to further stretch the funding. Over the past 7 years, DVRPC has contracted with 33 different municipalities and two counties for a total of 55 projects. In this fiscal year, staff will continue to market the program and will enlist several more municipalities and counties for environmental projects best meeting their needs.

The third stream of work will build upon DVRPC's on-going efforts to integrate conservation and transportation planning in support of the overall transportation systems planning process. As per the requirements of SAFETEA-LU, DVRPC will work to identify opportunities to improve the transportation system while also

working to maintain and restore the function of natural physical, chemical and biological systems in the DVRPC region. The project will continue to refine DVRPC's Green Infrastructure Screening Tool and integrate it into the agency's transportation planning processes, including the LRTP, CMP, corridor studies, land-use/transportation studies, and PennDOT's new project development process. The tool will be refined in conjunction with state and federal resources agencies, PennDOT, and local partners and used to inform future system-wide investment strategies that are harmonious with green infrastructure goals. Data gathered and tools developed will be used for Linking Planning & NEPA, strengthening the linkage between planning and programming, and expediting the project delivery process.

The fourth stream of work focuses on greenway planning and plan implementation. Greenway plans will be developed where there are partners and matching funding at the local level. This planning and implementation stream of work also provides some continued technical assistance for implementing the recommendations of four previously completed greenway plans (Rancocas Main Stem, Rancocas Main Branches, Assunpink, and Mantua Creeks) and the 55 municipal projects undertaken through the Municipal Services Program, as needs arise.

The fifth stream of work covers coordination on regional open space issues. DVRPC has served an important role in bringing county and land trust open space planners together to coordinate, collaborate and share information. DVRPC will host at least one Open Space Coordinating Committee for PA and NJ in each fiscal year. In addition, DVRPC staff will continue to serve on the Greenspace Alliance of Southeastern Pennsylvania Board, the NJ Heritage Partnership, the Delaware Bayshore Coalition, the Delaware Direct Watershed Partnership, the Schuylkill Action Network Land Protection Collaborative, the Schuylkill Highlands Greenway Initiative, and other environmental protection-related groups, as needed.

The sixth stream of work will be the Regional Trails Council. Many government and non-profit groups are planning multi-use trail projects throughout the region, and there is a need to coordinate these efforts, bridge physical and institutional gaps, and connect the various segments to create a connected trails network. DVRPC will create the "Regional Trails Council" to engender the coordination and cooperation among advocates, funders, planners and governmental sponsors required to create a regional trails network. The Regional Trails Council will convene on a quarterly basis to define and focus energy on regional priorities and coordination, and increase knowledge on all aspects of trail planning, including funding, advocacy, right-of-way issues, project management, legal indemnification, design, construction, and stewardship. The Council will also work to "brand" the network both within the planning community and among a larger public audience to increase visibility and strengthen support for the regional trails network.

## **Tasks:**

1. County planning commissions and other agencies will be contacted for updated data on protected lands and trails.
2. Post-elections data is gathered on localities initiating or changing their open space programs through voter referendums.
3. Maps are updated and posted to the web with respective tables of information and background data.
4. The municipal services program will continue to solicit open space related planning work to assist municipalities.
5. Greenway plans will be developed where local partners and funding exist.
6. Technical assistance will be continued. This is given to municipalities, counties and non-profits for greenway and open space planning, especially in the greenway study areas in which DVRPC created plans and for the municipalities in which DVRPC conducted municipal plans or ordinance writing.
7. A PA and a NJ Open Space Coordinating Committee will again be convened, with guest speakers on topical issues and ample time for coordination and collaboration among county and land trust open space planners.
8. Convene the Regional Trails Council on a quarterly basis to prioritize and coordinate trail projects, leverage available funding, and provide technical assistance. Guest speakers and outside experts will be brought in to provide additional assistance on trail planning, advocacy, funding, construction and stewardship issues.
9. Prepare technical memoranda and identify and engage outside expertise to increase trail planning and implementation capacity among member governments and non-profit groups.

## **Products:**

1. Updated DVRPC website pages containing current maps, tables, and narrative about open space lands, programs, and municipal use of resource protection planning tools in the region.
2. Publication of Environmental Resource Inventories, Open Space and Recreation Plans, Farmland Preservation Plans, Conservation Elements, and other resource-related planning documents and ordinances for municipalities with which DVRPC has project agreements.
3. Production of new maps, analytical tables and documentation for the Green Infrastructure Screening Tool to be used in the LRTP, CMP and PennDOT project development process.
4. Publication of greenway plans if local partners and funding are available.
5. Additional maps, data, and referrals to municipalities and counties with which DVRPC has worked on greenway plans or municipal projects, as needed.
6. Organization of two "Roundtable" meetings for PA and NJ Open Space Coordinating Committees and minutes from the meetings.
7. Organization of up to four Regional Trails Council meetings. Production of maps,

data and technical memoranda in support of the Council and trail implementation efforts.

**Beneficiaries:**

PADEP, PADCNR, NJDEP, PennDOT, NJDOT, counties, municipalities, conservation organizations, trail advocacy groups, public and private sectors, and citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$170,000	\$75,000		\$95,000	
2012	\$354,000	\$75,000		\$179,000	\$100,000
2013	\$170,000				
2014	\$170,000				

\*\$100,000 PennDOT PL/SPR Funds

## **PROJECT: 12-51-010 Travel and Land Use Modeling**

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

**Project Coordinator:** Chris Puchalsky

### **Goals:**

Improve access to and efficiency of the region's transportation system, improve safety and air quality, reduce congestion, and promote an orderly land use development and competitive regional economy by the development and use of transportation and land use models.

### **Description:**

The Travel and Land Use Modeling work program element is intended to develop, enhance, and maintain 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 and forecasts. The models that produce these forecasts need to be calibrated and validated with current data. Validation and refinement of DVRPC's land use, travel simulation, and mobile source emissions models are needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments.

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

In FY11 DVRPC staff and consultants built a new four-step travel demand model, Travel Improvement Model 2.0 (TIM 2.0) in the VISUM software. A new network model generated from various GIS data sources was used. The representation of transit fare, transit access (walk and drive), highway assignment algorithms, transfer times, parking costs, and other network and supply side elements were improved. Traffic analysis zones were also examined and split as needed to improve model accuracy, to represent changing regional demographics, and to prepare for the

2010 census results. The network area was also extended to include all surrounding counties on a sketch level. A completely new demand model was developed which improves the representation of income effects on travel behavior, behavior in the AM and PM peaks, mode choice, and many other demand model elements.

In FY11, Staff initiated work on preparing prepared new county level versions of the UPlan model. These county models will be used to assist in the preparing of the 2040 Socioeconomic forecasts and allocating the forecasts to the MCD and traffic zone levels of detail.

In FY12 staff will continue to perform modeling to support air quality conformity and interface the travel model with the new federal air quality forecasting model (MOVES). A practice conformity run will be done with the new software. Regional planning will be supported by the generation of growth factors where required. 2010 Census zonal demographic data, employment, and journey-to-work data will be prepared, subject to Census Bureau data availability. In 2010 a quick screening of tools for performing economic impact analysis for transportation projects was performed. In FY12 a more complete examination of these tools will be performed.

TIM 2.0 will be tested and refined. This will include two back-casting exercises in which previously built projects are tested in TIM 2.0 to insure that the model appropriately predicts the change that happened. Staff has preliminarily selected the Exton bypass and the Riverline for backcasting. Changes to TIM 2.0 will be made based on the lessons learned from backcasting. After successful testing and refinement of TIM 2.0, base model cases will be coded and validated for future years such as 2015, 2025, and 2040.

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

### **Tasks:**

FY 2012 Tasks:

1. Finish validation and calibration of Travel Improvement Model 2.0 as required.
2. Prepare air quality conformity demonstrations and SIP revisions as needed using MOVES air quality model, including practice conformity run.
3. Perform two back-casting exercises, one on a highway project and one on a transit project, to test TIM 2.0 forecasting abilities.
4. Code and validate model cases for future years 2015, 2025, 2040
5. Analyze bike, pedestrian, transit and highway projects, as required.
6. Prepare estimates of truck and bus travel, as needed.
7. Maintain DVRPC's land use model, produce county level models for new ArcMap version of UPlan, and perform updates required to support 2040 planning.
8. Prepare 2010 zonal estimates of needed demographic variables and employment by industrial sector. Initiate update of 2015 thru 2040 forecasts of zonal data.

Tabulate mode shares of commute trips by place of residence and place of employment. Develop OD matrices of work trips.

9. Prepare growth factors as required to support regional planning and engineering efforts.

10. Continue incorporation of bicycle and pedestrian modeling into TIM 2.0.

11. Evaluation of tools for performing analysis of economic impact of transportation projects.

**Products:**

1. Summaries of the results of air quality conformity demonstrations for various transportation improvement programs and long range plans.
2. Identification and tabulation of data required for the model update effort.
3. Database of zonal demographic and employment data. Tabulations of commuter mode shares by county of residence and workplace. County-to-county worker flows.
4. Average annual growth factors by County and Functional class.
5. Growth rates and VMT estimates to support planning efforts as required.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$500,000	\$411,500	\$88,500		
2012	\$500,000	\$409,000	\$91,000		
2013	\$500,000				
2014	\$500,000				



## **PROJECT: 12-52-010 Transportation Improvement Program**

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

**Project Coordinator:** Elizabeth Schoonmaker

**Project Manager:** Charles Dougherty

### **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 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 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 Transportation Improvement Program (TIP) for both Pennsylvania and New Jersey as mandated by federal regulations and will post information related to both processes on the DVRPC website. This project supports negotiations to ensure that this 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. DVRPC will undertake an extensive public participation program that responds to the requirements of SAFETEA LU and environmental justice concerns as it relates to this project. 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/transportation/capital/tip.htm>

### **Tasks:**

1. Participate in development of statewide financial guidance with NJDOT, PennDOT, 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, solicit new eligible projects from member agencies, and assist the RTC in prioritizing projects.
4. 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 SAFETEA LU and environmental justice concerns.

5. 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.
6. 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 of TIP (following Board adoption) with supporting documentation for submission to state DOT's to be included in the STIP for transmittal to the federal agencies, and prepare a final document for general use (in printed and electronic form).
7. Prepare financial summaries for each TIP (PA and NJ); monitor actual funding of these programs; maintain project data; monitor projects; and provide periodic reports and summaries to DVRPC committees and Board.
8. 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 Memorandum Of Understanding for Pennsylvania and New Jersey. Periodically review and revise the MOU in conjunction with the state DOT's and FHWA/FTA.
9. Update and maintain the TIP database, and post information on the website.
10. Develop financial estimates for the transportation element of the long range plan, when appropriate.
11. Participate in special project solicitations (e.g., CMAQ, TE, Safety)
12. 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.
13. Research innovative funding techniques and assess for local applicability.
14. Make presentations to committees and public groups; respond to public questions.

**Products:**

1. Financial plans for the TIP (and Plan when appropriate).
2. Financial Summary Reports.
3. Regional Transportation Improvement Program.
4. Periodic amendments and modifications to the TIP.
5. Periodic status reports.
6. News Releases and Public Information documents.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$450,000	\$370,350	\$79,650		
2012	\$450,000	\$368,100	\$81,900		
2013	\$450,000				
2014	\$450,000				



## **PROJECT: 12-52-020 Competitive Program and Project Management**

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

**Project Coordinator:** John Coscia

**Project Manager:** Ryan Gallagher, James Briggs, Elizabeth Smith

### **Goals:**

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

### **Description:**

SAFETEA-LU, the federal authorizing legislation for highways and transit, includes funding for non-traditional transportation projects such as multi-use trails, streetscapes, historic restorations, alternative fueled vehicles, and travel demand management, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. Five categories of federal funding that provide broad eligibility for these non-traditional transportation projects are: Transportation Enhancements, Safe Routes to School, Earmarks, Congestion Mitigation and Air Quality, and the Surface Transportation Program. Elements of the program support efforts in both Pennsylvania and New Jersey.

Funding from the TIP enables DVRPC staff to assist PennDOT with the implementation of these non-traditional projects by serving as adjunct project managers. This assistance will generally involve facilitation and coordination among the project applicant and their team, the PennDOT district office, PennDOT's central office staff, and the FHWA.

TIP funds are also provided to the sub-regions through the Local Scoping Programs for PA and NJ. The scoping program goal is to advance projects through the National Environmental Policy Act (NEPA) process and preliminary engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in the State Transportation Improvement Program (STIP). DVRPC administers both the Local Scoping Programs, including consultant selection, contract administration, and assistance to member counties and cities on project definition. For more information, see the following website:  
<http://www.dvrpc.org/transportation/capital.htm>

### **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. 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 using DVRPC's consultant list and, in concert with appropriate county, evaluate proposals received when required.
- 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 assure that applicable federal and state standards are observed.
- 9. Submit the consultant's final documents to the DOT's for approval. DVRPC, in cooperation with the DOTs, will prepare and submit the appropriate documents for federal approval on each project phase.
- 10. Work with the DOTs to update schedules, costs, and status of each project in the respective DOT system, as needed.
- 11. Prepare status reports that will be posted on the DVRPC website and provided to the RTC and Board as needed.

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$640,000	\$50,000			\$590,000
2012	\$770,000	\$50,000			\$720,000
2013	\$770,000				
2014	\$770,000				

\*1. PA - \$432,000 TE-TIP -\$108,000 SMLF Match, PA-\$88,000 CMAQ- \$22,000 SMLF Match 2. NJ - \$70,000 STP-STU TIP

## **PROJECT: 12-53-010 Geographic Information Systems**

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

**Project Coordinator:** William Stevens

**Project Manager:** Mark Gatti, Christopher Pollard

### **Goals:**

Improve planning efficiency and provide support for 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 provides benefits to DVRPC, its member agencies, and others by supporting state, regional, county, and local planning and technical projects. Nearly all projects incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation.

This ongoing program enables DVRPC to provide GIS services and technical assistance to its Planning staff, our member agencies, and other outside parties. It also includes expanding and improving the geospatial database by creating features and attributes from compiled source documents and obtaining data from member governments and operating agencies and publicly available sources (US Census, NJDEP, PASDA, etc.). Enhancements to existing geospatial data will include the expansion and refinements of attributes and the improvement of the positional accuracy of features. Technical advances and methodologies to provide geospatial information in an efficient manner for use in various technical projects by DVRPC, its member agencies, and others will continuously be reviewed.

This program will be coordinated with other data development efforts ongoing at DVRPC as well as efforts at member governments and agencies in the region and with other federal and state efforts whenever possible.

### **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 Federal Geographic Data Committee (FGDC) standards for all geospatial datasets.
5. Continuously update geospatial data from DVRPC programs and from external sources including, but not limited to, the state DOT transportation management

- systems, US Census, state agencies, operating agencies and member governments.
- 6.Ensure compatibility of geospatial data with related databases.
- 7.Continue migration of geospatial data into DVRPC’s enterprise Oracle database.
- 8.Provide data files and technical support to planning efforts of DVRPC, state agencies, county planning organizations, operators, and the private sector, as requested.
- 9.Coordinate data development with other DVRPC programs, the Region-wide Transportation GIS project and Land Use file development.
- 10.Hold coordinating meetings with planning partners to facilitate data sharing and provide a forum for comparison of equipment, software, procedures, and problems.
- 11.Attend training, seminars, and conferences to keep current on latest industry trends.
- 12.Evaluate technological and procedural advances in geospatial data distribution.

**Products:**

- 1.Current, accurate, and comprehensive geospatial database.
- 2.FGDC-compliant metadata.
- 3.Geospatial features consistent with current imagery.
- 4.Enhanced enterprise database that includes geospatial data from DVRPC, member governments and operating agencies, DOT’s, and other sources.

**Beneficiaries:**

PennDOT, NJDOT, DVRPC, member governments and operating agencies, and the private sector.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$380,000	\$312,740	\$67,260		
2012	\$380,000	\$310,840	\$69,160		
2013	\$380,000				
2014	\$380,000				

## **PROJECT: 12-54-010 Data Exchange and Analysis**

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

**Project Coordinator:** Mary Bell

**Project Manager:** Matthew Gates, Taghi Ozbeki, Joseph Fazekas

### **Goals:**

To maintain and enhance a region-wide information exchange network among DVRPC, member governments, operating agencies, and other public and private sector interests to enable efficient and consistent analysis and dissemination of data related to regional planning.

### **Description:**

This program facilitates the acquisition, organization, analysis, automation, and dissemination of available data sets to support all regional land use and transportation planning activities. This data includes (but is not limited to) newly released Census data products, IRS migration data, residential building permit data, and Home Mortgage Disclosure Act (HMDA) data, as well as data for which DVRPC is a primary source, including the TIP, traffic counts, land use, and aerial photography. Prior to FY 2008, the tasks to be accomplished through this program were completed under three separate projects: Regional On-Line Network, Census and Information Exchange, and the Economic, Demographic, and Census Data File.

The Data Exchange Program includes the continued maintenance and administration of DVRPC's regional online information network, to facilitate the electronic sharing of numeric and image data. It also provides for the analysis and dissemination (via both the Web and print media) of demographic, land use, and housing information through analytical reports, data bulletins, and DVRPC's Municipal Data Navigator and County Profiles, and facilitates responses to specific data requests from member governments as well as the public and private sectors. The program includes the coordination of activities as an affiliate of the Pennsylvania and New Jersey State Data Centers as well as the enhancement of regional information sharing through the continued administration of DVRPC's Information Resource Exchange Group (IREG).

This program also includes reviewing and assessing data available through the American Community Survey (ACS) and the evaluation and use of the proposed Census Transportation Planning Product (CTPP) which has been approved by both the Pennsylvania and New Jersey Departments of Transportation. For more information on DVRPC's available data services, see:  
<http://www.dvrpc.org/data.htm>. For more information on DVRPC's IREG

Committee, see: <http://www.dvrpc.org/about/committees.htm>.

### **Tasks:**

#### Data Exchange Tasks:

1. Continue working with member governments, operating agencies, and other potential network participants to identify additional uses for the basic network and select additional data to be included on the network.
2. Expand the network membership as opportunities arise or as directed by the DVRPC Board.
3. Enhance the base network through improved hardware and software and through communication upgrades, to maintain a high level of service and improve the technical capabilities of network participants.
4. Continue incorporating data from contributing members for use by other network participants, including (as necessary) the development of memoranda of understanding with appropriate agencies to permit the incorporation of their data onto the information network.
5. Enhance the database interface for public and government access.
6. Continue to migrate appropriate existing GIS desktop applications to web-based applications.
7. Continue to oversee and administer the existing Information Resource Exchange Group (IREG), the IREG Webmasters Subcommittee, and the IREG Online GIS Subcommittee, and to participate in other ad-hoc committees of DVRPC member governments as appropriate, to facilitate the coordination of data acquisition, processing, and distribution.
8. Update as necessary and continue to implement DVRPC's Strategic IT Plan.
9. Coordinate with the Census Bureau and FHWA regarding the Census Transportation Planning Products (CTPP).

#### Data Analysis Tasks:

1. Acquire and analyze available data files prepared by the United States Census Bureau; organize the Census files with other files for comparative purposes; and tabulate selected data for publication and dissemination via the DVRPC website.
2. Continue to coordinate with the Census Bureau and FHWA and review the ACS data and Census Transportation Planning products (CTPP), including data on population, households, workers, employment, and vehicle availability. (Note: Complete CTPP data may not be available until 2012).
3. Organize and analyze additional demographic, land use, and transportation data as appropriate, including residential building permit data, municipal population estimates, Home Mortgage Disclosure Act (HMDA) data, current population and housing surveys, and other information provided by on-line network participants.
4. Prepare regional data bulletins, analytical reports, data snapshots, and other materials on the region's demography, and disseminate the information via both print media and the DVRPC website.
5. Continue to refine and enhance DVRPC's Municipal Data Navigator and County

Profiles.

6. Respond to specific data requests from member governments, DVRPC staff, and representatives of both the public and private sectors.

7. Prepare special data summaries as requested by member governments and agencies.

8. Coordinate and respond to individual data issues and opportunities and provide technical assistance as requested by member governments and other agencies.

Gloucester County, for example, has requested assistance in FY2012 with identifying the best sources of data and developing a common database for use by all county departments and agencies.

9. Participate in Census seminars, training sessions, and State Data Center functions.

10. Participate in discussions regarding the United States Census program and upcoming Census data releases.

11. Assist other comprehensive planning staff in preparing county and municipal-level population and employment forecasts in five-year increments through 2040, using 2010 Census data as the base.

**Products:**

Data Exchange Products

1. Expanded network database of selected data and digital graphics.

2. Enhanced interactive website database access.

3. Meeting materials and records for the IREG committee and sub-committees.

Data Analysis Products:

1. Demographic database enhancements for Internet dissemination.

2. Regional data bulletins, analytical reports, data snapshots, and other summaries of available information.

3. County and municipal level population and employment forecasts in five year increments through 2040, using 2000 Census data as the base.

4. Additional materials as appropriate.

**Beneficiaries:**

All client groups.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$260,000	\$213,980	\$46,020		
2012	\$260,000	\$212,680	\$47,320		
2013	\$260,000				
2014	\$260,000				



*FISCAL YEAR 2012 PLANNING WORK  
PROGRAM*

*CHAPTER TWO - B*

*DVRPC PROJECT  
DESCRIPTIONS*



*Delaware Valley Regional Planning Commission*



**PROJECT: 10-64-102 Enhanced Road Safety Audits in Pennsylvania**

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

**Project Manager:** Zoe Neaderland

**Goals:**

Improve the safety of high-crash sections of the region's transportation system with an emphasis on low-cost improvements.

**Description:**

RSAs involve a range of stakeholders in developing a set of doable projects to improve safety and operations on sections of roads with high crash rates. DVRPC's RSAs are consistently praised by PennDOT, FHWA-PA, counties, and other participants.

This will be the fifth phase of a task that allows more in-depth work on the Pennsylvania-side of the region in close coordination with PennDOT and other partners. Locations are selected through a data-driven process in coordination with partners. The RSAs are typically designed to produce recommendations appropriate for Section 148 Highway Safety Improvement Program funding as well as smaller items that can be accomplished within existing programs. DVRPC also conducts RSAs in New Jersey through the Transportation Safety and Security Program

**Tasks:**

- a. Select locations based on quantitative analysis and coordination with partners
- b. Conduct RSAs
- c. Continue to refine and enhance process

**Products:**

RSA reports and related material

**Beneficiaries:**

Citizens experiencing safer transportation, municipalities, counties, and state agencies

**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$80,000				\$80,000

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2012	\$80,000	\$80,000
2013	\$80,000	
2014	\$80,000	

\*FY 2010 PA Local Scoping

**PROJECT: 10-64-103 Darby Borough Grade Crossing Study: Phase II**

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

**Project Manager:** Theodore Dahlburg

**Goals:**

Integrate freight facilities and operations with community goals.

**Description:**

Two highway-railroad grade crossings are focal points of intense transportation activity in the downtown area of Darby Borough, Delaware County. These grade crossings, located in close proximity to one another at Main Street (US DOT Crossing # 140641S) and Fifth Street (US DOT Crossing # 140640K), result from the CSX Philadelphia Subdivision freight rail line which traverses the borough. The grade crossing at Main Street has a highly unusual added dimension: the SEPTA Route 11 trolley, which operates in the Main Street right-of-way from 5AM-2AM daily, also bisects the freight rail line. Owing to the complexity of these convergences, the 2006 Delaware County Highway-Railroad Grade Crossing Study which examined the 11 grade crossings on the CSX Philadelphia Subdivision in Delaware County recommended that an in-depth analysis of the Main Street and Fifth Street crossings be performed.

While freight rail operations have enjoyed a nationwide resurgence and can help reduce greenhouse gas emissions, they may also produce side effects that are disruptive to local communities and their residents. For example, noise (e.g., mandatory locomotive whistle blowing), traffic delays caused by passing trains, and unsafe pedestrian conditions can all be the unwanted byproducts of freight train activity at grade crossings. In a fully mature, densely developed community like Darby Borough, these impacts may be even more pronounced.

At the request of the Delaware County Planning Department, this two-phased study will explore various improvement alternatives such as the creation of a grade separated crossing at Main Street. The study will incorporate considerations of the Fifth Street crossing, trolley operations, and local business, resident, and pedestrian concerns, and be closely coordinated with all key stakeholders such as Darby Borough, the Delaware County Planning Department, PennDOT, CSX, and SEPTA. In FY 2011, background information, problem documentation, and a range of alternatives will be identified. In Phase II of this study, the major focus will be on performing a screening of the alternatives and the associated environmental issues.

**Tasks:**

- 1. Maintain the study steering committee, conduct steering committee meetings, and set milestones for study deliverables.
- 2. Conduct strategic public involvement events to derive community input.
- 3. Continue research of best practices for grade crossing mitigation, separation, and elimination.
- 4. Monitor current and projected highway, trolley, train, and pedestrian volumes at the two subject grade crossings.
- 5. Track existing business, neighborhood, and land use patterns in the Main Street and Fifth Street corridors.
- 6. Refine the preliminary set of improvement alternatives as identified in Phase I.
- 7. Using the FRA’s GradeDec analytic software package and other tools, conduct a screening of the preliminary alternatives and associated environmental issues.
- 8. Identify short-term strategies to improve operating conditions at the grade crossings.
- 9. Using guidance from the community and the steering committee, identify final recommendations.

**Products:**

- 1. Final study document detailing all technical activities, findings, and recommendations.
- 2. Public information materials (hard copies and web-based).

**Beneficiaries:**

Freight facility operators, DVRPC member governments

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$60,000				\$60,000
2012	\$100,000				\$100,000
2013	\$0				
2014	\$0				

FY 2010 PA Local Scoping

**PROJECT: 12-04-010 Private Sector Data Requests**

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

**Project Manager:** Kenneth Thompson, William Stevens, Glenn McNichol

**Goals:**

Provide technical assistance to member governments, operating agencies, public and private organizations, businesses, and individuals.

**Description:**

Provide data, maps, aerial imagery prints, and publications to government agencies, organizations, private sector businesses, and individuals. Orders are placed with the customer service counter in person, by phone, and through the DVRPC website. For additional information, see: <http://www.dvrpc.org/data.htm>

**Tasks:**

1. Provide digital files and printed copies of DVRPC aerial imagery.
2. Provide digital files and printed maps containing GIS data.
3. Provide copies of available DVRPC publications.
4. Provide photocopies of special materials as required.

**Products:**

1. Prints of DVRPC maps or aerial imagery, as ordered, through the customer service counter.
2. Digital files containing GIS data or aerial imagery, as ordered.
3. Copies of available DVRPC publications, as ordered.

**Beneficiaries:**

Public and private sector entities and individuals

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$10,000				\$10,000
2012	\$10,000				\$10,000
2013	\$10,000				\$10,000
2014	\$10,000				\$10,000

\* \$10,000 - Sales of Maps and Publications

**PROJECT: 12-22-010 Commuter Benefit Program: TransitChek**

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

**Project Manager:** Stacy Bartels, Erin Burke

**Goals:**

Help ease traffic congestion and improve air quality by encouraging use of transit and vanpools through this employer-offered benefit program.

**Description:**

TransitChek is a commuter benefit program which enables area employers to offer their employees a cost-effective way to pay for transit expenses, either as a pre-tax payroll deduction (reducing employer and employee taxes) or as a benefit (tax-free to employees and tax-deductible to employers). TransitChek provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code. Originally instituted under clean air legislation, the TransitChek program has been administered by DVRPC since its inception in 1991. All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators; PA, NJ and DE DOTs also support the program. (Note that this program also reaches to south central Pennsylvania.)

TransitChek offers a new premium service, TransitChek Select, which eliminates the distribution function for employers and allows direct mailing of vouchers to employee homes. Employers can also elect to allow employees to have on-line access to their files and update deduction/benefit information with minimal administrative involvement by the employer. This new option makes the program even easier to administer and keeps it abreast of the private-sector competition.

**Tasks:**

- 1.Operations: Contract with vendor to produce vouchers and provide fulfillment services and sales data. Work with sub-contractor on new TransitChek Select distribution service.
- 2.Supervise and manage required vendor services, per contract.
- 3.Administration:Coordinate with participating transit operators, and internal and external support services.
- 4.Hold requisite Policy and Marketing Committee meetings with participating transit, state and related agencies.
- 5.Compile quarterly sales and membership progress reports and fulfillment summaries.
- 6.Develop and manage annual project budgets.
- 7.Maintain comprehensive database to track inquiries, program participants,

TransitChek® sales, and other activities.

8. Marketing: Prepare annual Marketing Plan and budget.

9. Communicate with target audiences to educate and persuade employers to provide commuter benefits to their employees.

10. Develop and use most efficient materials and media outlets (noted in annual plan).

11. Public Relations: Develop press releases and seek news coverage as relevant.

12. Sales: Provide materials to employees and employers who call information line or request information on-line.

13. Follow up with those who have received information to ascertain interest and/or problems.

14. Coordinate activities of Employer Outreach Specialist (separate project) to meet with interested employers to explain and/or help implement the program, and work with employer-related groups to reach this target specifically (chambers of commerce, HR associations, etc.).

**Products:**

1. Annual marketing plan and budget.
2. Annual media plan.
3. Marketing and media materials.
4. Website information.
5. Quarterly and annual sales reports.
6. Updated databases.

**Beneficiaries:**

Public, area employers, transit agencies, member governments.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$1,500,000				\$1,500,000
2012	\$1,200,000				\$1,200,000
2013	\$1,200,000				
2014	\$1,200,000				

\*\$1,500,000 - Internally Generated Cash

**PROJECT: 12-22-030 Commuter Services/Mobility Alternatives Program**

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

**Project Manager:** Stacy Bartels, Sarah Oaks, Erin Burke

**Goals:**

To increase awareness of and encourage participation in the Mobility Alternatives Program (MAP) and the Share-A-Ride (SAR) commute match service. Increasing participation in these efforts should help reduce traffic congestion and improve air quality in the region.

**Description:**

The Mobility Alternatives Program (MAP) is an education effort directed to employers located in southeastern Pennsylvania. Using local TMAs and other organizations as contractors who reach out to businesses, employers are informed of the benefits of encouraging various alternate commutes to their employees, and are given a menu of options to consider and/or implement. Share-A-Ride (SAR) can be part of the MAP, or individual commuters who work in SE PA can also access this internet-based service directly. The Emergency Ride Home (ERH) program now serves as a "safety net" for those commuters working in SE PA who do commit to an alternate commute at least 3 days a week.

The SAR software and process was upgraded in FY07, and a new Emergency Ride Home (ERH) was initiated in FY07. ERH should help eliminate one of the concerns of those commuters who currently do not use transit or pooling as a way to work, by offering a ride in case of a personal emergency. DVRPC coordinates and maintains the databases affiliated with SAR and ERH; DVRPC is also responsible for creating a coordinated marketing effort and materials to be used by TMAs in their outreach efforts.

**Tasks:**

1. Work with PennDOT in reviewing and approving TMA work programs and efforts.
2. Meet quarterly with contractors, and compile quarterly reports on progress.
3. Develop a marketing strategy sheet and annual budget.
4. Develop media strategies and a schedule, as appropriate.
5. Produce outreach and marketing materials as necessary.
6. Maintain websites and databases for use by TMAs and the public.
7. Maintain contract and licenses with software company for SAR; provide training.
8. Maintain contract with company for ERH services.
9. Assist with air quality efforts as requested.

**Products:**

1. Annual strategy paper and budget.
2. Media plan.
3. Marketing and informational materials, as needed.
4. Databases for SAR and ERH.
5. Quarterly and annual progress reports.

**Beneficiaries:**

Commuters who work in SE PA, area employers, TMAs, PA member governments, PennDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$251,000				\$251,000
2012	\$251,000				\$251,000
2013	\$251,000				\$251,000
2014	\$251,000				\$251,000

\*\$200,800 - PA TIP-CMAQ, \$34,200 PA SMLF Match, \$16,000-TransitChek Program Cash Match

**PROJECT: 12-23-030 Public Participation, Information and Visualization Techniques**

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

**Project Manager:** Jane Meconi, Elise Turner, Candace Snyder

**Goals:**

To ensure intergovernmental coordination and grassroots support by expanding public information and participation activities, particularly by targeting audiences that will influence the implementation of DVRPC goals and programs.

**Description:**

DVRPC's Public Affairs Office will maintain and expand 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 between DVRPC and the region's policy makers, municipal officials, and citizens. The DVRPC website will be used to enhance public participation and information availability. An information and involvement program will continue through contact with the public as a means of highlighting the Commission and its work. This office will also communicate with the underserved through public workshops, meetings, and the distribution of materials using minority and foreign language newspapers, opinion polls and advertising. The Public Affairs Office will work at expanding the membership and influence of the Regional Citizens Committee through additional outreach efforts. Public Affairs will take the initiative in contacting other MPO's and nontraditional sources to study public participation and marketing efforts. New ideas will be examined regarding involvement from larger audiences, such as website surveys, interactive information kiosks at shopping malls, "citizens' voices" forums in print and broadcast media, and other approaches. This project will also enable DVRPC to continue to remain in the forefront of public participation by expanding its use of visualization techniques to portray and present alternative views of plans and programs. This department will also utilize every means possible to enhance the public's awareness of the Commission through expansive media contact and various public awareness campaigns.

**Tasks:**

- 1.Prepare media releases and promote feature articles and op-ed pieces.
- 2.Prepare FY 2012 Annual Report.
- 3.Collect and distribute press clippings on DVRPC as well as electronic news updates.
- 4.Provide staff support and services to the Regional Citizens Committee.

5. Issue legal notices and advertising of public meetings.
6. Coordinate special events and conferences that promote DVRPC's image and message.
7. Prepare newsletters and special features on timely issues.
8. Update DVRPC website to enhance public participation and to highlight various events and publications.
9. Sponsor public listening sessions for citizens in all parts of the region.
10. Maintain and promote activities of the Regional Student Forum.
11. Maintain and support the work of the Environmental Justice Work Group.
12. Assist staff with publication issues.

**Products:**

1. Media releases and press clippings
2. DVRPC electronic and/or hard copy newsletters
3. Annual Report
4. Regional Citizens Committee notices, agendas, minutes and recommendations
5. Legal Notices

**Beneficiaries:**

Member Governments and Operators, Citizens, Private Sector

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$320,000	\$263,360	\$56,640		
2012	\$320,000	\$261,760	\$58,240		
2013	\$320,000				
2014	\$320,000				

**PROJECT: 12-41-070 Intelligent Transportation Systems (ITS) Program  
Including RIMIS**

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

**Project Manager:** Stanley Platt

**Goals:**

Ease traffic congestion and improve the efficiency of existing transportation facilities and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS).

**Description:**

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the Transportation Operations Task Force (TOTF), incident management programs, coordination of multi-agency regional initiatives, ITS architecture maintenance, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an Information Exchange Network (IEN) functioning as the communications backbone among transportation operation centers throughout the region. This system notifies agencies about incidents or unusual conditions that affect them, and allows them to share resources (e.g., variable message signs) and coordinate a unified response.

RIMIS became operational on June 30, 2010. Since RIMIS is managed by the same developer as the NJDOT system, it automatically receives incident and operational information from NJDOT's database. To receive PennDOT incident information, a data interface to PennDOT's Road Conditions Reporting System (RCRS) was constructed in FY 2011. With completion of the database, DVRPC began rolling out RIMIS to regional transportation agencies, county 911/emergency management centers, local police and fire departments in major corridors, and counties engineering/public works departments in New Jersey. In FY 2012, the primary emphasis will be operating and maintaining RIMIS software, expanding the number of agencies participating in RIMIS, and working with the agencies to ensure quality control of RIMIS data.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. Incident management activities include managing incident management task forces, developing/refining incident policy and procedures manuals, fostering training programs, conducting post incident reviews, and maintaining DVRPC's Interactive Detour Route Mapping (IDRuM) program.

In FY 2011, DVRPC began a major effort to help agencies share their fiber optic communications networks. Agencies are constructing fiber communication lines to manage traffic signal systems, operate ITS devices, provide traveler information to transit passengers, and to support public security. By sharing fiber assets agencies can reduce costs, build redundancy to the networks, and increase information sharing among the agencies.

In FY 2012, DVRPC will assist the City of Philadelphia to develop an ITS Master Plan. Philadelphia's Traffic Operations Center, to manage its signal system and control traffic at major special events, will formally open in 2011. With its opening, there will be an increased need for situational awareness. There are currently 12 traffic CCTVs operated by the city, and PennDOT is installing CCTV and VMS signs in the I-95 corridor as part of the reconstruction of I-95. Philadelphia wants a strategic plan to deploy their ITS devices, and coordinate them with other agencies, in the remainder of the city.

Activities listed below fall under two broad categories, RIMIS, and other ITS tasks. The former includes Operations and Maintenance (O&M) tasks performed by the software vendor (TRANSCOM) and DVRPC supervisory/technical activities associated with RIMIS. The latter category includes DVRPC staff activities that continue programs to support greater integration among the region's ITS stakeholders, and more general ITS activities. Some of these activities may require DVRPC to purchase equipment and/or services.

### **Tasks:**

#### I. RIMIS Tasks

##### A. RIMIS Software Vendor Tasks

1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the System Administrator, modifying agency and user accounts, adding additional ITS devices to the RIMIS database, and modifying the highway and transit network as required.
3. Software vendor will make enhancements to RIMIS software as directed.
4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required.
5. Software vendor will provide training to RIMIS users.
6. Software vendor will periodically meet with the RIMIS Subcommittee to review RIMIS's status, and discuss and resolve operational issues.

##### B. DVRPC Tasks:

1. Coordinate software vendor's activities with the RIMIS Subcommittee, and the Transportation Operations Task Force. Organize and participate in RIMIS Subcommittee meetings.

2. Supervise the RIMIS software vendor's adherence to their contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
6. Assist the RIMIS software vendor in performing some of the minor System Administrator functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure information entered into RIMIS is accurate and timely, and agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arise.

## II. Other ITS Tasks

1. Continue to provide staff support to the Transportation Operations Task Force including developing agendas, arranging presentations, and developing handout materials.
2. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies. As opportunities for interagency cooperation become available, provide technical support, financial assistance, or purchase equipment or services.
3. Continue to manage the existing Incident Management Task Forces established in the I-476/I-76 Crossroads Area, and I-295/I-76/NJ 42 Corridor. Participate in incident management programs initiated by other agencies, including US 422, PA 309, US 202 Section 300, and I-95 in Bucks County. Provide technical support including mapping services, GIS, and other assistance as requested.
4. Continue to assist NJDOT, PennDOT, and DRJTBC in coordinating ITS and transportation operations across the state line in the Mercer/Bucks area.
5. Identify all projects in the TIP whose regional impact necessitates a Traffic Management Plan (TMP). Work with agencies to develop TMPs. Continue the regional construction coordination program to minimize traffic impacts of overlapping construction projects.
6. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architecture and their project architectures.
7. Continue to maintain Regional Fiber Optics Communications Inventory. Identify opportunities for agencies to share fiber assets. Host meetings to foster fiber sharings discussions.
8. Continue to incorporate ITS into the transportation planning process. Identify all TIP projects involving ITS, evaluate their consistency with the Transportation Operations Master Plan. Assist agencies to advance projects identified in the Transportation Operations Master Plan, PennDOT's Regional Operations Plan, or in the regional ITS architecture.

9. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Periodic updates may be needed to reflect changes to detour routes and construction activity. Begin to define the framework of version 2.0 of IDRuM, which could potentially include PennDOT detour signing information, construction diversion routes, and more information for operational decision making.
10. Continue to provide training programs for ITS technical staff. These activities may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region.
11. To guide the Philadelphia ITS Master Plan, form an advisory committee composed of the Philadelphia Streets Department, Philadelphia Police Department, Office of Emergency Management, Department of Technology, PennDOT, and other applicable agencies. Work with the committee to identify ITS deployment criteria for CCTV and VMS signs; this may include major travel corridors, special event locations, SEPTA bus routes, emergency evacuation routes, and/or PennDOT detour routes. Identify other types of ITS devices that may be needed to fulfill agency needs. Develop preliminary maps identifying location of ITS devices and a cost estimate to fully implement the ITS program. After the committee approves the ultimate plan, work with it to develop a more manageable implementation plan.
12. Continue coordination with the the I-95 Corridor Coalition's Delaware Valley Highway Operations Group (DVHOGs) and other I-95 Corridor Coalition programs. These activities may include sharing information about and partnering on ITS related projects.
13. Continue participation in Southeastern Pennsylvania Regional Task Force. These activities include providing staff support to its Public Works, Engineering and Transportation Committee.
14. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

**Products:**

1. Transportation Operations Task Force meeting agendas, and meeting minutes.
2. Operation and maintenance of RIMIS software.
3. Management of RIMIS software vendor.
4. Meetings of incident management task forces, including agendas and meeting minutes.
5. Construction coordination program
6. Maintenance of the ITS Regional Architecture.
7. Operation and maintenance of IDRuM.
8. Philadelphia ITS Master Plan showing locations to deploy CCTV, VMS signs, and other ITS devices
9. Implementations of programs to foster interagency cooperation.
10. Technical assistance to agencies

**Beneficiaries:**

ITS Operators, emergency responders, motorists, and transit users

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$983,500				\$983,500
2012	\$983,500				\$983,500
2013	\$983,500				
2014	\$983,500				

1.PA-\$590,100-TIP-CMAQ -\$147,525 State Match 2. NJ-\$245,875-TIP-CMAQ/STP-STU



**PROJECT: 12-41-080 Tri-County Transportation Plan Implementation**

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

**Project Manager:** Matthew West

**Goals:**

Encourage land use patterns that enhance the region and link transportation facilities by supporting the timely implementation of the Tri-County Transportation Study recommendations and integrating the study with other local planning efforts.

**Description:**

This is an on-going effort in cooperation with the Tri-County Transportation Committee to identify and prioritize transportation improvement projects and studies in and around the Borough of Pottstown (in Berks, Chester, and Montgomery Counties). Each year a study or project is selected for DVRPC to undertake. Previous efforts have included the Swamp Pike corridor, the PA 724 corridor, the development of an information resource guide, and the PA 100 corridor. This year's focus will be to work with the members of the Tri-County Transportation Committee to identify and begin work on a project focusing on a present issue within the Tri-County region.

**Tasks:**

1. Participate in periodic Tri-County Transportation Committee meetings to coordinate local planning efforts and further educate local representatives on implementation strategies.
2. Work with the Committee to identify a corridor or problem location(s) for detailed study.
3. Work to collect pertinent data in support of the identified project.
4. Perform technical analysis on identified problems.
5. Develop recommendations pertaining to transportation and land use issues.
6. Present preliminary findings and recommendations to Committee.
7. In cooperation with the Committee, develop an action plan for the identified project.

**Products:**

1. Meetings with the Tri-County Transportation Committee meeting.
2. A technical memo documenting the identified project.

**Beneficiaries:**

Berks, Chester, and Montgomery Counties, Tri-County Area Municipalities; local residents.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$60,000	\$49,380	\$10,620		
2012	\$60,000	\$49,080	\$10,920		
2013	\$60,000				
2014	\$60,000				

**PROJECT: 12-41-110 Traffic Impact Study Analysis – Bucks County**

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

**Project Manager: John Ward**

**Goals:**

To analyze the basis for traffic impact studies and to define shortcomings in traditional analysis; to examine transportation impacts in relation to the context of the development, the mobility goals, and the impacts on the spectrum of transportation modes.

**Description:**

For years the use of a traffic impact study has been the foundation for local municipal officials, county planners and state and private professional traffic engineers to determine transportation impacts primarily from vehicular traffic in ways that are measured by delay and are computed as a “level of service”. Unfortunately as development has continued at differing densities throughout the region, this measurement of time delay has become ambiguous and does not take into account the context of the roadway and does not examine impacts on other modes of transportation such as pedestrian and bicycling. The traditional level of service analysis is a very gross measurement of impacts and also overlooks other goals such as safety or making downtowns viable. The purpose of this study is to examine the efficacy of the traditional traffic impact study which incorporates “level of service” calculations and determine what changes can be implemented that would allow for analysis of transportation impacts in relation to the context of the roadway and the entirety of transportation users of the facility such as pedestrian, bicyclists, and public transit. The project aims to give public officials more information on the land development decision making process based on impacts of vehicular traffic. The new emphasis on Smart Transportation requires that we look not just at how fast cars can move but how to integrate traffic issues and balance these with other community goals. The traditional traffic impact study is out of date with Smart Transportation. DVRPC will analyze existing traffic impact ordinance language and examine the efficacy of the standard traffic impact study use. DVRPC will examine additional methods other

than the use of time delay and levels of service calculations as the primary way to determine vehicular impacts from development-generated traffic. DVRPC will look to incorporate additional areas of analysis which look at impacts on all users of the transportation system. DVRPC will develop standards and best practices which would enhance traditional traffic impact study ordinance language in context of the complete streets/Smart Transportation concepts. DVRPC will provide this information to PennDOT and municipal officials.

**Tasks:**

- Convene appropriate planners and engineering professionals to examine traditional impact study ordinance language to determine effectiveness and shortcomings.
2. Develop recommendations for additional analysis for pedestrian and bicycle impacts using a “complete streets” approach.
  3. Determine additional analysis beyond “level of service” calculations which can still be useful in calculating site-generated impacts.
  4. Develop recommendations for changes as ordinance language or engineering standards.
  5. Provide information to municipal officials, private and public engineers, and DOT Officials.

**Products:**

. Recommendations for changes to municipal ordinance language that could be adopted and that would allow municipal, county and state officials to understand development impacts from a complete streets perspective based on the setting of the roadway.

**Beneficiaries:**

- Municipal and county officials
- Private sector engineering consultants
  - State DOTs

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$100,000				\$100,000
2013	\$0				
2014	\$0				

\$80,000 PA Supplemental PL, \$20,000 SMLF



## **PROJECT: 12-42-010 FFY 2011 Regional Aviation System Planning**

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

**Project Manager:** Reiner Pelzer, Roger Moog

### **Goals:**

To encourage regional growth, orderly development and more efficient mobility by preserving and improving aviation facilities through Regional Airport System planning.

### **Description:**

Continue implementation of recommendations contained in the adopted Regional Airport System Plan (RASP), and update the plan where travel demand, safety, and improved efficiency and other criteria warrant, undertake special studies as warranted.

### **Tasks:**

1. Working in cooperation with WILMAPCO, PennDOT, NJDOT and DeIDOT, continue regional forum.
2. Continue operations counting at regional general aviation airports defined by FAA. Continue counts at other airports outside the DVRPC region as requested by FAA, PaDOT and NJDOT.
3. Provide assistance to states, local governments, operators and consultants in preparing feasibility, master plan studies and state system plans, and other planning documents and policies.
4. Maintain updated 2035 RASP due to changes in local needs, safety and security concerns, funding availability, and changing airport demand.
5. Complete AWOS installations in New Jersey and develop proposals for new aviation special studies.
- 6.

### **Products:**

1. Airport Technical Advisory Committee.
2. Regional airports feasibility and master plan studies.
3. Airport operations counts, others updated data, and capital programming recommendations.
4. RASP revisions to year 2030.
5. Reports addressing airport special studies. Policy input to PennDOT/NJDOT regarding airport development, regulation and licensing.

### **Beneficiaries:**

Member Governments, Regional and Local Airports, regional residents and

businesses.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000
2014	\$250,000				\$250,000

\* \$237,500 - FAA Funds, \$6,500 - Local Cash Match, \$6,000 PennDOT Aviation Restricted Revenue

**PROJECT: 12-43-020-(HPMS and Functional Classification System (PA & NJ))**

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

**Project Manager: Paul Carafides**

**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 year into the DVRPC Traffic Count system.
5. Transmit data to PennDOT and NJDOT by specified dates.
6. Review, coordinate, and process requests for functional classification changes from state, county, and local governments.
7. Revise the functional classification system based on these requests.

**Products:**

1. Updated HPMS data files of physical and operational characteristics.
2. Database of counts taken in New Jersey and Pennsylvania.

- 3.Record of requests for functional classification changes.
- 4.Updated functional classification maps.

**Beneficiaries:**

States, Counties and cities

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$200,000	\$200,000			
2012	\$200,000	\$200,000			
2013	\$200,000	\$200,000			
2014	\$200,000	\$200,000			

**PROJECT: 12-43-030 PennDOT District 6-0 Traffic Volume Data**

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

**Project Coordinator:** Scott Brady

**Project Manager:** Paul Carafides

**Goals:**

Improve efficiency of the region's transportation network by providing traffic 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; pedestrian counts; physical characteristics of the intersection; descriptions of adjacent land use, particularly schools; and other appropriate information.

**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 and time periods: (a) manual intersectional vehicle turning movements between 7:00 a.m. and 6:00 p.m. recorded in 15- and 30-minute time increments; (b) 48-hour portable traffic recorder counts by hour; and (c) manual truck classification hourly counts between 7:00 a.m. and 3:00 p.m.
3. Review, process and tabulate field count data. Convert recorder counts to AADT.
4. Enter counts into DVRPC Traffic Count System and transmit to PennDOT with other counts.
5. Transmit appropriate field data to PennDOT District 6-0 office.

**Products:**

1. Data Files
2. Responses to specific District 6-0 requests

**Beneficiaries:**

PennDOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$250,000				\$250,000
2012	\$250,000				\$250,000
2013	\$250,000				\$250,000
2014	\$250,000				\$250,000

\* PennDOT State Appropriation 87 Funds

**PROJECT: 12-44-070 Regional Circuit Rider for Energy Efficiency in Local Government Operations**

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

**Project Manager:** Robert Graff, Elizabeth Compitello

**Goals:**

- Assist small and medium-sized municipalities in Bucks, Chester, Delaware, and Montgomery Counties with institutionalizing energy management best practices for their operational sectors, including tracking use and identifying the most cost-effective opportunities to reduce energy consumption, energy cost and greenhouse gas (GHG) emissions.
- Continue to develop robust analytical tools and compile information that will assist municipalities in managing energy use.
- Provide coordinated, facilitated access to the resources and funding opportunities available to municipalities to develop and implement energy efficiency strategies.

**Description:**

This project will provide training and direct assistance to the governments of small and medium-sized municipalities in Bucks, Chester, Delaware, and Montgomery Counties to develop and implement strategies for reducing energy use and GHG emissions associated with their operational sectors, including buildings, vehicle fleets, outdoor lighting and water/wastewater treatment facilities. DVRPC will provide information on best practices and funding opportunities, and continue to develop, distribute, and deploy analytical tools and other resources to assist municipalities with reducing energy use. This project will ensure that small and medium-sized municipalities have easy access to the resources and tools they need to prioritize projects for cost-effectively reducing energy costs and GHG emissions in their operations.

**Tasks:**

1. Outreach to municipalities regarding the savings opportunities they can achieve from investments in energy efficiency and conservation.
2. Development and deployment of training, analytical tools, and outreach materials highlighting the benefits and processes for managing energy use and improving energy efficiency in municipal operational sectors.
3. Direct technical assistance to municipalities to use DVRPC's and other analytical tools to evaluate energy use and GHG emissions from their municipal operations.
4. Preparation of case studies to be used to educate the public and other municipalities on the value of investments in energy efficiency;
5. Monitoring and reporting, including administration and preparation of data and

forms as needed.

Completion of these tasks is expected to require the support of consultants.

**Products:**

- Four county-level kickoff events.
- 2. Coordinated outreach.
- 3. Resources and tools for municipalities.
- 4. Direct technical assistance provided to municipalities.
- 5. Compilation of pre- and post-project data.
- 6. Case studies and other materials highlighting success of program.

**Beneficiaries:**

Small and medium-sized municipalities in the four suburban counties of Greater Philadelphia in southeastern Pennsylvania (Bucks, Chester, Delaware, and Montgomery)

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$121,326			\$40,442	\$80,884
2013	\$0				
2014	\$0				

\* EPA Climate Showcase Communities Grant

**PROJECT: 12-46-040 Central Jersey Transportation Forum**

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

**Project Manager:** Zoe Neaderland

**Goals:**

Achieve improved and more integrated regional land use and transportation planning that will result in a better quality of community life in Central Jersey.

**Description:**

The Central Jersey Transportation Forum serves a unique role in bringing together a wide range of public, non-profit, and private organizations with a stake in the transportation systems of Central New Jersey to facilitate a regional, cooperative approach to solving problems. The geography is approximately twenty-five municipalities encompassing parts of the DVRPC and NJTPA regions in four counties, generally focused around US 1.

The Forum moves toward its goal through an agreed-upon action plan. This involves work in four interrelated issues: east-west access, transit and alternative modes, land-use/transportation integration, and system-wide planning and coordination.

In FY '11, the Forum reorganized to be more effective. This included expanding its geography while developing a smaller set of formal voting members, and the addition of action teams. The Steering Committee was also made larger and given a stronger role. This will continue to evolve and likely require somewhat more staff support than in previous years, however it is anticipated to be completed within similar funding levels.

The Forum provides technical support, improves coordination, and can initiate projects. It helped the Route 1 Bus Rapid Transit (BRT) advance through alternatives analysis and continues to support implementation. The Forum also helps implement NJDOT's Route 1 Regional Growth Strategy.

**Tasks:**

1. Implement and track progress on the agreed-upon action plan, including the Route 1 BRT effort
2. Arrange Forum meetings and prepare meeting materials
3. Maintain communication among participants including through Forum web pages
4. Coordinate with related projects on behalf of the Forum

**Products:**

1. Presentation and communication materials
2. Summaries of analysis, reports
3. Meeting highlights and other material evaluating progress

**Beneficiaries:**

NJDOT, NJ Transit, NJDCA, TMAs, study-area counties and municipalities, other stakeholders and organizations

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$175,000				\$175,000
2012	\$175,000				\$175,000
2013	\$175,000				\$175,000
2014	\$175,000				\$175,000

NJ \$175,000-STP-STU-TIP

**PROJECT: 12-46-050 PA Ozone Action Supplemental Services**

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

**Project Manager:** Sean Greene

**Goals:**

Improve the region's air quality by supporting the episodic, voluntary program for ozone (Air Quality Action) and particulate matter 2.5 .

**Description:**

This project will fund supplemental services performed by contractors in the implementation of the Ozone Action and Particulate Matter 2.5 Program. Types of services may be design of promotional materials and advertising, printing, catering and placement of advertising on television, radio and in newspapers.

**Tasks:**

- 1.Contract for the design and production of advertisements and promotional literature such as brochures, posters, T-shirts, flags, buttons, stickers, and stationery.
- 2.Contract for products and services required for a kickoff event, such as rentals and room rentals, to mark the beginning of the ozone season.
- 3.Contract for the placement of advertising on radio, television, or newspapers.

**Products:**

- 1.Advertisements and promotional literature.
- 2.Event and organizations sponsorships.
- 3.Kickoff event.

**Beneficiaries:**

States and residents of region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$125,000				\$125,000
2012	\$125,000				\$125,000
2013	\$125,000				\$125,000
2014	\$125,000				\$125,000

PA-\$100,000- CMAQ-TIP, \$25,000-PADEP Cash Match

**PROJECT: 12-46-055 NJ Ozone Action Supplemental Services**

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

**Project Manager: Sean Greene**

**Goals:**

Improve the region's air quality by supporting the episodic, voluntary program for ozone (Ozone Action) and particulate matter 2.5.

**Description:**

This project will fund supplemental services performed by contractors in the implementation of the Ozone Action and Particulate Matter 2.5 Program. Types of services may be design of promotional materials and advertising, printing, catering and placement of advertising on television, radio and in newspapers.

**Tasks:**

- 1.Contract for the design and production of advertisements and promotional literature such as brochures, posters, T-shirts, flags, buttons, stickers, and stationery.
- 2.Contract for products and services required for a kickoff event, such as rentals and room rentals, to mark the beginning of the ozone season.
- 3.Contract for the placement of advertising on radio, television, or newspapers.

**Products:**

- 1.Advertisements and promotional literature.
- 2.Event and organizations sponsorships.
- 3.Kickoff event.

**Beneficiaries:**

States and residents of region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$50,000				\$50,000
2012	\$50,000				\$50,000
2013	\$50,000				\$50,000
2014	\$50,000				\$50,000

NJ \$40,000-CMAQ TIP- \$10,000-SILOC Match from Ozone Forecasting

**PROJECT: 12-46-172-1 Penn State University Ozone and PM 2.5 Forecasting Service**

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

**Project Manager:** Sean Greene

**Goals:**

Provide air quality forecasts for PM 2.5 (year round) and ground level ozone (May – September) to be disseminated to media, air quality partners and regulatory agencies.

**Description:**

Meteorologists from Pennsylvania State University will provide air quality forecasts for ground level ozone and PM2.5. Ozone and PM 2.5 forecasts will be supplied daily from May through September, including weekends and holidays. After Septmeber, PM 2.5 forecasts will be distributed on weekdays and a three day forecast will be provided each Friday from September through April. Forecasts will be emailed to DVRPC, disseminated through the EnviroFlash system and posted on the Air Quality Partnership website.

**Tasks:**

1. Provide daily ground level ozone forecasts from May through September.
2. Provide daily PM2.5 forecasts from May through September. Provide weekday and three day weekend PM2.5 forecasts from October through April.
3. Submit annual report detailing forecast verification statistics.

**Products:**

1. Air quality forecasts and advisories for ground level ozone and PM 2.5.
2. A report detailing forecast verification statistics for ground level ozone and PM 2.5.

**Beneficiaries:**

States and residents of region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$62,000				\$62,000
2012	\$62,000				\$62,000
2013	\$62,000				\$62,000
2014	\$62,000				\$62,000

\$48,000 PADEP, \$11,000 NJDEP, \$3,000 DEDNR

**PROJECT: 12-47-030 Pennsylvania Coastal Zone Management  
Implementation Program**

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

**Project Manager:** Christopher Linn

**Goals:**

Assist the Pennsylvania CZM program as it works to protect and preserve tidal and freshwater wetlands, provide and maximize public access to coastal waters, preserve and restore historic sites and structures, minimize coastal hazard areas, manage fisheries, encourage public involvement in the management of coastal resources, insure intergovernmental consistency with regard to regulatory issues in the Delaware Estuary Coastal Zone, and preserve coastal lands through the use of Coastal and Estuarine Land Conservation Program funds. Assist the Pennsylvania Department of Environmental Protection (PADEP) in its efforts to achieve the above goals through legislative authority, environmental monitoring, and technical and financial assistance.

**Description:**

This is a continuing project to maintain regional coordination with local governments and the public to further the interests of the PADEP Coastal Zone Management Program. DVRPC will also continue to provide technical assistance to the state, its member governments and citizens.

**Tasks:**

- 1.Coordinate the activities of the Delaware Estuary Coastal Zone Advisory Committee and provide technical and administrative services.
- 2.Organize up to two DECZ Advisory Committee meetings during the course of the year. One of these meetings will be held to review and rank the CZM grant applications for the Delaware Estuary region.
- 3.Provide a mechanism for public involvement and education in the CZM Program.
- 4.Assist PADEP in working with eligible municipalities, agencies, and non-profit organizations to prepare and submit project applications for federal grants.
- 5.Attend CZAC meetings and water/environment-related special events in the Delaware Valley.
- 6.Assist PADEP with the development of Coastal and Estuarine Land Conservation Program projects and application materials, and assist with the review and evaluation of applications prior to their submission to NOAA.
- 7.Provide technical and administrative services on permitting to the Urban Waterfront Action Group.
- 8.Assist the CZM Program with tasks related to Section 6217 (Coastal Nonpoint

Pollution Program).  
9.Undertake other activities as required.

**Products:**

- 1.Mailing lists, agendas and meeting minutes.
- 2.A bi-annual presentation on coastal zone activities, plans and projects for the state Coastal Zone Advisory Committee.
- 3.Coast Day exhibit.
- 4.Memorandum detailing the results of the coastal zone grant ranking process.
- 5.Technical memoranda, as required.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$42,000				\$42,000
2012	\$42,000				\$42,000
2013	\$42,000				\$42,000
2014	\$42,000				\$42,000

\$42,000-PA Department of Environmental Protection

**PROJECT: 12-47-040 The Delaware Valley Regional Food System Plan**

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

**Project Manager:** Alison Hastings

**Goals:**

To understand the region's food distribution system and its use of the regional transportation system; evaluate remaining agricultural resources and farmland preservation efforts; assess food supply, safety, and security (including access to food); explore agriculture as a vehicle for sustainable economic development; and support and collaborate with food system stakeholders.

**Description:**

The food system, whether defined as global, regional, or local, poses immensely interesting and confounding planning questions: food production is an important land use; sustainable production practices can improve the environment; food can be an economic development vehicle; access to fresh and healthy food is an environmental and social justice issue; and food, as a high-turnover commodity, relies on a well-maintained transportation network.

DVRPC has undertaken multiple phases of food system planning work. The first phase involved a large surveying effort and analytical analysis that identified prominent stakeholders, successful programs, regional competitive advantages, recommendations for improvement, and opposed interests. The second phase continued to convene the Stakeholder Committee and created a food system plan that encourages more collaboration given recent financial constraints. The second phase also included the development of the multi-year William Penn Foundation Local Food Economy re-grant program that implements recommendations from the food system plan.

The successful completion of the food system study and food system plan guide ongoing work in this project area. Tasks include working more closely with county organizations, such as planning commissions, agricultural development councils, and economic development councils to identify their agricultural assets, local food economy assets, and special research topics. Other efforts will focus on representing DVRPC and a regional perspective and providing substantive content for other stakeholders convenings, such as the Philadelphia City Food Policy Council and the Camden City Food Security Advisory Committee. DVRPC's Food System Planning work will also support the large William Penn Foundation Local Food Economy re-grant program, producing more research and refined strategies that support positive change.

**Tasks:**

1. Continue to convene the Stakeholder Committee on a regular basis.
2. Participate in and coordinate with ongoing efforts of state agencies, institutions, and non-profit organizations to study regional agricultural supply and consumer demand for local food within the Delaware Valley.
3. Represent DVRPC and provide support and content to other projects, such as Philadelphia’s City Food Policy Council.
4. Work with up to three member governments to create an inventory of agriculture and local food economy assets and complete relevant case study research.
5. Update food system indicators.
6. Update DVRPC’s food system planning webpages with new content on a regular basis.

**Products:**

1. Three to four Stakeholder Committee meetings.
2. Policy Agendas for partners, such as the Metro Caucus and the City Food Policy Council.
3. County Stakeholder meetings.
4. An inventory of agriculture and local food economy assets for up to three counties.
5. An updated analysis of measurable food system indicators.
6. Food system planning webpages

**Beneficiaries:**

All client groups, including State DOTs, state and county agricultural development committees, member governments and citizens, DVRPC’s Goods Movement Task Force, the City of Philadelphia, private sector businesses and industry groups, chambers of commerce, economic development organizations, land trusts, other regional institutions.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$100,000	\$82,300	\$17,700		
2012	\$100,000	\$81,800	\$18,200		
2013	\$100,000				
2014	\$100,000				

**PROJECT: 12-47-200 Pennsylvania and New Jersey Local Environmental Initiatives**

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

**Project Manager:** Suzanne McCarthy

**Goals:**

Assist local New Jersey municipalities to document and plan protection of natural resources and open space within their communities by providing planning service on a contract basis. Also partner with PA non-profits and local governments on environmental planning initiatives

**Description:**

This continuing program promotes implementation of the DVRPC long-range plan for open space in New Jersey by providing New Jersey municipalities with the opportunity to contract for planning services that will enhance their natural resource protection and open space and farmland preservation efforts. Projects include development and production of planning documents and assistance in obtaining funding through grant proposals for part of the costs of the projects. Project subsidies are offered to municipalities within the DVRPC New Jersey counties.

Projects list:

- Environmental Resource Inventories
- Open Space and Recreation Plans
- Farmland Preservation Plans
- Master Plan Conservation Elements
- Resource protection ordinances
- Conservation Design zoning/subdivision ordinances
- Master Plan Sustainability Elements

This project also provides for DVRPC to partner with non-profit environmental organizations and local governments in PA on environmental protection and conservation projects.

**Tasks:**

1. Meet with municipal leaders, especially Environmental Commissions and Planning Boards, to present project opportunities
2. Assist municipality to obtain funding for part of the project by preparing draft grant proposal. The chief source of funding is the Association of NJ Environmental Commissions (ANJEC) Smart Growth Grants program.
3. Meet with appropriate committees and municipal staff to gather information for the project, and to obtain review and approval of final product.

4. Develop GIS mapping for the municipality that is relevant to the project. Provide larger maps as needed for future use by municipality.
5. Work with other consultants to the municipality, as needed, to obtain and/or share information.
6. Write and produce printed document and CD for distribution by municipality, including publication on local website.
7. Participate in municipal public hearings pertaining to the projects, as needed
8. Provide technical support to the municipality on obtaining state open space/farmland preservation funding, when appropriate
9. Include municipality in any DVRPC-sponsored education programs on natural resource protection and open space/farmland preservation.
10. PA projects will involve setting up scope of services with environmental non-profits and/or local governments for identified needs

**Products:**

1. Meeting materials, citizen questionnaires, background information on resource topics.
2. Multiple copies of Project document – Inventory, Plan, Ordinance, or other document with appropriate maps.
3. CD of document and of GIS files, for future use by the municipality or non-profit

**Beneficiaries:**

Local governments and environmental/conservation non-profit organizations. For NJ projects, program projects may also be prepared for municipalities in Cumberland, Ocean, and Salem Counties, but there are not subsidized.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$140,000			\$40,000	\$100,000
2012	\$160,000			\$60,000	\$100,000
2013	\$160,000				
2014	\$160,000				

\$100,000- PA & NJ Local Governments.

Funding represents individual contracts with various communities.

**PROJECT: 12-51-020 Update DVRPC Travel Simulation Model and Household Survey**

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

**Project Manager:** Chris Puchalsky

**Goals:**

Improve access to and efficiency of the region's transportation system, improve safety and air quality, and reduce congestion by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data that the models use.

**Description:**

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations.

From FY09 – FY11 DVRPC staff and consultants made major improvements to DVRPC's travel demand model. The model was switched from the legacy TRANPLAN software to the VISUM package by PTV. Improvements were made to the data used for modeling, most notably kicking off a region wide transit on-board survey, repeating the quinquennial cordon line surveys, and incorporating operational level data for transportation network modeling. A very innovative network and supply side model was created, and a new "best-in-class" conventional 4-step model was also created. Improvements were also made in data management, which were made possible by improvements in PTV software made at DVRPC's request. The model improvement selection process was informed by several sources, notably an FHWA peer review.

Two major improvements recommended in the FHWA peer review were not able to be started in the FY09 – FY11 project. The first was an update of the 2000 household travel survey. Household travel surveys ask a sample of households, usually recruited with minor enticements, throughout the region to keep a one-day travel diary. The information obtained is not only critical for travel forecasting, but also has numerous other planning uses, including JARC, LEED certification, environmental justice, and greenhouse gas inventories. Household travel surveys need to be redone whenever travel patterns or behaviors change significantly, with an industry standard of approximately every 10 years.

The other major element which was recommended by the FHWA peer-review and other sources was the development of an activity-based travel model (AB).

Conventional 4-step models use a number of weakly connected models to estimate various travel decisions – how often to travel and for what purpose, where to travel, by which model to travel, and by which route to make a trip. Conventional 4-step models were originally developed for planning the interstate highway system and later modified for planning major transit projects. They have a mixed ability to inform transportation planning and policy not related to major capacity expansion. AB models, on the other hand, treat travel demand as derived from the individuals' need to participate in various spatially dispersed activities. Since AB models are behaviorally based, they can do a better job of modeling a wide variety of transportation policy and planning options. Within the last 10 years AB models have moved from academia into practice. Nearly all large MPOs currently have an AB model either in use or under development.

Mirosimulation modeling has become a critical tool for analyzing highway and transit operations. Despite the ever-growing use of micro-simulation software, there is no set of modeling input parameters that have regional consensus among users. Developing input parameter consensus will allow for a base level of understanding across micro-simulation projects, and allow for micro-simulations that more accurately portray real-world conditions.

In FY12 several ongoing activities will be continued. Traffic count trends will be identified and analyzed. Two reports will be written based on the data, the Philadelphia CBD Cordon Report and the Regional Screen line and Cordon line report. The regional transit on-board survey will be completed and the data will be analyzed.

In FY12 both the household travel survey and the activity-based model development will be initiated. An RFP will be issued to hire a consulting firm or consulting team with specific experience in conducting household travel surveys. If possible, a qualified consultant will be selected. The survey will be planned, with actual survey work to begin in the second half of FY12.

A separate RFP will be issued for a consultant or consultant team with experience in developing advanced practice models. If possible, a qualified consultant will be selected. In FY12 the modeling consultant will create a design for the AB modeling system and provide input into the household travel survey. The modeling consultant will begin software design and engineering in FY12. Additional hardware needed to run the model will be purchased as appropriate.

In FY12 DVRPC will work with the region's microsimulation users to identify and prioritize the key input parameters that would benefit from a regional standard. Using locally-relevant published research and new travel monitoring analyses conducted for this study a set of input parameters will be assembled and published.

In FY13 the transit on-board survey data analysis will be completed and a report will be issued to publicize the results of the survey. The household travel survey work will be completed in the first half of FY13. The data will be coded and analyzed and a report from the survey consultant on the results of the survey issued. The modeling consultant will finish the software engineering portion of the AB model development in the first half of FY13 and begin model estimation using the newly completed household travel survey data in the second half. Ties will be made to other software tools and processes used by DVRPC, including the land use model, air quality model, FTA user benefits model, microsimulation, and others as required.

In FY13 additional microsimulation input parameters will be measured and a regional default VISSIM .inp file will be developed as a starting point for future VISSIM micro-simulation projects. This will reduce work redundancy and create a more efficient environment for operational analysis in the region.

In FY14 the consultants will finish estimating the AB model and perform calibration and validation. Three sample studies, including back casting, will be conducted in addition to the normal validation measures to test the sensitivity of the AB model.

The activities require the purchase of good and services.

### **Tasks:**

#### FY 2012 Tasks:

1. Finish traffic counting, analyze trends, and publish Philadelphia CBD Cordon Report and the Regional Screen line and Cordon line report.
2. Complete surveying work for transit on-board survey.
3. Issue RFP for consultant support for household travel survey and retain consultant.
4. Issue RFP for consultant support for AB model development and retain consultant.
5. Design AB model and begin software implementation
6. Design household survey instrument and plan and begin surveying.
7. Convene a steering committee of regional microsimulation users, determine and evaluate critical input parameters, and publish results in technical memorandum.

#### FY 2013 Tasks

1. Finish household travel surveying, code data, analyze data, and write report.
2. Complete analysis of transit on-board survey data and write report.
3. Finish software implementation of AB model and begin estimation.
4. Analyze remaining microsimulation parameters and publish default regional input files.

#### FY 2014 Tasks

1. Finish estimation of AB model.

- 2. Calibrate AB model.
- 3. Validate AB model and perform test projects.
- 4. Write documentation.
- 5. Train staff and planning partners as required.

**Products:**

- 1. 2010 screen line and cordon line traffic counts and reports (FY12)
- 2. Transit on-board survey data and report (FY13)
- 3. Household travel survey data and report (FY13)
- 4. Activity-based travel demand model and documentation (FY14)
- 5. Technical memo on microsimulation parameters. (FY12)
- 6. Default microsimulation input files. (FY13)

**Beneficiaries:**

DVRPC, Transit Operators, State DOTs, and other member governments

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$690,000				\$690,000
2012	\$1,225,000				\$1,225,000
2013	\$1,365,000				\$1,365,000
2014	\$400,000				\$400,000

\*\$869,750 PA TIP, \$355,250 NJ TIP

**PROJECT: 12-51-070 Center City Philadelphia Evacuation & Traffic Model**

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

**Project Coordinator:** Christopher Puchalsky

**Project Manager:** Wolfgang Scherr

**Goals:**

To plan for the effective evacuation of Center City Philadelphia (Center City) by the development and application of a microsimulation traffic model of Center City.

**Description:**

Center City is the regional core of the Delaware Valley. It is loosely bounded by Spring Garden Street, South Street, and the Schuylkill and Delaware rivers. Center City has multiple connections to I-95, I-76 (the Schuylkill Expressway) and I-676 (the Vine Expressway), and is bisected by State Route 611 (Broad Street) and State Route 3 (Market Street). Center City Philadelphia experiences significant congestion during peak hours and special events, and moderate levels of congestion through much of the day.

This project will be to develop an operational microsimulation model of the transportation network within Center City. Microsimulation models simulate the behavior of individual vehicles and pedestrians on a second by second basis. The VISSIM/VISUM software packages by PTV will be used to build and run the model. The model will be used for evacuation in this project and traffic management modeling in the related Center City Traffic Model project. The model will have the capacity for fine grained analysis of micro-simulated signal timing. Travelers in Center City utilize a wide range of transportation modes including auto, transit, walk, and bike. The highway network for modeling auto and transit bus services will include all roadway facilities (except for alleys), signalized and unsignalized intersections, and interchanges within the defined boundary. Expressways will also be modeled some distance beyond the boundaries of Center City. A micro-scale pedestrian model will be created to include all sidewalks. Transit bus routes will be modeled with limited detail in order to capture their effects on traffic and pedestrian flow; rail transit services will only be modeled as they affect the flow of pedestrians. While a bicycle model is desirable, it will not be included at this time.

This model will simulate travel patterns for AM Peak, Midday, and PM Peak conditions under current (2010) conditions. The model will be built and tested in 4 stages, one for each quadrant of Center City, in order to facilitate development and testing. This model will provide performance measures such as average vehicle speeds, density, throughput, stops, delay, and queue lengths. Since several

expressways impact and are impacted by the local road network, the impacts on upstream traffic flow – including queuing lengths - will be included in the analysis.

In addition, 2-dimensional and 3-dimensional graphics will be created in limited corridors to allow the visualization of traffic operations under prevailing conditions, including the effects of “blocked boxes” and lane changing behavior at off-ramps. Once this model is in place and fully tested, it will be used to evaluate the evacuation of Center City Philadelphia. The model can also be used to evaluate the effects of incidents, work zones, and other special events on expressway operations.

To construct this model, DVRPC will collect data on existing conditions, including traffic volumes, roadway geometry and signal timing plans. DVRPC will then refine the regional VISUM model, calibrate the model versus current conditions to accurately model travel patterns. The regional VISUM model will be imported into the VISSIM microsimulation package. The micro-scale VISSIM model will be refined and calibrated to reproduce current driver behavior. Three scenarios will be created and run in order to analyze operations under emergency evacuation conditions. This project is expected to take 28 months to complete. The various tasks involved are described below in detail.

This project is being done in conjunction with the Center City Traffic Model project. Both projects share a considerable amount of joint model development.

### **Tasks:**

#### **DATA COLLECTION**

1. DVRPC will coordinate this project with the City of Philadelphia (the City), the Pennsylvania Department of Transportation (PennDOT), DRPA, SEPTA, and other parties as appropriate. A project steering committee will be formed to share data and results. In addition to a kick-off meeting, regular meetings will be held to review signal timing plans, development proposals, and other data; to compare the base-year VISSIM traffic operations to real-world data; to review the future-year traffic forecasts; and to present and review the future-year traffic operations. This task will continue throughout the project.

2. While the study team will attempt to rely on existing traffic count information, there may be the need for supplemental traffic counts. If performed, approximately 15 percent of these will be vehicle classification counts to determine the proportions of light and heavy truck traffic. These counts will be summarized in 15-minute intervals during the AM, midday, and PM peak periods for input to the VISSIM model. Daily volumes will also be reported in order to calibrate the Travel Demand Model. In addition, manual intersection turning movement counts will be collected at approximately 25 signalized intersections within the study area. Vehicle speed and travel time data will also be measured at 50 locations within Center City, in addition

to those available on area highways from Traffic.Com, in order to calibrate driver behavior. Additional data needed for model calibration, such as traffic densities, flow rates, and queue lengths will be obtained.

3. Pedestrian counts will be taken at approximately 60 locations throughout Center City, with an emphasis on high volume areas. Counts will be taken using automated counting devices. The pedestrian counts will be summarized in 15-minute intervals during the AM, midday, and PM peak periods for input to the VISUM & VISSIM model. Daily volumes will also be reported in order to calibrate the Travel Demand Model.

4. DVRPC will work closely with the City's Office of Emergency Management to identify critical outputs from the model. This will shape the identification of data needs for developing inputs for the evacuation portion of the model. This will entail developing and refining data collection and analysis of the behavioral information for developing the evacuation portion of the model. The City's Office of Emergency Management will guide and coordinate these efforts in close coordination with DVRPC staff.

#### NETWORK DEVELOPMENT AND CALIBRATION

5. NAVTEC data together with PennDOT's RMS data and DVRPC's aerial photos of the subject area will be used to determine lane configurations, road segment lengths, and the existence of sidewalks or pedestrian paths. The City of Philadelphia will provide DVRPC with signal timing plans at all signalized intersections in Center City in a timely manner. These will be input into the model. Field measurements of steep grades may be required, as well as observations on the location and extent of recurring bottlenecks.

6. DVRPC's regional VISUM Travel Demand Model will be focused on the study area and calibrated to base-year (2010) conditions. The regional Travel Demand Model's highway network and traffic analysis zone system will be reviewed, boundaries for split traffic zones will be defined, and zone connectors added to refine the level of detail of the network within the study area. The Travel Demand Model will be run and preliminary outputs will be compared to existing travel patterns and traffic volumes collected in Task 2. Travel Demand Model parameters will be fine-tuned as needed until the model reasonably replicates existing travel patterns and traffic volumes throughout the study area.

7. Additional data will be added to the Travel Demand Model in order to model pedestrians on an appropriate scale. Zones will be split to the block, block face, or sub-block face level to facilitate adequate accuracy in pedestrian generation. Additional pedestrian trips will be generated for the last leg of transit and auto trips. Modifications will be made to the network to handle pedestrian modeling and a simple trip distribution model will be created for pedestrian travel.

8. DVRPC will import the focused and calibrated VISUM model of Center City into VISSIM. The imported VISUM model will provide vehicle volumes, routing decisions, and basic geometry to the VISSIM model. These will be checked and adjusted as necessary in VISSIM. The model's parameters (car-following, driver aggressiveness, lane-changing behavior, etc) will be calibrated to ensure that the model adequately represents existing conditions, including the location, extent, and duration of congested travel conditions; throughput at merging areas and other bottlenecks; impacts of blocked boxes and average travel speeds. PTV, the developers of the VISSIM software package, will be retained and consulted to ensure that the model calibration process, parameter adjustments, and model application are appropriate for the study area. Three-dimensional models of vehicles and of Center City buildings will be imported where available in order to enable visualization.

9. DVRPC will prepare a report documenting the development of the Center City microsimulation model. This report will include summaries of the data used to construct the model, assumptions made in making the model, data on the calibration of both the macro-scale and micro-scale models, the performance of the model in replicating current travel patterns, and a summary of future travel conditions.

#### MODEL AND SCENARIO TESTING

10. For evacuation purposes, the 2010 model will be used to help predict evacuation demand, modes, and routes. The OEM will work with DVRPC to develop up to three evacuation scenarios for modeling. For each evacuation scenario, the demand in the regional Travel Demand Model will be adjusted to account for the different evacuation travel patterns and modes. The upcoming emergency evacuation survey being conducted for the Southeastern Pennsylvania Regional Task Force will be used as one source of traveler behavior under evacuation conditions. Each evacuation scenario will be run as a single time period. The regional Travel Demand Model will be run in order to provide traffic data to the VISSIM model. Either conventional static user equilibrium or dynamic user equilibrium assignments will be used as needed. The VISSIM model will then be run in order to predict the effect of the various evacuation scenarios on microscopic conditions. This information will be used to help predict bottlenecks, evacuation times, and other key metrics. A report will be produced summarizing findings including delays, bottlenecks, performance measures, and animated graphics that can visually represent evacuations patterns.

11. DVRPC staff will respond to questions concerning models, data, computer procedures, and technical methods. DVRPC staff will provide technical assistance in interpreting and presenting the results of the study, as needed. The traffic operations model and its input data for base year (2010), future year (2035, built for the Center City Traffic Model project), and any available interim year conditions will be made available to the City for its on-going maintenance and use. Beyond the

applications to be performed in this project, the model will have the ability to:

- Improve signal timings through network optimization modeling
- Integrate with the regional travel demand model

**Products:**

1. A detailed calibrated microsimulation model of Center City Philadelphia that simulates current conditions, plus variants for evacuation modeling.
2. Technical report on the development of the Center City microsimulation model that documents the current traffic count data, a description of the regional travel modeling process, and the results for the base year simulation.
3. Report on 2010 evacuation conditions for up to three evacuation scenarios, including the mapping of key system bottlenecks and other key metrics identified by the Steering Committee. The report will also document the preparation and calibration of the evacuation model.

**Beneficiaries:**

City of Philadelphia and surrounding region

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$150,000				\$150,000
2012	\$150,000				\$150,000
2013	\$0				\$150,000
2014	\$0				

\*\$150,000-Department of Homeland Security



## **PROJECT: 12-51-080 Center City Philadelphia Traffic Model**

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

**Project Coordinator:** Christopher Puchalsky

**Project Manager:** Wolfgang Scherr

### **Goals:**

To improve general traffic flow by the development and application of a microsimulation traffic model of Center City.

### **Description:**

Center City is the regional core of the Delaware Valley. It is loosely bounded by Spring Garden Street, South Street, and the Schuylkill and Delaware rivers. Center City has multiple connections to I-95, I-76 (the Schuylkill Expressway) and I-676 (the Vine Expressway), and is bisected by State Route 611 (Broad Street) and State Route 3 (Market Street). Center City Philadelphia experiences significant congestion during peak hours and special events, and moderate levels of congestion through much of the day.

This project will be to develop an operational microsimulation model of the transportation network within Center City. Microsimulation models simulate the behavior of individual vehicles and pedestrians on a second by second basis. The VISSIM/VISUM software packages by PTV will be used to build and run the model. The model will be used for traffic management modeling, and evacuation modeling in the related Center City Philadelphia Evacuation Model project, and will have the capacity for fine grained analysis of micro-simulated signal timing. Travelers in Center City utilize a wide range of transportation modes including auto, transit, walk, and bike. The highway network for modeling auto and transit bus services will include all roadway facilities (except for alleys), signalized and unsignalized intersections, and interchanges within the defined boundary. Expressways will also be modeled some distance beyond the boundaries of Center City. A micro-scale pedestrian model will be created to include all sidewalks. Transit bus routes will be modeled with limited detail in order to capture their effects on traffic and pedestrian flow; rail transit services will only be modeled as they affect the flow of pedestrians. While a bicycle model is desirable, it will not be included at this time.

This model will simulate travel patterns for AM Peak, Midday, and PM Peak conditions, under both current (2010) and forecasted future year (2035) conditions. The model will be built and tested in 4 stages, one for each quadrant of Center City, in order to facilitate development and testing. This model will provide performance measures such as average vehicle speeds, density, throughput, stops, delay, and queue lengths. Since several expressways impact and are impacted by the local

road network, the impacts on upstream traffic flow – including queuing lengths - will be included in the analysis.

In addition, 2-dimensional and 3-dimensional graphics will be created in limited corridors to allow the visualization of traffic operations under prevailing conditions, including the effects of “blocked boxes” and lane changing behavior at off-ramps. Once this model is in place and fully tested, it can be used to evaluate the effectiveness of improvement strategies such as signal timings, new interchange configurations and locations, improved geometry or other spot improvements. The model can also be used to evaluate the effects of incidents, work zones, and other special events on expressway operations.

To construct this model, DVRPC will collect data on existing conditions, including traffic volumes, roadway geometry and signal timing plans. DVRPC will then refine the regional VISUM model, calibrate the model versus current conditions to accurately model travel patterns, and forecast 2035 traffic volumes and turning movements. The regional VISUM model will be imported into the VISSIM microsimulation package. The micro-scale VISSIM model will be refined and calibrated to reproduce current driver behavior. The 2035 model will be created and run in order to analyze traffic operations under normal future conditions. This project is expected to take 38 months to compete. The various tasks involved are described below in detail.

This project is being done in conjunction with the Center City Philadelphia Evacuation Model project. Both projects share a considerable amount of joint model development.

### **Tasks:**

#### **DATA COLLECTION**

1. DVRPC will coordinate this project with the City of Philadelphia (the City), the Pennsylvania Department of Transportation (PennDOT), DRPA, SEPTA, and other parties as appropriate. A project steering committee will be formed to share data and results. In addition to a kick-off meeting, regular meetings will be held to review signal timing plans, development proposals, and other data; to compare the base-year VISSIM traffic operations to real-world data; to review the future-year traffic forecasts; and to present and review the future-year traffic operations. This task will continue throughout the project.

2. While the study team will attempt to rely on existing traffic count information, there may be the need for supplemental traffic counts. If performed, approximately 15 percent of these will be vehicle classification counts to determine the proportions of light and heavy truck traffic. These counts will be summarized in 15-minute intervals during the AM, midday, and PM peak periods for input to the VISSIM model. Daily volumes will also be reported in order to calibrate the Travel Demand Model. In

addition, manual intersection turning movement counts will be collected at approximately 25 signalized intersections within the study area. Vehicle speed and travel time data will also be measured at 50 locations within Center City, in addition to those available on area highways from Traffic.Com, in order to calibrate driver behavior. Additional data needed for model calibration, such as traffic densities, flow rates, and queue lengths will be obtained.

3. Pedestrian counts will be taken at approximately 60 locations throughout Center City, with an emphasis on high volume areas. Counts will be taken using automated counting devices based on the expectation that DVRPC can obtain suitable counting devices. The pedestrian counts will be summarized in 15-minute intervals during the AM, midday, and PM peak periods for input to the VISUM & VISSIM model. Daily volumes will also be reported in order to calibrate the Travel Demand Model.

#### NETWORK DEVELOPMENT AND CALIBRATION

4. NAVTEC data together with PennDOT's RMS data and DVRPC's aerial photos of the subject area will be used to determine lane configurations, road segment lengths, and the existence of sidewalks or pedestrian paths. The City of Philadelphia will provide DVRPC with signal timing plans at all signalized intersections in Center City in a timely manner. These will be input into the model. Field measurements of steep grades may be required, as well as observations on the location and extent of recurring bottlenecks.

5. DVRPC's regional VISUM Travel Demand Model will be focused on the study area and calibrated to base-year (2010) conditions. The regional Travel Demand Model's highway network and traffic analysis zone system will be reviewed, boundaries for split traffic zones will be defined, and zone connectors added to refine the level of detail of the network within the study area. The Travel Demand Model will be run and preliminary outputs will be compared to existing travel patterns and traffic volumes collected in Task 2. Travel Demand Model parameters will be fine-tuned as needed until the model reasonably replicates existing travel patterns and traffic volumes throughout the study area.

6. Additional data will be added to the Travel Demand Model in order to model pedestrians on an appropriate scale. Zones will be split to the block, block face, or sub-block face level to facilitate adequate accuracy in pedestrian generation. Additional pedestrian trips will be generated for the last leg of transit and auto trips. Modifications will be made to the network to handle pedestrian modeling and a simple trip distribution model will be created for pedestrian travel.

7. DVRPC will import the focused and calibrated VISUM model of Center City into VISSIM. The imported VISUM model will provide vehicle volumes, routing decisions, and basic geometry to the VISSIM model. These will be checked and adjusted as necessary in VISSIM. The model's parameters (car-following, driver

aggressiveness, lane-changing behavior, etc) will be calibrated to ensure that the model adequately represents existing conditions, including the location, extent, and duration of congested travel conditions; throughput at merging areas and other bottlenecks; impacts of blocked boxes and average travel speeds. PTV, the developers of the VISSIM software package, will be retained and consulted to ensure that the model calibration process, parameter adjustments, and model application are appropriate for the study area. Three-dimensional models of vehicles and of Center City buildings will be imported where available in order to enable visualization.

8. DVRPC will review its long-range population, household, vehicle availability, employed residents, and employment by industrial sector forecasts for the study area. The study area demographic and employment forecasts will be assigned to the appropriate traffic analysis zones by DVRPC for the 2035 horizon year. DVRPC will augment the current year highway network to represent facilities planned to be opened to traffic in the study area by 2035 that includes the proposed Transportation Improvement Program (TIP) and Long Range Plan projects.

The Travel Demand Model will be run to determine 2035 traffic volumes within the study area. The computerized traffic forecasts will be reviewed and calibrated. Maps, figures, and tables displaying average daily traffic and AM, midday, and PM peak period volumes, including intersection turning movements, will be prepared. The 2035 assignment will be exported from VISUM to VISSIM to provide demand inputs for the future year analysis.

9. DVRPC will prepare a report documenting the development of the Center City microsimulation model. This report will include summaries of the data used to construct the model, assumptions made in making the model, data on the calibration of both the macro-scale and micro-scale models, the performance of the model in replicating current travel patterns, and a summary of future travel conditions.

#### MODEL AND SCENARIO TESTING

10. The 2035 projected traffic volumes will be input into the model for traffic modeling purposes. The traffic operations model will then be executed for 2035 AM, midday, and PM peak period conditions. A report will be produced that summarizes performance measures. Animated graphics will also be generated at limited locations to visually represent traffic operations on the network.

11. DVRPC staff will respond to questions concerning models, data, computer procedures, and technical methods. DVRPC staff will provide technical assistance in interpreting and presenting the results of the study, as needed. The traffic operations model and its input data for base year (2010), future year (2035), and any available interim year conditions will be made available to the City for its on-going maintenance and use. Beyond the applications to be performed in this

project, the model will have the ability to:

- Improve signal timings through network optimization modeling
- Integrate with the regional travel demand model

**Products:**

1. A detailed calibrated microsimulation model of Center City Philadelphia that simulates current conditions and a variant for 2035 traffic operations modeling.
2. Technical report on the development of the Center City microsimulation model that documents the current traffic count data, a description of the travel forecasting process, and the results for the base year simulation.
3. Report on 2010 and 2035 traffic conditions including mapping of LOS and congested corridors, including the summary of other key metrics such as delay.

**Beneficiaries:**

Center City Philadelphia Motorists

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$110,000				\$110,000
2012	\$40,000				\$40,000
2013	\$95,000				\$95,000
2014	\$0				

\$32,000 PA Supplemental PL,\$8,000 SMLF



## **PROJECT: 12-51-200 PennDOT Alternative Facility Tests**

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

**Project Manager:** W. Thomas Walker, Matthew Gates

### **Goals:**

Improve access to and efficiency of the region's transportation system. Also, improve safety and air quality, and reduce congestion by analyzing specific highway related projects in Pennsylvania. Respond to technical and legal inquiries regarding Pennsylvania facility traffic studies, as needed.

### **Description:**

This project will enable DVRPC to conduct special travel demand analyses and traffic studies at the request of PennDOT. Studies can be advanced upon written request from PennDOT. This mechanism will permit DVRPC to respond more quickly to PennDOT's requests. Project funding is from PennDOT project accounts for preliminary engineering; the amount listed for this work program project is an upper limit for any particular year and the actual requests processed by DVRPC may total less than this limit.

In response to specific requests from PennDOT, and in coordination with member governments, staff will design and conduct special traffic studies and travel forecasts for the improvement of the Pennsylvania portion of the region's transportation system. Estimates of the impact of proposed highway improvements on vehicular traffic and emissions, as well as on public transit ridership and land use patterns may be included. As needed, staff will respond to technical and to legal inquiries on previously completed PennDOT highway studies.

### **Tasks:**

1. Coordinate with PennDOT and Pennsylvania counties to define work that is requested by PennDOT.
2. Compile traffic data, such as highway traffic and transit ridership counts, turning movements, land use and socioeconomic information.
3. Prepare forecasts of future-year traffic volumes, including daily and AM and PM intersection turning movements, as needed by PennDOT and their consultants.
4. Prepare summary reports documenting the study findings, distribute documents to state/local officials and incorporate comments.
5. Prepare responses to PennDOT on technical and legal inquiries regarding traffic studies, as required.

**Products:**

- 1.Reports and other documents for each traffic study.
- 2.Data and other technical and legal research material.

**Beneficiaries:**

PennDOT and Pennsylvania Member Governments

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$700,000				\$700,000
2012	\$700,000				\$700,000
2013	\$700,000				\$700,000
2014	\$700,000				\$700,000

\*\$700,000 PA PE - Planning and Research Funds

## **PROJECT: 12-52-040 Transportation Asset Management Process**

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

**Project Manager:** Charles Dougherty, John Coscia

### **Goals:**

To increase the efficiency of the region's transportation network by developing a Transportation Asset Management (TAM) Process which would identify the region's transportation assets and minimize their life cycle costs. Assets could include roads, bridges, rails, trails, signals, and roadside features.

### **Description:**

Greater and greater demands are straining our transportation system: increased congestion, more truck travel, growing population, aging infrastructure, higher customer expectations, and escalating construction and operating costs. These factors threaten the viability of our transportation system unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade our existing assets. A more strategic and systematic process of operating, maintaining, upgrading, and expanding our physical assets is needed. By effectively re-focusing business and engineering practices on life cycle costs and benefits, better decision-making on resource allocation and utilization will result. Such an approach requires quality information and well defined objectives.

Through the use of management systems, engineering and economic analysis, and other tools, the region, in concert with the system owner/operators, can more comprehensively view the big picture and evaluate system data before making decisions on how limited financial resources can best be deployed.

DVRPC can help in this decision-making process as it relates to the transportation assets in this region. DVRPC staff will work closely with the owners and operators of each asset category to establish strategic objectives for managing and improving these assets and identifying specific measurable performance and service levels needed to meet those objectives. DVRPC will provide input and guidance to an asset management process that, over time, will cover each specific asset category. To advance this effort, it will be essential to have the cooperation of the asset owners and operators, as well as access to their data identifying asset age, design, condition, and costs by treatment type. It may well be that the data does not exist for a particular asset category, or that it exists in a format that is not readily useable. To make a decision-making tool, it is critical to know what assets are in place, their condition and expected performance, and how the data can be linked to established performance measures in engineering and economic analyses. Staff will work with the DOTs and transit operators to obtain necessary data related to

systems such as pavements, bridges, tunnels, signals, tracks, and safety hardware. DVRPC will be involved in the development of these processes, working cooperatively with stakeholders to obtain agreement on data structures, performance measures, strategic funding allocation methods, and reporting procedures.

**Tasks:**

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

1. Meet with appropriate stakeholders to identify asset categories, strategic objectives, and measurable performance and/or service levels to meet those objectives.
2. Participate in the development and use of asset management systems to track information on asset inventory, condition, needs, and performance for various asset categories.
3. Assist asset owners to utilize their asset management systems to:
  - a. identify typical costs for maintaining and preserving existing assets;
  - b. identify stakeholder and public expectations and desires;
  - c. define those asset condition values that would trigger when to make a particular investment such as preservation, rehabilitation, reconstruction, replacement, or capacity enhancement;
  - d. analyze the asset data to determine when to implement the most cost effective action for a specific asset; and,
  - e. develop capital programs based on the asset management system process.
4. Prepare an update report on how Transportation Asset Management Processes are being developed in the region and how they are becoming part of the policy framework and decision making process of the owner/operating agencies.

**Products:**

1. DVRPC Region Transportation Asset Management Process - Annual Status Report

**Beneficiaries:**

Member counties, state DOTs, transit operators

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$120,000	\$99,360	\$20,640		
2012	\$120,000	\$98,160	\$21,840		
2013	\$120,000				
2014	\$120,000				



## **PROJECT: 12-53-020 Regional Transportation GIS Coordination**

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

**Project Manager:** William Stevens

### **Goals:**

Ensure coordinated regional planning and information sharing by developing a region-wide transportation GIS system.

### **Description:**

Following a Board directive, DVRPC has, in consultation with member governments and operating agencies, determined the needs and specifications for a region-wide transportation GIS system. Project development began in FY 2000. Full implementation began in FY 2002. In 2007, a consultant was given a contract ending 12/2008 to complete the LRS implementation and develop data maintenance and sharing procedures.

The focus of this continuing project will be to integrate transportation data developed by member governments into a regional transportation network that allows for the seamless exchange of data. This project provides support to DVRPC and all member governments and agencies to assist with transportation data development and data sharing and the continued growth of their transportation GIS systems, including the update and maintenance of DVRPC's internet mapping capabilities. Efforts are being coordinated with NJDOT, PennDOT, member governments, operating agencies, and DVRPC's GIS Program and will be consistent with current imagery. For additional information, see: <http://www.dvrpc.org/data/mapping.htm>

### **Tasks:**

1. Arrange periodic committee meetings with project participants to report on progress and to discuss transportation-related issues and developments.
2. Coordinate with DVRPC's GIS Program.
3. Coordinate regional GIS database design development with DVRPC's enterprise database.
4. Coordinate database implementation issues with project participants, including PennDOT and NJDOT.
5. Provide technical assistance to member governments, as needed, for geography file and database development.
6. Acquire additional hardware, software, and training, as appropriate.
7. Incorporate use of current aerial imagery products in the region-wide GIS system as may be appropriate.
8. Acquire and test geography and database files developed by member

- governments for utilization in the Region-wide Transportation GIS.
- 9.Maintain transportation data clearinghouse for project participants.
- 10.Develop and maintain new internet mapping applications as needed.
- 11.Improve and maintain internet mapping applications.

**Products:**

- 1.Regional transportation GIS files, including geography and database files, that can be utilized by all participants.
- 2.Hardware, software, and training for DVRPC and participating organizations, as necessary.
- 3.Files to support DVRPC’s GIS Program.
- 4.Updated and new internet mapping applications.

**Beneficiaries:**

All Client Groups

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$400,000				\$400,000
2012	\$400,000				\$400,000
2013	\$400,000				\$400,000
2014	\$400,000				\$400,000

PA \$200,000- TIP  
 NJ \$200,000-TIP

**PROJECT: 12-56-700 Member Government Special Projects**

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

**Project Manager:** Donald Shanis

**Goals:**

Improve 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.

**Description:**

DVRPC will respond to specific project requests and coordinate with member governments and other agencies to prepare special studies, such as data collection, data analysis, socioeconomic and traffic forecasts, technical analysis, public involvement, and related planning activities.

**Tasks:**

1. Collect and analyze required data, environmental and demographic information.
2. Assist in intergovernmental and public coordination process.
3. Prepare special technical reports and related documentation as required.

**Products:**

1. Technical memo or report for each study.

**Beneficiaries:**

Member governments and other agencies.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$49,571				\$49,571
2012	\$668,532				\$668,532
2013	\$500,000				\$500,000
2014	\$500,000				\$500,000

\* Various Projects Funded by Project Sponsors



*FISCAL YEAR 2012 PLANNING WORK  
PROGRAM*

*CHAPTER THREE*

*SUPPORTIVE REGIONAL  
HIGHWAY PLANNING  
PROGRAM (SRHPP)*



*Delaware Valley Regional Planning Commission*



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2012 PLANNING WORK PROGRAM**

**CHAPTER THREE**

**SUPPORTIVE REGIONAL HIGHWAY PLANNING PROGRAM**

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**FY 2012 PENNSYLVANIA SUPPORTIVE REGIONAL  
HIGHWAY PLANNING PROGRAM**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2012 Budget</b>
<b>Core Programs</b>			
12-60-010	Bucks County	Supportive Regional Highway Planning	\$105,000
12-60-020	Chester County	Supportive Regional Highway Planning	\$152,000
12-60-030	Delaware County	Supportive Regional Highway Planning	\$76,000
12-60-040	Montgomery County	Supportive Regional Highway Planning	\$158,000
12-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	\$294,000
<b>Program Total</b>			<b>\$785,000</b>



**PROJECT: 12-60-010 Bucks County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Bucks County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

Improve efficiency of the region's transportation network by participating in sub-regional transportation core planning efforts.

**Description:**

This is a continuing project which 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 -Administration and Coordination:

- a)Develop annual work program.
- b)Prepare progress reports and invoices.
- c)Perform general administration.
- d)Perform interagency liaison and coordination.
- f)Prepare an annual report summarizing efforts on the entire work program.

Task II -Database Management:

- a)Maintain traffic count data.
- b)Review and revise the county's roadway capacity analysis.
- c)Disseminate transportation information and data.
- d)Integrate county accident, capacity and traffic information into GIS database.

Task III -Transportation Improvement Program:

- a)Maintain the Bucks County Transportation Improvement Program (BCTIP) inventory of proposed highway improvements.
- b)Review and evaluate new proposals for inclusion in the BCTIP.
- c)Inventory and prioritize all existing and new projects for the BCTIP, emphasizing the need to address capacity constraints and clean air standards.
- d)Participate in the maintenance of DVRPC's regional TIP.
- e)Assist PennDOT in the maintenance of the Twelve Year Program.
- f)Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
- g)Work with DVRPC and PennDOT on congestion management strategies.

Task IV -Transportation System Program:

- a)Provide technical assistance to municipalities concerning the implementation of congestion management strategies.
- b)Promote inter-municipal coordination for transportation planning and other development-related issues.
- c)Provide technical guidance to municipalities concerning the need for access controls along arterial highways.

Task V -Transportation Plan Maintenance:

- a)Maintain a comprehensive transportation plan.
- b)Determine a strategy to implement transportation plan objectives which meet transportation improvements and clean air standards.
- c)Coordinate with municipalities and regional planning agencies to implement transportation and clean air standards.
- d)Provide input to DVRPC for short-range and long-range transportation planning studies.

**Products:**

- 1.Progress reports and invoices.
- 2.Annual completion report.
- 3.Proposed FY 2013 Work Program.
- 4.Up-to-date inventory of proposed highway improvements.
- 5.Recommendations to DVRPC for regional TIP submissions.
- 6.Recommendations to PennDOT for the Twelve Year Program.
- 7.Input on various transportation task forces.
- 8.Input to municipal requirements for new development.
- 9.Participate in municipal transportation planning efforts.
- 10.GIS database.
- 11.Sample corridor evaluation and recommended improvements.

**Beneficiaries:**

States, Counties, Municipalities, Private Sector.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$105,000	\$105,000			
2012	\$105,000	\$105,000			
2013	\$105,000	\$105,000			
2014	\$105,000	\$105,000			

**PROJECT: 12-60-020 Chester County: Supportive Regional Highway  
Planning Program**

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**Responsible Agency: Chester County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

**Description:**

This is a continuing project which 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.Prepare quarterly progress reports and invoices.
- 2.Participate in DVRPC's Annual Planning Work Program development for SRHPP.
- 3.Perform general administration and respond to information requests.

Task II - Transportation Improvement Program:

- 1.Maintain an inventory of proposed transportation improvements in the County.
- 2.Participate in developing and amending the PennDOT Twelve Year Program and regional Transportation Improvement Program (TIP).
- 3.Coordinate with PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
- 4.Monitor transportation funding programs and opportunities.

Task III - Transportation Plan Maintenance:

- 1.Participate in DVPRC committees and provide input to DVRPC for studies concerning short-range and long-range transportation planning.
- 2.Update 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 impacts studies, land development plans, zoning changes, and Comprehensive Plans that impact the County and Regional Transportation Plans.

**Products:**

1. Quarterly progress reports and invoices
2. Proposed SRHPP Work Program
3. Inventory of proposed transportation improvements
4. Twelve Year Program and TIP submissions
5. Input on various transportation plans and studies

**Beneficiaries:**

State, Counties, Municipalities, Private Sector, Chester County Residents and Employees

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$152,000	\$152,000			
2011	\$152,000	\$152,000			
2012	\$152,000	\$152,000			
2013	\$152,000	\$152,000			

**PROJECT: 12-60-030 Delaware County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Delaware County Planning Department**

**Project Manager:** Sarah Oaks

**Goals:**

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

**Description:**

This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county level transportation projects.

**Tasks:**

Task I – Program Administration and Coordination:

1. Perform contract administration, including progress reports, closing reports, and invoices.
2. Develop annual SRHPP and participate in development of DVRPC Planning Work Program.
3. Coordinate with other agencies, including attending DVRPC and Delaware County TMA meetings that are not for specific projects or studies, such as DVRPC Board/RTC meetings and TMA Board and membership meetings.
4. Respond to information requests.

Task II – Transportation Improvement Program

1. Maintain an inventory/database of proposed highway, bicycle, and pedestrian improvement projects in Delaware County.
2. Survey municipalities every two years for potential TIP funded projects.
3. Participate in update of DVRPC TIP and PennDOT 12 Year Program.
4. Monitor transportation funding programs and opportunities and advocate Delaware County's position on this issue.
5. Provide programming information to County Council, County Executive Director, legislative delegation, and municipal officials.
6. Coordinate with PennDOT, municipalities, and other project sponsors on implementation of programmed improvements.

Task III – Transportation Plan Maintenance

1. Participate in process to update DVRPC long-range plan.
2. Prepare highway/bicycle/pedestrian components of Delaware County Comprehensive Plan.
3. Prepare highway, bicycle, and pedestrian mobility components of municipal comprehensive plans; review highway/bicycle/pedestrian components of draft municipal comprehensive plans.
4. Review land development plans and traffic impact studies and provide comments on highway, bicycle, and pedestrian access to Delaware County Planning Commission.
5. Participate in Delaware County, DVRPC, PennDOT, and municipal highway, bicycle, and pedestrian studies and planning efforts.

**Products:**

1. Quarterly progress reports, closing report, and invoices
2. Proposed SRHPP Work Program
3. Inventory of proposed transportation improvements
4. TIP and 12 Year Program submissions
5. Updated long-range/comprehensive plans
6. Comments on land development plans
7. Input on various transportation plans and studies

**Beneficiaries:**

Delaware County, municipalities, residents, businesses

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$76,000	\$76,000			
2012	\$76,000	\$76,000			
2013	\$76,000	\$76,000			
2014	\$76,000	\$76,000			

**PROJECT: 12-60-040 Montgomery County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Montgomery County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

Improve efficiency of the region's transportation network by participating in sub-regional transportation planning efforts.

**Description:**

This is a continuing project which provides for county participation in the regional transportation planning process and the maintenance of county level plans, programs and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state and county level transportation projects.

**Tasks:**

Task I – Program Administration and Coordination:

1. Perform contract administration.
2. Involvement in inter-agency coordination (e.g. PENNDOT, DVRPC Technical and Policy Committees) and other local and county agencies.
3. Prepare quarterly financial and progress reports and general correspondence.
4. Develop the annual SRHPP and participate in the development of the Annual DVRPC Planning Work Program.
5. Respond to information requests.

Task II – Transportation Improvement Programming:

1. Maintain an inventory of highway improvements projects.
2. Participate in the update of the PENNDOT Twelve Year Program and the regional TIP.
3. Provide highway programming information to the County Commissioners, legislative delegation, and municipal officials.

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.
3. Update the County Transportation Plan.

**Products:**

- 1.PENNDOT Twelve Year Highway and Bridge Program.
- 2.Regional Transportation Improvement Program.
- 3.County Transportation Plan.
- 4.Highway Improvement Project Inventory.

**Beneficiaries:**

Montgomery County

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$158,000	\$158,000			
2011	\$158,000	\$158,000			
2012	\$158,000	\$158,000			
2013	\$158,000	\$158,000			

**PROJECT: 12-60-050 Philadelphia: SRHPP**

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

**Project Manager:** Sarah Oaks

**Goals:**

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts.

**Description:**

This is a continuing project which 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:

- 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 between county and regional highway planning agencies.
- 4.Develop a work program for future "pass through" funds.

Task II - Transportation Improvement Program:

- 1.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.
- 2.Assist in developing project descriptions.
- 3.Coordinate preparation of 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 programs such as Transportation Enhancements, CMAQ, Hometown Streets/Safe Routes to School and the Transportation Community Development Initiative.
- 4.Coordinate candidate projects with other city agencies to assure that transportation capital projects are consistent with overall city and regional goals and objectives.
- 5.Develop a prioritization of projects and facilities under consideration for inclusion in the Capital Program.

6. Review and comment on the TIP with federal, state and regional agencies.
7. Coordinate city involvement in the preparation of the current PennDOT Twelve-Year Program.
8. Monitor and update the Transportation Improvement Program as it relates to county and regional transportation objectives.
9. Coordinate and review projects with implementing agencies.
10. Review and update certain "milestone" data for city federal-aid projects on file in the PennDOT Multimodal Project Management System (MPMS) computer information bank.
11. Review and coordinate project cost estimates and breakdowns for programming with the PennDOT Program Management Committee (PMC).

#### Task III - TSM Planning:

1. Develop, maintain and prioritize an inventory of TSM type projects.
2. Identify TSM deficiencies and candidate projects.
3. Review literature on TSM planning.
4. Coordinate the City of Philadelphia TSM programs.
5. Coordinate and participate in TSM public forums.
6. Review and comment on TSM studies and proposals for the county and region. Provide county input to the regional TSM effort.
7. Review and comment, as required, on the recommended TSM Plan report and assist and coordinate with DVRPC in the adoption of the plan, as may be appropriate.
8. Participate in, coordinate, and assist in the implementation of such regional TSM strategies as ride-sharing, staggered work hours, intermodal considerations and other appropriate activities.
9. Assist and coordinate in the maintenance of the Regional TSM plan through periodic update and plan amendments.
10. Assist and coordinate corridor level analysis of selected TSM corridor for incorporation in the TIP in cooperation with PennDOT and DVRPC.

#### Task IV - Transportation Plan Maintenance/Technical Coordination:

1. Analyze and evaluate the impact of proposed developments on transportation facilities.
2. Coordinate the city highway network with the regional highway network;
3. Identify and update those links of the city highway system which 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 Transportation Enhancement, Hometown Streets/Safe Routes to School and Transportation Community Development Initiative recipients.

Task V - Transportation Facilities/Data Files:

1. Collect, coordinate, update and process traffic flow/volume information.
2. Review, analyze and evaluate traffic flow/volume data.
3. Inventory and assemble appropriate physical transportation facilities and put such information into an easily accessible and usable form.
4. Process the automatic traffic recorder information through the MPO to assure 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 which 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.

**Products:**

1. Summary reports on meetings, committees, teams, etc. attended.
2. A work program for Supportive Regional Highway Planning Program.
3. Annual Completion Report for the Supportive Regional Highway Planning Program.
4. Successful completion of capital improvements.
5. An up-to-date highway capital improvement program for City of Philadelphia.
6. A program TIP document for use by Commission and others.
7. Advancement of high priority TSM projects.
8. A plan showing the updated systems.
9. Proper technical coordination of studies, plans, committee reports, analyses, etc. concerning the city's highways and highway program.

**Beneficiaries:**

City of Philadelphia

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$294,000	\$294,000			
2011	\$294,000	\$294,000			
2012	\$294,000	\$294,000			
2013	\$294,000	\$294,000			

Contracted Amount is \$244,000. \$50,000 is allocated to DVRPC to perform traffic counts as directed by the Streets Department

**Delaware Valley Regional Planning Commission  
 FY 2012 NEW JERSEY SUPPORTIVE REGIONAL  
 HIGHWAY PLANNING PROGRAM  
 DRAFT**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2012 Budget</b>
<b>Core Projects</b>			
12-61-010	Burlington County	Supportive Regional Highway Planning	\$64,310
12-61-020	Camden County	Supportive Regional Highway Planning	\$48,230
12-61-030	Gloucester County	Supportive Regional Highway Planning	\$63,250
12-61-040	Mercer County	Supportive Regional Highway Planning	\$55,210
<b>Subtotal</b>			<b>\$231,000</b>
<b>Special Studies</b>			
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2012 Budget</b>
12-61-050	Camden County	Traffic Counting Program	\$55,000
12-61-060	Gloucester County	Traffic Counting Program	\$55,000
12-61-070	Mercer County	Traffic Counting Program	\$55,000
12-61-080	Mercer County	Traffic Capacity Analysis	\$65,000
12-61-090	Regional/NJ	Partial Interchange Study	\$20,250
<b>Subtotal</b>			<b>\$250,250</b>
<b>Program Total</b>			<b>\$481,250</b>



**PROJECT: 12-61-010 Burlington County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Burlington County - Land Development**

**Project Manager: Sarah Oaks**

**Goals:**

Improve efficiency of the region's transportation network by participating in sub regional transportation core planning efforts.

**Description:**

This is a continuing project which 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 - Administration:

- 1.Attend the monthly Board RTC/PCC meetings, and other meetings with federal, state, regional, and local transportation agencies.
- 2.Prepare and submit the Quarterly Progress Reports/Invoices and the Annual Completion Report.
- 3.Prepare the FY 2013 Work Program.

Task II - Transportation Improvement Program (TIP):

- 1.Maintain an inventory of projects under consideration for inclusion in the local capital improvement program.
- 2.Coordinate with NJDOT Bureaus of Local Aid and Local Transportation Planning and DVRPC with regard to local project status formulation of regional TIP. Provide comment to the State and DVRPC on NJDOT and regional TIP.
- 3.Formulate the Local Transportation Improvement Program and submit to state and regional agencies for inclusion in the regional TIP.

Task III - Transportation Plan Maintenance:

- 1.Coordinate local governments Land Use and Transportation Policies.
- 2.Periodically review and update the Burlington County Transportation Plan.
- 3.Review proposed development to ensure compliance with the Transportation Plan and to assess their impact on existing and proposed transportation systems.
- 4.Update the priority list of projects generated by the Transportation Plan.

5. Participate in the development of Transportation Development Districts to further the goals of the Transportation Plan.
6. Produce and review maps and conceptual plans to be used for transportation planning.
7. Review regional, state and municipal transportation plans for consistency with the Transportation Plan.
8. Provide information to the public as requested.

Task IV - Transportation Planning Data Files:

1. Update and maintain the County Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county.
2. Maintain accident files and analyze accident reports as a data source for the transportation planning effort.
3. Take traffic counts at selected locations to support transportation studies, to gauge the effectiveness of implemented or proposed transportation improvements, and to maintain the county's traffic count map.

**Products:**

1. Quarterly Progress Reports/Invoices and Annual Completion Report.
2. FY 2013 Work Program.
3. Summaries of meetings and seminars attended.
4. Commentary on transportation reports when appropriate.
5. An updated and approved Burlington County Transportation Improvement Program.
6. Summary reports of planning activities and project implementation (in quarterly progress report unless circumstances require additional reporting).
7. An updated Transportation Plan.
8. Various maps and/or plans used in planning transportation improvements.
9. Coordination of various transportation studies and projects to ensure an integrated transportation system.
10. Traffic Volume Map, available for public use.
11. Updated accident files.

**Beneficiaries:**

Burlington County

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$64,310	\$64,310			
2011	\$64,310	\$64,310			
2012	\$64,310	\$64,310			
2013	\$64,310	\$64,310			



**PROJECT: 12-61-020 Camden County: Supportive Regional Highway Planning Program**

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

**Project Manager: Sarah Oaks**

**Goals:**

To 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 insures 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 -Administration**

- 1.Perform general administrative duties, including liaison and interagency coordination.
- 2.Prepare annual progress and expenditure reports and a completion report.
- 3.Develop FY 2013 Camden County work program for inclusion in the Regional Transportation Committee Work Program.
- 4.Attend meetings including DVRPC monthly RTC meetings, NJ Subcommittee Meetings, and special meetings as required.

**Task II -Transportation Improvement Program (TIP)**

- 1.Assist with the preparation of the Camden County Transportation Improvement Program (TIP) in coordination with DVRPC and NJDOT.
- 2.Maintain an inventory of TIP projects.
- 3.Maintain channels of communication with the public regarding project status through regular updates of county and DVPRC websites.
- 4.Assist DVRPC with the coordination of TCDI grant process in Camden County.

**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 NJ 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 GIS-based Highway Asset Management database.
- 2. Field collection of highway asset data.
- 3. Attend DVRPC IREG, FY 2010 Imagery Acquisition and other steering committee meetings.

**Products:**

- 1. Progress and expenditure reports and minutes of meetings.
- 2. Annual Completion Report for FY 2012
- 3. FY 2013 Work Program for Supportive Highway Programs
- 4. Updated County and Regional Transportation Improvement Program
- 5. Inventory and Status of TIP projects
- 6. Aerial photographs, DVRPC TravelSmart updates, CMS, PMS updates, Sign and Signal Management data updates.

**Beneficiaries:**

Camden County, Municipalities, State, Private Citizens

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$48,230	\$48,230			
2011	\$48,230	\$48,230			
2012	\$48,230	\$48,230			
2013	\$48,230	\$48,230			

**PROJECT: 12-61-030 Gloucester County: Supportive Regional Highway Planning Program**

---

**Responsible Agency: Gloucester County Planning Department**

**Project Manager:** Sarah Oaks

**Goals:**

Improve efficiency of the region's transportation network by participating in sub-regional transportation core planning efforts.

**Description:**

This is a continuing project which 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 - Administration:

1. Perform the general administrative duties, including liaison and interagency coordination.
2. Prepare quarterly progress reports and expenditure reports; prepare annual completion report.
3. Develop annual work program for FY 2012.
4. Perform necessary public participation.
5. Review transportation reports and correspondence and provide responses.
6. Attend meetings including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required.

Task II - Transportation Improvement Program:

1. Prepare the Gloucester County TIP in coordination with NJDOT and DVRPC with regard to local project status and formulation of the regional TIP and provide comment.
2. Monitor federal aid program progress.
3. Maintain an inventory of TIP projects and update project status.
4. Formulate scoping projects in coordination with NJ DOT and DVRPC.

Task III - Transportation Plan Maintenance:

1. Coordinate County Transportation Policies with the Regional and State Long

#### Range Plans.

2. Monitor and evaluate 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 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 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 traffic county map.
5. Develop and maintain a GIS database for traffic counts.

#### **Products:**

1. Quarterly progress and expenditure reports.
2. Summaries on meetings and seminars attended related to highway planning.
3. Annual completion report for FY 2012.
4. FY 2012 work program for Supportive Regional Highway Planning Program.
5. An updated and adopted county Transportation Improvement Program.
6. A brief report on the activities which were undertaken in the planning/implementation of TIP projects.
7. Current and up-to-date version of the Official Map of County Highways and related transportation planning documents, as necessary.
8. Traffic Information available for public use.
9. Updated traffic counts at selected locations to support transportation planning efforts.

#### **Beneficiaries:**

Gloucester County

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$63,250	\$63,250			
2012	\$63,250	\$63,250			
2013	\$63,250	\$63,250			
2014	\$63,250	\$63,250			



**PROJECT: 12-61-040 Mercer County: Supportive Regional Highway Planning Program**

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**Responsible Agency: Mercer County Planning Department**

**Project Manager: Sarah Oaks**

**Goals:**

Improve efficiency of the region's transportation network by participating in subregional transportation core planning efforts

**Description:**

This is a continuing project which 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 -Administration:

- 1.Perform general administration, interagency liaison and technical coordination of the program.
- 2.Develop the annual work program for inclusion in the FY 2013 Planning Work Program. Prepare annual completion report, monthly progress reports and quarterly expenditure reports.
- 3.Attend monthly DVRPC Board, and Regional Transportation Committee meetings and other meetings with Federal, State, and local transportation agencies.

Task II -Transportation Improvement Program:

- 1.Review and coordinate all TIP projects with federal, state and local governments.
- 2.Participate in the development of state and county Transportation Improvement Programs. Comment on proposed regional projects in terms of their local impact.
- 3.Maintain and inventory TIP projects to account for implementation and consider the development of additional projects to accommodate new problem areas. Update status of projects and make changes as required.

Task III -Transportation Plan Maintenance:

- 1.Coordinate local governments Land Use and Transportation Policies with the Regional and State Long Range Plans including activities under the Cross Acceptance Plan.
- 2.Communicate with the public about the master plan, and provide transportation information to the public as requested.

3. Review Highway Master Plans being updated by municipalities to determine their consistency with the county transportation plan and resolve any differences.
4. Prepare modifications as required to the Master Plan and present to Planning Board for public hearing and adoption.
5. Review regional, state and local plans, particularly with respect to long range plans, as required.
6. Monitor and evaluate existing and proposed major developments in terms of impact on short and long range transportation facility improvements, with regard to social, economic, environmental and energy considerations.
7. Determine the necessity and scope of work for a transit section of the county transportation plan.
8. Revise and maintain Transportation Development District Plan. This includes preparing fee binder agreements, tracking developments in the District, and revision of plan boundaries, fees, and travel demand model.

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. Obtain traffic counts with county equipment and personnel to supplement outside sources for a specific task.
3. Land use, economic and demographic data compilation and analysis which support transportation planning.
4. Create and update transportation-related maps.

**Products:**

1. Monthly progress reports.
2. Quarterly expenditure reports and invoices.
3. Annual completion reports summarizing FY 2012 activities and accomplishments.
4. A work program for the FY 2013 Regional Planning Work Program.
5. An updated County and Regional Transportation Improvement Program with local government input.
6. Maps and/or studies used in planning transportation improvements.
7. Approved Transportation Improvement Program and Capital Improvement Program.
8. A brief report of activities which were undertaken in the implementation of TIP projects.
9. Highway data and analysis to the county and other governmental agencies, developers and citizens.
10. Correspondence on meetings and seminars attended.
11. Highway project analyses as they relate to new highway construction, functional classification and future planning activities.
12. Selective reports and new technical data files.

**Beneficiaries:**

Mercer County

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2010	\$55,210	\$55,210			
2011	\$55,210	\$55,210			
2012	\$55,210	\$55,210			
2013	\$55,210	\$55,210			



**PROJECT: 12-61-050 Camden County Traffic Counting Program**

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

**Project Manager: Scott Brady**

**Goals:**

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

**Description:**

Camden County has requested that DVRPC continue to perform a traffic counting program within the county. This information will be used by county staff for transportation infrastructure needs assessment and economic development purposes. DVRPC will provide traffic count information at locations determined by the county.

**Tasks:**

1. Schedule meetings with county representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
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 traffic count data for the county's GIS file and prepare traffic count map showing new locations.

**Products:**

1. Detailed printouts showing hourly counts and annual average daily traffic.
2. An updated traffic information file and GIS map.

**Beneficiaries:**

Camden County, municipalities, NJ DOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$55,000	\$55,000			
2012	\$55,000	\$55,000			
2013	\$55,000	\$55,000			
2014	\$55,000	\$55,000			

**PROJECT: 12-61-060 Gloucester County Traffic Counting Program**

---

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

**Project Manager:** Scott Brady

**Goals:**

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

**Description:**

The Gloucester County Planning Division has requested that DVRPC continue to perform a traffic counting program within Gloucester County. This information will be used for the County's transportation, planning, engineering and pavement management studies. DVRPC will provide traffic count information at locations determined by the County's Planning and Engineering staff.

**Tasks:**

1. Schedule meetings with County Planning and Engineering representatives to determine locations for traffic counting.
2. Collect traffic data at selected locations.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
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 traffic 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 printouts showing hourly counts and annual average daily traffic.
2. An updated traffic information file and GIS map.

**Beneficiaries:**

Gloucester County, municipalities, NJ DOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$50,000	\$50,000			
2012	\$55,000	\$55,000			
2013	\$55,000	\$55,000			
2014	\$55,000	\$55,000			

**PROJECT: 12-61-070 Mercer County Traffic Counting Program**

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

**Project Manager: Scott Brady**

**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 to annually collect approximately 200 more counts throughout other parts of the county.

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.

**Tasks:**

1. Schedule meetings with County Planning and Engineering representatives to determine locations for traffic counting in addition to cyclical counts.
2. Collect traffic data at selected locations.
3. Process data, develop average daily traffic volumes (AADT) based on a continuous 48 hours of an average week.
4. Check field data for accuracy.
5. In GIS, link new count data with developer traffic study data.

**Products:**

1. Detailed traffic count data for selected locations.
2. Maps, tables, and text for Transportation Element of the Master Plan.

**Beneficiaries:**

Mercer County; municipalities in which traffic counts are taken; NJDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$50,000	\$50,000			
2012	\$55,000	\$55,000			
2013	\$55,000	\$55,000			
2014	\$55,000	\$55,000			

**PROJECT: 12-61-080 Mercer County Redevelopment Traffic Capacity Analysis**

---

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

**Project Manager:** Keith Hartington

**Goals:**

To model traffic capacity, with progressive proposed improvements in the vicinity of a major redevelopment site in Ewing Township, to assess alternative land development strategies.

**Description:**

In 2008, DVRPC published a study recommending a road diet on Parkway Avenue (CR 634) in Ewing Township. Mercer County decided against implementation because future traffic projections were barely within recommended thresholds for a dieted roadway and did not include potential redevelopment of more than 100 acres of vacant industrial property just outside the study area.

The industrial property was the subject of a Transit Oriented Development concept planning study funded by NJDOT through DVRPC to Ewing Township in 2005.

Redevelopment progress was deferred because of issues with the original brownfield remediation plan, then the bankruptcy of General Motors. Recently, the federal government has allocated \$10.5 million to site cleanup. Redevelopment sites are in close proximity to the SEPTA R3 West Trenton station and the Trenton-Mercer Airport (TTN). Including Parkway Avenue, all roadways significantly impacted by potential redevelopment are County routes.

This study would extend the scope of the network simulation developed for the road diet analysis to include five to seven additional intersections and a CSX underpass that constrains Parkway Avenue capacity. At these locations, progressively more intensive improvements would be tested to determine peak hour traffic operation at LOS D. Capacity thresholds will inform an analysis of alternative land development scenarios on the sites.

**Tasks:**

1. Gather additional traffic count data on existing volumes as well as historic volumes, as may be available, when the industrial sites were in full operation.
2. In cooperation with Mercer County staff, identify and model network characteristics under alternative improvement scenarios (e.g., minor & major intersection improvements, additional travel or auxiliary lanes).
3. Run and document results of simulated network operations under alternative improvement scenarios.
4. Produce draft and final reports on project results.

**Products:**

1. Technical memo specifying simulation methodology and network characteristics under alternative scenarios;
2. Draft report on process, findings, and outcomes for review/revision by Mercer County staff;
3. Copies of final report for physical (5 copies) electronic distribution to stakeholders.

**Beneficiaries:**

Mercer County, Ewing Township, SEPTA, NJ Transit

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$65,000	\$65,000			
2013	\$0				
2014	\$0				

**PROJECT: 12-61-090 New Jersey Interstate Partial Interchange Needs Study**

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

**Project Manager: Jerry Coyne**

**Goals:**

To assess the ability of existing partial interchanges on the interstate system in New Jersey to handle the traffic demands of changing travel patterns.

**Description:**

This is a continuation of the FY 2011 project New Jersey Interstate Partial Interchange Needs Study. In New Jersey, there are 118 full interstate interchanges and 105 partial interstate interchanges. Partial interchanges were originally constructed to meet the anticipated traffic pattern and regional/local use. However, due to changing traffic patterns and demands, some partial interchanges may not be providing the most efficient access to the interstate system. Some of the adverse impacts from the operation of partial interchanges are: 1) safety issues due to lack of direct access to the Interstate inducing travel through residential areas, 2) stress on the local network 3) congestion, 4) inefficient operation of the Interstate facility, 5) connectivity to freight facilities and, 6) increased VMT resulting in greater fuel consumption and greater environmental impacts. In response to a FHWA-NJ initiative to assure the effectiveness of Interstate interchanges, this project will utilize the process developed in FY11 which identifies and prioritizes partial interstate interchanges in the region. In FY12, this project will continue to use microsimulation software to conduct operational analyses of selected partial interchanges and recommend potential interchange improvements.

**Tasks:**

1. Continue to coordinate with the study advisory committee consisting of representatives of FHWA-NJ Division Office, NJDOT, Rutgers, NJIT and DVRPC
2. Utilize the identified list of partial interchanges that offer the potential to add movements by upgrading existing infrastructure or by adding new infrastructure
3. Conduct a limited set of traffic counts (AADTs, turning movements) at selected locations that have been identified for further analysis for input into VISSIM
4. Calibrate a local VISUM network for export into VISSIM
5. Utilize the VISSIM model to analyze the operations of the existing interchange configuration and an upgraded configuration for selected interchanges

**Products:**

Technical report detailing the study process, findings and recommendations

**Beneficiaries:**

NJ DOT, Citizens and Businesses

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$100,000				\$100,000
2012	\$20,250	\$20,250			
2013	\$0	\$0			
2014	\$0	\$0			

*FISCAL YEAR 2012 PLANNING WORK  
PROGRAM*

*CHAPTER FOUR*

*TRANSIT SUPPORT PROGRAM  
(TSP)*



*Delaware Valley Regional Planning Commission*



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2012 PLANNING WORK PROGRAM**

**CHAPTER FOUR**

**TRANSIT SUPPORT PROGRAM**

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**FY 2012 TRANSIT SUPPORT PROGRAM - PENNSYLVANIA**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2012 Budget</b>
<b>Core Projects</b>			
12-63-001	Bucks County	Transit Planning & Programming	\$67,000
12-63-002	Chester County	Transit Planning & Coordination	\$50,000
12-63-003	Delaware County	Transit Planning & Coordination	\$95,000
12-63-004	Montgomery County	Transit Planning & Implementation	\$84,000
12-63-005	Phila Mayors Office of Transportation	Transit Planning & Programming	\$107,000
12-63-006	PCPC	Short Range Planning	\$130,000
12-63-007	SEPTA	Capital Planning/TIP	\$322,000
<b>Subtotal</b>			<b>\$855,000</b>
<b>Special Studies</b>			
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2012 Budget</b>
12-63-008	SEPTA (Clean Air Council)	Phila. Off Peak Regional Rail Ridership Survey	\$60,000
12-63-009	SEPTA	SEPTA – Design Standards	\$70,000
12-63-010	City of Philadelphia	Archive Project	\$35,000
12-63-011	Chester County	Atglen Station Feasibility	\$60,000
12-63-012	City of Philadelphia	Delaware Avenue Modeling Support Transit	\$104,088
<b>Subtotal</b>			<b>\$329,088</b>
<b>Program Total</b>			<b>\$1,184,088</b>



## **PROJECT: 12-63-001 Transit Planning and Programming**

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**Responsible Agency: Bucks County Planning Commission**

**Project Manager:** Sarah Oaks

### **Goals:**

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

### **Description:**

Examine the need for public transportation services, specifically in areas of rapid traffic volume increases and escalating traffic congestion. Advocate and coordinate the implementation of activities and services that support public transit usage and help improve suburban mobility.

Rapid development and minimal public transportation services have led to an overburdened highway network in Bucks County. The county's geographic location between the New Jersey to New York corridor to the east, Philadelphia to the south and the Allentown-Bethlehem-Easton areas to the north guarantees that development pressures will continue. Bucks County's Comprehensive Plan aims to guide and coordinate development to minimize its adverse impacts.

This project will allow staff to examine opportunities to minimize traffic impacts and enhance suburban mobility through an expanded public transportation system. Public transportation objectives will be pursued through coordination with local governments, the business community and area service providers.

### **Tasks:**

1. Program administration and interagency coordination, to include general program correspondence and public information requests.
2. Assist the business community in identifying unique transportation needs and provide information as to public transportation alternatives.
3. Review existing and proposed development to identify areas capable of supporting public transportation services or areas in particular need of expanded transit services.
4. Review county and municipal growth management policies to ensure that access to public transportation services are included where feasible.
5. Review existing paratransit services for evaluation and compliance with ADA requirements.
6. Maintain liaison with the Bucks County Transportation Management Association.

**Products:**

1. Monthly and Quarterly progress reports.
2. Quarterly invoices.
3. Expanded and/or modified transit service proposals.
4. Recommendations for improving transit services throughout the county.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$65,000		\$65,000		
2012	\$67,000		\$67,000		
2013	\$65,000		\$65,000		
2014	\$65,000		\$65,000		

## **PROJECT: 12-63-002 Transit Planning and Coordination**

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**Responsible Agency: Chester County Planning Commission**

**Project Manager:** Sarah Oaks

### **Goals:**

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

### **Description:**

The purpose of this project is to provide comprehensive planning, programming, monitoring, and coordination of transit services in Chester County. It provides for staff support to respond to requests for technical and policy assistance on regional public transportation issues and projects. It enables staff to coordinate with PennDOT, SEPTA, TMACC, GVFTMA, Amtrak, and other public transit service providers and stakeholders.

### **Tasks:**

Task I – Administration:

1. Prepare quarterly progress reports and invoices.
2. Participate in DVRPC's Annual Planning Work Program development.
3. Perform general administration and respond to information requests.

Task II – Planning and Programming:

1. Monitor existing transit services and evaluate the need and potential for new public transportation services. Participate in various transportation study advisory committees related to public transit.
2. Participate in developing and amending the Transportation Improvement Program (TIP).
3. Review and provide input to SEPTA's capital budget, operating budget, and annual service plan. Monitor service changes and capital projects.
4. Monitor transportation funding programs and opportunities.

Task III – Coordination:

1. Participate in meetings of regional or multi-county interest to discuss issues related to public transportation services or policies. Coordinate with DVRPC, SEPTA, Amtrak, PennDOT, TMACC, and other organizations that plan or provide transit and paratransit services.
2. Provide technical assistance and policy input to the County Commissioners and SEPTA Board members.
3. Participate in meetings and activities of the TMA of Chester County and Greater

Valley Forge TMA.

**Products:**

- 1. Quarterly Progress Reports and Invoices
- 2. Proposed TSP Work Program

**Beneficiaries:**

State, County, Municipalities, Transit Operating Agencies, Private Sector, Chester County Residents and Employees

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$48,000		\$48,000		
2012	\$50,000		\$50,000		
2013	\$48,000		\$48,000		
2014	\$48,000		\$48,000		

## **PROJECT: 12-63-003 Transit Planning and Coordination**

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**Responsible Agency: Delaware County Planning Department**

**Project Manager:** Sarah Oaks

### **Goals:**

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

### **Description:**

This project will enhance the mobility of the residents of Delaware County by providing comprehensive planning, programming, monitoring, and coordination of transit services in the county.

### **Tasks:**

1. Administer project and prepare required invoices, progress reports, and completion reports.
2. Continue to build and maintain a transit database.
3. Monitor transit service through performance analysis and service improvement requests.
4. Provide input to SEPTA operating budgets and determine impacts on fares, subsidies, and levels of service.
5. Provide input to SEPTA and PennDOT capital budgets and monitor capital projects and subsidies.
6. Promote transit initiatives through marketing strategies, service planning, and travel demand management. Evaluate upcoming land development and recommend measures to encourage transit use.
7. Plan and coordinate paratransit services.
8. Maintain liaison with SEPTA, PennDOT, Community Transit, The Delaware County TMA, and private providers.

### **Products:**

1. Quarterly progress reports
2. Quarterly invoices
3. Closing report

### **Beneficiaries:**

Member Governments, Operating Agencies, Private Sector, Citizens

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$93,000		\$93,000		
2012	\$95,000		\$95,000		
2013	\$93,000		\$93,000		
2014	\$93,000		\$93,000		

**PROJECT: 12-63-004 Montgomery County Transit Planning and Implementation**

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**Responsible Agency: Montgomery County Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

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

**Description:**

The purpose of this project is to partially fund staff participation in transit planning with SEPTA, DVRPC and Pottstown Urban Transit, Inc. (PUT). It will fund planning activities dealing with route and service modifications, new route planning, capital and operating budget review, policy development, and data gathering and analysis.

**Tasks:**

Task I – Administrative/Coordination:

- 1.Participate in the activities of the Greater Valley Forge and The Partnership TMAs.
- 2.Provide policy analysis and liaison with County Commissioners and SEPTA Board Members.
- 3.Provide inter-agency coordination with DVRPC, SEPTA and Pottstown Urban Transit.
- 4.Prepare TSP submittal and participate in DVRPC's annual Planning Work Program development.
- 5.Prepare quarterly progress and financial reports, general correspondence and respond to public information requests.

Task II – Transportation Plan Maintenance and Implementation:

- 1.Participate in the development of the Transportation Improvement Program.
- 2.Review new or modified transit service proposals and review subdivision and land development plans for transit access.
- 3.Review SEPTA and PUT operating and capital budgets.
- 4.Update the County Transportation Plan.
- 5.Participate in various transportation study task forces.
- 6.Participate in the development of the R6 Extension and the Route 100 Extension projects.

**Products:**

- 1.Monthly progress and financial reports.
- 2.Route and service plans.

3.County Transportation Plan Update.

**Beneficiaries:**

Operating Agencies, Private Sector, County and Municipalities

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$82,000		\$82,000		
2012	\$84,000		\$84,000		
2013	\$82,000		\$82,000		
2014	\$82,000		\$82,000		

## **PROJECT: 12-63-005 Philadelphia Transit Planning and Programming**

**Responsible Agency: Mayors Office of Transportation and Utilities**

**Project Manager:** Sarah Oaks

### **Goals:**

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

### **Description:**

The major purpose of this program is to reimburse the Philadelphia Mayor's office of Transportation & Utilities for expenses incurred as a result of its input and participation in the regional transit planning and capital programming processes. This is a continuation of similar grants received for the past several years by the City's Office of Strategic Planning.

### **Tasks:**

Short-Range Transit Planning Process:

1. Manage, analyze, develop, and evaluate the City of Philadelphia's short-range low capital-intensive transportation projects that are under various stages of implementation, with emphasis on coordination with the City's neighborhood and commercial corridor improvement programs.
2. Prepare necessary inputs into the regional transportation plan:
  - a. Assist in the development and coordination of City and Regional transit plans.
  - b. Assist in planning for compliance with, and implementation of, strategies related to the Clean Air Act Amendments and the Americans with Disabilities Act.
3. Participate in the development of regional TSM planning:
  - a. Review and evaluate short-range transit plans.
  - b. Participate in the Commission's transit planning projects.
  - c. Participate in SEPTA's transit planning technical studies and projects such as route analysis.
  - d. Participate in transit planning studies sponsored by other agencies, such as the Delaware River Port Authority, New Jersey Transit, PennDOT, and the Center City Philadelphia TMA.
  - e. Attend transportation planning related meetings and conferences sponsored by FTA, PennDOT, APTA, TRB, PTI, NACTO, IMPACTS, or other transportation organizations.

Long-Range Transit Planning Process:

Assist in preparing the transportation elements of DVRPC's Long-Range Plan Update

TIP Coordination and development:

1. Review and analyze the current Regional TIP, including the status of the current Budget Year and the 2-6 Year Program of the City of Philadelphia’s Transportation Capital Budget and Program.
2. Coordinate the TIP’s progress and status with the Commission and member agencies.
3. Make field trips to examine sites as required.
4. Identify and resolve issues requiring coordination with the Commission and member agencies.
5. Provide assistance to the Commission’s staff in analyzing the City of Philadelphia’s TIP projects and implementation thereof.
6. Collect data for each City transit improvement project, including purpose, justification, physical description, status, and implementation schedule.
7. Prepare and review the City of Philadelphia long range Capital Budget and Program for transit projects.
8. Update and present to the Commission and member agencies the City’s portion of the Regional TIP updates and updates to the State 12-Year Transit Capital Program.
9. Review and analyze the draft regional TIP in light of the Long Range Plan. Prioritize and stage the elements of the TIP within fiscal funding constraints.
10. Make suggestions to improve and revise the City’s and SEPTA’s Transit Capital budgeting process.
11. Participate in the preparation and coordination of City submissions for Transportation Enhancements, CMAQ, TCDI, and TCSP funding.

**Products:**

Transit Capital Project element of the City’s long range Capital Budget and Program.

**Beneficiaries:**

City of Philadelphia, PA, SEPTA, PATCO, NJ Transit

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$106,000		\$106,000		
2012	\$107,000		\$107,000		
2013	\$106,000		\$106,000		
2014	\$106,000		\$106,000		

**PROJECT: 12-63-006 Philadelphia Short Range Planning**

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**Responsible Agency: Philadelphia City Planning Commission**

**Project Manager:** Sarah Oaks

**Goals:**

To support the City Planning Commission's transportation planning and programming efforts at both City and regional levels, and to develop recommendations on specific issues as needed.

**Description:**

The City of Philadelphia's Home Rule Charter requires that the City Planning Commission prepare an annual Capital Program and Budget. This work also provides input into 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 Planning Commission is also required by the Charter to prepare and maintain a Comprehensive Plan for the City. Staff support is also needed for analyses of proposed developments, as well as the development of transportation improvement proposals for immediate implementation. This project will also include participation in the regional planning process.

**Tasks:**

**Task 1: Transportation Capital Programming Projects**

- a) Evaluate requested transportation projects and make recommendations about their inclusion and level of funding in the City's Capital Budget and Program
- b) Develop supporting data, tables, and text for the Capital Program and contribute to capital program maintenance, including the evaluation and processing of amendments.
- c) Participate in the development and maintenance of the regional Transportation Improvement Program.
- d) Review and make recommendations regarding studies and plans for transportation capital projects.

**Task 2: Transportation Plan Development and Maintenance**

- a) Participate in the development and maintenance of the transportation elements of the City's comprehensive plan and district plans.
- b) Provide City Planning Commission input to DVRPC's transportation planning projects, including the development of the Long Range Plan.

- c) Work with the Transit First Subcommittee in its efforts to improve the effective operation of surface transit.
- d) Continue non-motorized transportation planning activities, particularly as they relate to transit access.
- e) Attend transportation planning related meetings and conferences sponsored by organizations such as PennDOT, FTA, and TRB.
- f) Evaluate proposed development projects for potential impacts on transportation systems.
- g) Review plans and participate in planning efforts of other agencies, including SEPTA, the Streets Department, PennDOT, PATCO, and the Central Philadelphia Development Corporation TMA.
- h) Participate in the Regional Transportation Committee of DVRPC and the SEPTA City-County meetings.

Task 3: Administration and Coordination

- a) Perform contract administration
- b) Prepare quarterly progress reports and invoices.

**Products:**

- 1. Recommended Capital Budget and Program
- 2. Final Capital Program Report
- 3. Memos and reports on individual transportation issues

**Beneficiaries:**

General Public/Citizens, DVRPC, SEPTA

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$129,000		\$129,000		
2012	\$130,000		\$130,000		
2013	\$129,000		\$129,000		
2014	\$129,000		\$129,000		

**PROJECT: 12-63-007 Capital Budgeting/Transportation Improvement Program**

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**Responsible Agency: Southeastern Pennsylvania Transportation Authority**

**Project Manager:** Sarah Oaks

**Goals:**

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

**Description:**

Prepare the SEPTA Capital Budget, Program and Comprehensive Plan and provide the required input to the Regional Transportation Improvement Program. Prepare SEPTA's responses to federal guidelines and rule making regarding the next reauthorized transportation bill and Act 44. Provide for short-range planning studies and long range planning activities to support SEPTA operating departments. Provide support to other departments in developing work programs for DVRPC sponsored projects and FTA demonstration programs, and represent SEPTA at regional forums and provide technical assistance and coordination for various regional studies.

**Tasks:**

Transportation Improvement Program:

1. Submit input to DVRPC and participate in meetings concerning amendments and modifications to the Regional Transportation Improvement Program.
2. Refine prioritized SEPTA Capital Budget, Twelve-Year Capital Program and Comprehensive Plan with data and assistance from within SEPTA and also from outside agencies.
3. Perform generalized planning and analysis in order to prioritize the capital projects.
4. Program and produce SEPTA One-Year Capital Budget and Twelve-Year Capital Program, and Comprehensive Plan.
5. Provide assistance to DVRPC in analyzing the SEPTA Capital Budget and Twelve-Year Capital Program, and in assimilating this information into the regional TIP.
6. Maintain and utilize the Capital Program Management System data files.
7. Provide information to federal, state, city and county officials and staff concerning SEPTA capital projects.

Capital Budgeting:

1. Participate in the budget process for the Commonwealth of Pennsylvania,

including the annual budget process. Develop and submit SEPTA’s request for local matching funds.

2. Participate in the budget process for Bucks, Chester, Delaware and Montgomery Counties, and the City of Philadelphia. Develop SEPTA’s request for local matching funds.

3. Develop commitment and cash flow schedules for the Pennsylvania Dedicated Funding Program.

4. Respond to information requests from a variety of federal, state, and local funding agencies.

Long Range Planning:

1. Research and analyze capital and long range planning options.

2. Provide assistance to DVRPC, the Counties and local governments on station area planning studies and long-term system expansion projects.

**Products:**

SEPTA One-Year Capital Budget, Twelve-Year Capital Program and Comprehensive Plan, and input SEPTA capital projects to the DVRPC Regional TIP document.

2. Reports and recommendations to be used in support of the short and long range planning program and development of work programs for various internal and external studies.

**Beneficiaries:**

Member Governments, State, Operating Agencies

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$322,000		\$322,000		
2012	\$322,000		\$322,000		
2013	\$322,000		\$322,000		
2014	\$322,000		\$322,000		

**PROJECT: 12-63-008 Off Peak Regional Rail Transit Users Station  
Accessibility Assessment**

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**Responsible Agency: Southeastern Pennsylvania Transportation Authority**

**Project Manager:** Sarah Oaks

**Goals:**

SEPTA will sponsor the Clean Air Council in conducting an Off-Peak Regional Rail Transit User Survey (survey) addressing station accessibility. "Off-peak" will be limited to day-time SEPTA regional rail users outside traditional rush hour periods. The goal of the survey project is to determine how perceptions of station accessibility impact the off-peak rider's decision to use regional rail rather than drive to the City and to help identify opportunities for both system improvements and marketing improvements that might increase off-peak and overall ridership. The Council will also seize the opportunity to distribute an individualized transit marketing piece to off-peak riders and potential off-peak riders who complete a survey, providing such participants with the information needed to use public transit on a more frequent basis.

**Description:**

: In 2004, the Council sponsored a series of three focus groups about public transportation with residents of Philadelphia only. The intent was to identify barriers to using, and solutions to increasing, ridership of SEPTA. The focus groups were conducted with Philadelphia commuters, taking various modes of transportation.

With a 2008 grant from the William Penn Foundation to conduct a research study of Philadelphia-area riders and non-riders of SEPTA, the Council sought to inform the development of a series of recommendations for SEPTA aimed at increasing ridership, enhancing the public input process, and improving SEPTA's image and accessibility.

In 2006, the Council completed a survey of out of town visitors to Philadelphia to determine whether they use public transit and if they do how did they learn about the system.

This year, the Council completed a survey of a Philadelphia neighborhood well served by public transit to help determine why residents were not choosing the public transit commuting option.

The potential to increase ridership has been identified by SEPTA, the Mayor's Office of sustainability, and local and regional planning agencies as a high priority. In recent years, SEPTA has seen its regional rail commuter ridership increase to

levels that approach current capacity. Nevertheless, opportunities to increase overall ridership still exist by focusing on off-peak riders. Responses to surveys like the one proposed by the Council will help shape SEPTA's policies and marketing.

This survey seeks to answer a number of specific questions relating to regional rail station accessibility. For example, is it true that a potential off-peak regional rail rider will drive to the City if the parking at SEPTA stations is too congested? Do available fare payment options at stations encourage or deter ridership? How do current policies and amenities relating to the use of bicycles impact potential ridership? Are transit options fully understood by the bicycle riding community? Are there perceived barriers by some residents to the use of the nearest station? Do some of the residents have a negative attitude towards the ability to walk to the nearest station? How can transit services be presented more attractively to increase off-peak regional rider usage? In addition, the survey will determine the top reasons why off-peak riders are traveling to the City. Knowing their reasons for having to travel in the first place will help SEPTA improve its marketing towards these potential public transit riders.

The individualized approach of surveying people face to face differs from traditional surveying approaches in that it focuses on establishing a one-on-one dialogue with current and potential off-peak regional rail riders during which barriers to using available public transit are identified and targeted public transit information is exchanged. This personalized approach allows each individual's concerns and perceptions to be assessed and addressed, thus motivating them to rethink their travel habits and to realize the potential for behavior change. Coupling an individualized transit marketing piece with the off-peak rider survey will help to increase the one-on-one flow of information to the survey taker and help to achieve that ultimate goal of an overall increase in ridership.

Program of Work: SEPTA will sponsor the Clean Air Council in conducting an Off-Peak Regional Rail Transit User Survey, to help determine how certain issues such as station parking, fare payment options, station bike infrastructure and walkability to the station impact the decisions to use public transit. The goal of the survey project is to determine current transportation behavior and patterns amongst off-peak riders and potential off-peak riders in a way that identifies their concerns. Results from the survey will lead to opportunities for both system improvements and marketing improvements that will increase overall ridership. The Council will also seize the opportunity to distribute an individualized transit education piece to off-peak riders who complete a survey, providing them with the information needed to use public transit on a more frequent basis.

Coupling the survey with an individualized education piece allows this personalized approach to be piloted in such a way that if it were to be successful, it could be replicated system-wide in the future.

## **Tasks:**

### **Task 1: Planning and Materials Development**

The planning and materials development phase, will first involve finalizing a location for the survey project in coordination with SEPTA, Philadelphia Planning Commission, DVRPC and other stakeholders. During Task 1, all planning and materials development will take place. Partners, with relevant experience, will be secured, the survey instrument will be developed, a plan will be put into place to secure the desired number of completed surveys, and an individualized transit marketing piece will be developed. The individualized transit marketing piece is envisioned to be a small, palm-size card or bookmark providing public transit information that addresses station accessibility and off peak rider issues. As an incentive to encourage a high level of participation in the survey, every resident that completes a survey will be entered into a raffle to win a prize. The prize will not be covered by federal or state funds. A project webpage will also be developed that has individualized transit marketing information, geared specifically to the issues being surveyed.

### **Task 2: Survey Collection**

Surveys will be completed using two modes of collection: in-person hours and via an online survey tool, such as surveymonkey.com. An outreach team will be dispatched during off-peak hours at the chosen locations to interact with participants one-on-one and encourage them to complete a survey on the spot. Upon completion of a survey, respondents will be entered into the raffle and be given the individualized transit marketing piece. Participants will also have the option of completing the survey online. Those respondents who complete the survey online will also be entered to win the raffle prize. Once the online survey has been completed, residents will be diverted to the project website, which will highlight the individualized transit marketing piece, as they will not have had the one-on-one contact that those residents who completed the survey will have received.

### **Task 3: Survey Results Tabulation and Analysis**

Survey results will be tabulated, consolidating the results from the surveys collected in-person and from those collected online. An analysis will be conducted of the results.

### **Task 4: Final Report and Recommendations**

A final project report will be completed, based on the results of the survey analysis. The report will include a set of recommendations as to how to increase off-peak regional rail ridership based on survey responses. The recommendations will include suggestions made by respondents through the survey process and will address both actual regional rail service improvements and ideas for how public transit marketing could more effectively target off-peak riders.

**Products:**

4. Final Report and Recommendations

**Beneficiaries:**

SEPTA Passengers

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$60,000		\$60,000		
2013	\$0				
2014	\$0				

**PROJECT: 12-63-009 Design Standards For Improved Bus Transit Access**

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

**Project Manager:** Joseph Hacker

**Goals:**

To draft a series of transit related design standards rooted in best practices and the physical realities of the SEPTA service area.

**Description:**

SEPTA is without a set of design standards to assist planners, developers and municipalities in integrating bus transit into the community. Such standards provide guidance for such things as bus stop location, shelter placement, pedestrian linkages to bus stops, geometric standards for bus turn-outs, and ways to assure that bus stops are ADA accessible. This project is to conduct research in support of developing SEPTA design standards, which would then be adopted by the SEPTA Board and made widely available through its website. It is anticipated that PennDOT, the Philadelphia Streets Department, and the Planning Offices of the four suburban Philadelphia counties served by SEPTA would all be involved in the development of these transit standards. An adopted set of design guidelines will assist all of the region's municipalities in reviewing development plans and integrating nearby bus transit into their communities. They will also assist SEPTA by providing uniform design standards for major developers to enable transit stops to be optimally located for safety, to maximize transit use, and to provide accessible stops for the disabled community.

**Tasks:**

1. Convene a working committee composed of likely guideline beneficiaries;
2. Review current practices and design standards of selected peer transit agencies.
3. Draft a workbook of transit standards for the SEPTA region
4. Consult with PennDOT and others on the acceptability of the preferred standards for those agencies
5. Assist SEPTA with the presentation of Design Standards to Senior Staff and the SEPTA Board if required.

**Products:**

1. Report with drafted design guidelines appropriate for transit in the five county PA region.
2. Diagrams outlining design specifications.
3. Multiple work group meetings and correspondence to review findings.

**Beneficiaries:**

PA County planning offices and municipalities, SEPTA, PennDOT, Philadelphia Streets Dept.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$70,000		\$70,000		
2013	\$0				
2014	\$0				

## **PROJECT: 12-63-010 Philadelphia Transit History Digital Archives Project**

**Responsible Agency: Philadelphia Office of Strategic Planning**

**Project Manager:** Sarah Oaks

### **Goals:**

Develop and digitize a catalogue of major City transit planning and project documents.

### **Description:**

The Mayor's Office of Transportation and Utilities has a significant cache of files (several thousand files, over 200 linear feet worth of documents) that record the history of Philadelphia's transit system and the projects that the city has jointly undertaken with the South Eastern Pennsylvania Transit Authority (SEPTA) and other project partners. These files (the Collection) contain everything from meeting minutes to correspondences that outline the development of projects and the management of initiatives across agencies and decades.

These files contain information regarding projects that the City and SEPTA are continually collaborating on, from the management of the underground concourse, to the Transit First Initiative. The files contain legal, technical and historic documentation that is critical for the City's ongoing planning needs.

An archivist will develop a searchable database that will enable City staff, and others, to easily search these files. This database will be a resource to inform decision makers about the legal, historical and technical background of significant projects. The database will be searchable by subject/project of interest, date and persons/agencies involved. This project is above and beyond any already funded transit projects and but for this funding, will not be implemented.

### **Tasks:**

TASK 1 – The Archivist will review the contents of the collection to determine what records and record types should be maintained and which can be culled, developing an appraisal of the collection. This collection appraisal will be based off of interviews with current and previous users of this collection as well as with Staff from the City's Legal and Records departments. These interviews will help the Archivist determine what kinds of information is important, how the collection was used and what some legal considerations are necessary for collection archiving. The Archivist will draft a memo that establishes a framework for the culling of excess material from the collection and also serves as a basis for the Task and Deliverable 2. This appraisal will also suggest a policy for determining what, if any, documents should

not be scanned and archived digitally.

TASK 2 - The Archivist will propose a collection framework for review by MOTU staff. This framework will determine which sections of the collection are dormant (i.e. will not have more information added to them) and which are active (sections that will grow). The framework will also propose a methodology for organizing the collection as a whole; identifying the series/sections under which folders of documents will be arranged, as well as proposing the subsections there-of. This framework will feature the both a numerical series system that enables for collection growth and expansion and features suggested folder titles.

TASK 3 – The Archivist will arrange and catalogue the collection based upon the afore-mentioned tasks. On a regular basis the Archivist will provide updates to the collections cataloging, updating MOTU staff on new issues or problems as they occur.

**Products:**

The Archivist will develop a database that will be cross reference-able, useable, efficient, and reflect the progress of an agency and a project. This database will be augmented by the digitization of these records. These digitized files will be readily shared across agencies and with the public. The digital collection and files must be easily usable and appropriately expandable.

**Beneficiaries:**

The City of Philadelphia, City of Philadelphia Project Stakeholders (SEPTA, Center City District, etc) and the citizens of Philadelphia.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$35,000		\$35,000		
2013	\$0				
2014	\$0				

## **PROJECT: 12-63-011 Atglen Train Station Feasibility Study**

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**Responsible Agency: Chester County Planning Commission**

**Project Manager:** Sarah Oaks

### **Goals:**

The study will identify a preferred station concept, multi-modal connections, and implementation plan for a new train station within the Borough of Atglen as part of the planned extension of SEPTA's Paoli-Thorndale line to serve Coatesville, Parkesburg, and Atglen.

### **Description:**

The Borough of Atglen is identified as the last station for the extension of SEPTA service on the Paoli-Thorndale rail line. The Train Station Feasibility Study is one of the recommended next steps in the Needs and Opportunities Study for the R5 (Paoli-Thorndale) Extension (DVRPC, 2007). The Borough of Atglen has identified an ideal site for the new station. Additionally, the Borough has already highlighted a Transit Oriented Development (TOD) overlay district within the Borough's Comprehensive Plan, which includes mixed-use development on the north and south sides of the rail line.

The Train Station Feasibility Study will analyze the identified station location, necessary station facilities, and relationship to planned Transit Oriented Development (TOD). The study will include a concept station site plan, multi-modal accessibility plan, and implementation and action plan. The study will incorporate the preferred rail operations for SEPTA, Amtrak, and Norfolk Southern. The Feasibility Study will provide the foundation for the design of a new SEPTA rail station in the Borough of Atglen.

The SEPTA Paoli-Thorndale Extension is identified as a Major Regional Transit Project in Connections, DVRPC's Long Range Plan. Moreover, the US 30/Keystone Corridor is identified as an emerging congested corridor in the regional Congestion Management Plan (CMP). Advancing the design of the train station is consistent with these regional plans.

### **Tasks:**

1. Coordinate with key stakeholders, including Borough of Atglen, SEPTA, Amtrak, and residents
2. Develop an Atglen Station Feasibility Study with the following elements:
  - a. Station Site Concept Plan that will include a layout and concept design for the station building, platforms, parking, and drop-off/pick-up area

b. Station Accessibility Plan that will include identification of multi-modal connections to the station, particularly to provide access between the station and nearby residential areas, businesses, off-site parking lots, and major roadways. It will include identification of necessary infrastructure improvements to enhance access to the future station.

c. Implementation and Action Plan that will include identified capital improvements and respective cost estimates, priority, lead agencies responsible for implementation, and anticipated schedule for design and construction activities.

d. Design Scoping Documents that will include key parameters for design and engineering services in the next phase.

**Products:**

- 1. Atglen Station Feasibility Study
- 2. Quarterly progress reports & invoices

**Beneficiaries:**

SEPTA, Amtrak, PennDOT, Chester County, Borough of Atglen

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$60,000		\$60,000		
2013	\$0				
2014	\$0				

## **PROJECT: 12-63-012 Central Delaware Waterfront Transportation Model**

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

**Project Manager:** Christopher Puchalsky

### **Goals:**

To develop a transportation forecasting and traffic operations model to help the City of Philadelphia and the Delaware River Waterfront Corporation (DRWC) test a host of planning scenarios to support on-going efforts to advance the recently developed Delaware River Master Plan. This work will include investigating the impacts of alternative roadway scenarios, various transit enhancements, and several future land-use and development scenarios.

### **Description:**

The Central Delaware Waterfront is located on the east side of Center City Philadelphia. It is served locally by Delaware Avenue/Columbus Boulevard and is bounded by Allegheny Avenue to the north and Oregon Avenue on the south. The Waterfront has multiple connections to interstate facilities such as I-95 and I-676 (the Vine Expressway). While there does not tend to be a significant amount of congestion during traditional peak hours, there are locations that present bottlenecks during weekends and special events. It is anticipated that with additional development along Delaware Avenue, congestion may become more common. The purpose of this study is to ascertain the level of traffic congestion under several transportation and development scenarios.

This project will be to develop an operational microsimulation model of the transportation network along the central Delaware River waterfront. Microsimulation models simulate the behavior of individual autos, transit vehicles and pedestrians on a second by second basis. The VISSIM/VISUM software packages by PTV will be used to build and run the model. The model will be used for transportation modeling and will have the capacity for fine grained analysis of micro-simulated signal timing. Travelers in Center City utilize a wide range of transportation modes including auto, transit, walk, and bike. The highway network for modeling auto and transit bus services will include all significant roadway facilities, signalized and unsignalized intersections, and interchanges within the defined boundary. Expressways will also be modeled some distance beyond the boundaries of Center City. A micro-scale pedestrian model will be created to include sidewalks and crosswalks. Transit bus and rail routes will be modeled in order to capture their effects on traffic and pedestrian flow.

This model will simulate travel patterns for weekday afternoon and weekend peak conditions, under both base-year (2010) and forecasted future year (2025 and

2040) conditions. This model will provide performance measures such as average vehicle speeds, density, throughput, stops, delay, and queue lengths. Since several expressways impact and are impacted by the local road network, the impacts on upstream traffic flow – including queuing lengths - will be included in the analysis.

Animated 2-dimensional graphics will be created to allow the visualization of traffic operations under prevailing conditions, including the effects of “blocked boxes” and lane changing behavior at off-ramps. Three-dimensional graphics may also be created in limited areas to aid visualization of problems areas and potential solutions. Once this model is in place and fully tested, it can then be used to evaluate the effectiveness of improvement strategies such as the additional or removal of travel lanes, new or enhanced transit services, signal timing improvements, new interchange configurations and locations, improved geometry or other spot improvements. The model can also be used to evaluate the effects of incidents, work zones, and other special events on roadway operations.

To construct this operations model, DVRPC will use existing data for the corridor, including traffic volumes, roadway geometry and signal timing plans. DVRPC will then refine the regional VISUM model, calibrate the model versus current conditions to accurately model travel patterns, and forecast 2040 traffic volumes and turning movements. The regional VISUM model will be imported into the VISSIM microsimulation package. The micro-scale VISSIM model will be refined and calibrated to reproduce current driver behavior.

Up to ten scenarios will be developed and evaluated for two horizon years, 2025 and 2040. Each scenario will have a land-use, highway, and transit component. Although the details of each scenario will be defined by the steering committee, it is anticipated that the highway components would include road-diets, signal optimizations, interchange re-configurations and/or small-scale geometry improvements; transit components would likely include enhanced bus service and light-rail options. Land use components would include different mixtures of residential, commercial, and recreational developments along the waterfront.

This project will be initiated in FY2012 and completed in FY2013, and is expected to take 18 months to compete. The various tasks involved are described below in detail.

### **Tasks:**

#### DATA COLLECTION

1. DVRPC will coordinate this project with the City of Philadelphia (the City), the Pennsylvania Department of Transportation (PennDOT), DRPA, SEPTA, and other parties as appropriate. A project steering committee will be formed to share data and results. In addition to a kick-off meeting, regular meetings will be held to review signal timing plans, development proposals, and other data; to compare the base-

year VISSIM traffic operations to real-world data; to review the future-year traffic forecasts; and to present and review the future-year traffic operations. This task will continue throughout the project. The steering committee will be responsible for defining the land-use, highway, and transit components of the scenarios to be tested.

2. The study team will gather existing traffic count information where available. Additional traffic counts will be collected as necessary, including intersection turning movement counts at approximately 25 signalized intersections within the study area and vehicle classification counts to determine the proportions of light and heavy truck traffic. These counts will be summarized in 15-minute intervals for input to the VISSIM model. Daily volumes will also be reported in order to calibrate the Travel Demand Model. Vehicle speed and travel time data will also be collected along Delaware Avenue and supplemented with speed data from Traffic.Com along I-95. This data will be used to calibrate driver behavior parameters within the VISSIM microscopic traffic model. Additional data needed for model calibration, such as traffic densities, flow rates, and queue lengths will be obtained.

3. Pedestrian counts will be taken at approximately 20 locations throughout the study area, with an emphasis on high volume areas. Counts will be taken using automated counting devices. The pedestrian counts will also be summarized in 15-minute intervals for weekday and weekends.

#### NETWORK DEVELOPMENT AND CALIBRATION

5. DVRPC's aerial photos and field views of the subject area will be used to determine lane configurations, road segment lengths, and the existence of sidewalks or pedestrian paths. The City of Philadelphia will provide DVRPC with signal timing plans at all signalized intersections in Center City. These will be input into the model. Field measurements of steep grades may be required, as well as observations on the location and extent of recurring bottlenecks.

6. DVRPC's regional VISUM Travel Demand Model (TIM 2.0) will be focused on the study area and calibrated to base-year (2010) conditions. The regional Travel Demand Model's highway network and traffic analysis zone system will be reviewed, boundaries for split traffic zones will be defined, and zone connectors added to refine the level of detail of the network within the study area. The Travel Demand Model will be run and preliminary outputs will be compared to existing travel patterns and traffic volumes collected in Task 2. Travel Demand Model parameters will be fine-tuned as needed until the model reasonably replicates existing travel patterns and traffic volumes throughout the study area.

7. Additional data will be added to the Travel Demand Model in order to model and forecast pedestrian volumes on an appropriate scale. Pedestrian trip generation rates from the travel model, as well as last leg of transit and auto trips will be fed into

the VISSIM model. Modifications will be made to the network to handle pedestrian modeling and a simple trip distribution model will be created for pedestrian travel.

8. DVRPC will import the focused and calibrated VISUM model of the Waterfront Study area into VISSIM. The imported VISUM model will provide vehicle volumes, routing decisions, and basic geometry to the VISSIM model. These will be checked and adjusted as necessary in VISSIM. The model's parameters (car-following, driver aggressiveness, lane-changing behavior, etc) will be calibrated to ensure that the model adequately represents existing conditions, including the location, extent, and duration of congested travel conditions; throughput at merging areas and other bottlenecks; impacts of blocked boxes and average travel speeds. Three-dimensional models of vehicles and of study area buildings may be imported or created in order to enhance visualization in selected subareas.

9. DVRPC will review its long-range population, household, vehicle availability, employed residents, and employment by industrial sector forecasts for the study area. The study area demographic and employment forecasts will be assigned to the appropriate traffic analysis zones by DVRPC for the 2025 and 2040 horizon years. DVRPC will augment the current year highway network to represent facilities planned to be opened to traffic in the study area included as listed in the Transportation Improvement Program (TIP) and Long Range Plan.

10. DVRPC will prepare a report documenting the development of the Central Delaware Waterfront transportation model. This report will include summaries of the data used to construct the model, assumptions made in making the model, data on the calibration of both the macro-scale and micro-scale models, the performance of the model in replicating current travel patterns, and a summary of future travel conditions for each of the five scenarios.

#### MODEL AND SCENARIO TESTING

11. The Travel Demand Model will be run to determine 2025 and 2040 traffic volumes within the study area. For each of the ten scenarios, maps, figures, and tables displaying average annual daily traffic and weekday and weekend peak period volumes, including intersection turning movements, will be prepared. The 2025 and 2040 assignments will be exported from VISUM to VISSIM to provide demand inputs for the future year analysis. Summaries of performance measures will be generated and incorporated into the technical report. Animated graphics will also be generated to visually represent traffic operations on the network.

12. The Travel Demand Model will be run to determine 2025 and 2040 transit ridership in the study area. For each of the ten scenarios, maps, figures, and tables displaying transit system, line, and stop ridership will be prepared. The VISSIM model will also be used, as appropriate, to determine the effect on transit operating

speeds. Summaries of performance measures will be generated and incorporated into the technical report. Animated graphics will also be generated to visually represent transit operations.

13. DVRPC staff will respond to questions concerning models, data, computer procedures, and technical methods. DVRPC staff will provide technical assistance in interpreting and presenting the results of the study, as needed. The traffic operations model and its input data for base year (2010) and future years (2025 and 2040) will be made available to the City for its on-going maintenance and use.

**Products:**

1. Maps, tables, and figures displaying traffic forecasts.
2. Animated traffic simulations of the Central Delaware Waterfront.
3. Technical report.

**Beneficiaries:**

City of Philadelphia SEPTA, Delaware River Waterfront Corporation, PennDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$104,088		\$104,088		
2013	\$0				
2014	\$0				



**FY 2012 Transit Support Program for New Jersey**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2012 Budget</b>
12-63-020	Burlington County	Transit & Ridesharing	\$53,700
12-63-021	Camden County	Transit Planning & Programming	\$59,600
12-63-022	Gloucester County	Transportation Systems Planning	\$77,600
12-63-023	Mercer County	Transit Planning & Programming	\$47,800
12-63-025	New Jersey Transit	TIP and Short Range Planning	\$101,600
<b>Subtotal:</b>			<b>\$340,300</b>
<b>Special Studies</b>			
12-63-026	Mercer County	Future Funding of Senior Transit Service	\$65,000
12-63-027	NJ Transit	Potential Re-Use of Existing Rail ROW	\$50,000
12-63-028	PATCO	Rail Station Evacuation Plans	\$79,099
<b>Subtotal:</b>			<b>\$194,099</b>
<b>Total:</b>			<b>\$534,399</b>



**PROJECT: 12-63-020 Transit and Ridesharing**

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**Responsible Agency: Burlington County - Land Development**

**Project Manager:** Sarah Oaks

**Goals:**

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

**Description:**

Identify, provide, promote and maintain transit and ridesharing opportunities within Burlington County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Cross County Connection TMA, developers, large employers and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services.

**Tasks:**

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and CCCTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Coordinate programs with local, county, state, and regional agencies.
7. Draft regulations and sample ordinances that would implement TCMs at county and municipal levels.
8. Coordinate with the operators of light rail transit in Burlington County.
9. Implement the transit portion of the Burlington County Transportation Master Plan.
10. Serve on the Executive Committee of the CCCTMA.

**Products:**

1. Quarterly progress reports.

- 1.Approved legal bus stop and shelter locations.
- 3.Recommendations and implementation of improvements in the moving of people within the transportation system including preparation of the final report.
- 4.Transit section of Burlington County Transportation Master Plan.

**Beneficiaries:**

Burlington County, Local Governments, Private Citizens, Developers, Transportation Engineers and NJDOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$53,700		\$53,700		
2012	\$53,700		\$53,700		
2013	\$53,700		\$53,700		
2014	\$53,700		\$53,700		

**PROJECT: 12-63-021 Camden County: Transit Planning and Programming**

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

**Project Manager:** Sarah Oaks

**Goals:**

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

**Description:**

Maintain current local and regional transportation activities and provide the means to develop future public transportation plans that meet changing local and regional transportation needs. Do research and prepare reports on public transportation matters as required, etc. Coordinate with Cross County Connection TMA other Counties and State Agencies. Serve on various corridor study task forces.

**Tasks:**

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. Administer the project, which includes submission of a progress report, final billing and report
6. Respond to public information requests
7. Develop and maintain transit -oriented GIS to include the development and update of asset management data on county roadways.
8. Coordinate planning activities with various county and state agencies
9. Provide technical support to the CMAQ Subcommittee of the DVRPC RTC.
10. Develop the FY 2012 Camden County Work Program for inclusion in the Regional Transportation Committee work program.

**Products:**

1. Transit-oriented GIS data and reports.
2. Progress reports and final report.

**Beneficiaries:**

Citizens, private sector, operating agencies

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$59,600		\$59,600		
2012	\$59,600		\$59,600		
2013	\$59,600		\$59,600		
2014	\$59,600		\$59,600		

**PROJECT: 12-63-022 Transportation Systems Planning & Implementation**

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**Responsible Agency: Gloucester County Planning Department**

**Project Manager:** Sarah Oaks

**Goals:**

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

**Description:**

Improve the efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program to maintain current local and regional public transportation activities and to provide the means to develop future public transportation plans that meet changing local and regional needs. Serve on steering committees, and the Local Citizens Transportation Advisory Committee. Conduct research and prepare reports on public transportation matters as required. Attend meetings, seminars and public hearings related to public transportation.

**Tasks:**

1. Monitor NJ TRANSIT service within the county, perform detailed analysis and submit recommendations to NJ TRANSIT
2. Assist NJDOT, NJ TRANSIT and DVRPC in the investigation of potential transportation improvements
3. Assist the business community in identifying their transportation needs and provide information as to their transportation alternatives
4. Continue regional marketing and marketing activities
5. Provide technical assistance and program coordination with regional, state and local agencies
6. Participate in transportation meetings and conferences
7. Administer project, which will include submission of quarterly progress reports, quarterly invoices and final report
8. Respond to public information requests

**Products:**

1. Service improvement recommendations
2. Quarterly reports and billings and final report

**Beneficiaries:**

Gloucester County, Municipalities, Private Sector, Citizens

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$77,600		\$77,600		
2012	\$77,600		\$77,600		
2013	\$77,600		\$77,600		
2014	\$77,600		\$77,600		

**PROJECT: 12-63-023 Transit Planning and Programming**

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**Responsible Agency: Mercer County Planning**

**Project Manager: Sarah Oaks**

**Goals:**

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

**Description:**

Identify, provide, promote and maintain transit and ridesharing opportunities within Mercer County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Greater Mercer TMA, developers, large employers and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services including light rail where possible.

**Tasks:**

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and GMTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement 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. Coordinate programs with local, county, state, and regional

**Products:**

1. Quarterly progress reports and invoices.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system including preparation of the final report.

**Beneficiaries:**

Mercer County, Local Governments, Private Citizens, Developers, Transportation Engineers and NJDOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$47,800		\$47,800		
2012	\$47,800		\$47,800		
2013	\$47,800		\$47,800		
2014	\$47,800		\$47,800		

**PROJECT: 12-63-025 Transportation Improvement Program and Short Range Planning**

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**Responsible Agency:** New Jersey Transit

**Project Manager:** Sarah Oaks

**Goals:**

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

**Description:**

This project continues NJ Transit's ongoing support and coordination of regional planning activities in the DVRPC region. NJ Transit will assist in the development of the regional Transportation Improvement Program and maintain and utilize a computerized database for capital projects. This project will provide for continued NJ Transit representation at DVRPC meetings and regional forums, such as RTC, Board, Air Quality Conformity, Congestion Management System, Jobs Access Reverse Commute, and Bus Rapid Transit meetings. NJ Transit will provide technical assistance and coordination for regional forums and regional studies pertaining to NJ Transit.

**Tasks:**

Transportation Improvement Program:

1. Participate in the development of the regional Transportation Improvement Program.
2. Provide capital project descriptions and project ratings according to DVRPC project selection criteria.
3. Support the preparation of the capital program and priorities within NJ Transit.
4. Program and produce NJ Transit's one year and five year capital programs.
5. Support DVRPC in the analysis of NJ Transit's capital program and in the preparation of the regional transit element of the DVRPC TIP.
6. Continue to develop, maintain and apply the project information database.
7. Provide NJ Transit capital project information to state, county and local agencies and staff.
8. Maintain an ongoing dialog with county and local officials regarding capital project problem statements, programs and progress.

Regional Planning Activities:

1. Support the continued development and refinement of the Congestion

Management/Intermodal Systems.

2. Support the refinement and continued development of the regional and statewide long range transportation plans.

3. Analyze new federal, state and local regulations concerning planning and development guidelines.

4. Provide technical assistance to NJ Transit departments in the pursuit of FTA program funds.

5. Represent NJ Transit at regional planning forums and provide technical assistance and coordination for county or local transportation studies.

**Products:**

NJ Transit's annual capital program, five year capital plan and transit element of the DVRPC Regional TIP.

**Beneficiaries:**

Member Governments and Operating Agencies

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$101,600		\$101,600		
2012	\$101,600		\$101,600		
2013	\$101,600		\$101,600		
2014	\$101,600		\$101,600		

## **PROJECT: 12-63-026 Future Senior Transportation Services**

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

**Project Manager:** Meghan Weir

### **Goals:**

To explore long-range needs for human service transportation in New Jersey, and identify opportunities and strategies for coordination and efficiency to meet the needs of the growing senior population.

### **Description:**

In March 2010 the American Public Transportation Association published a report on future funding needs for transportation services for senior citizens in the US. The method multiplied current service levels—which clearly fail to meet current demand—by increases in senior populations projected to 2030. Overall, operating costs are projected to increase by 79% and capital costs by 97%. Cost increases are higher for community transit services than for any other category. Yet dedicated state funding for community transit is declining, relying primarily on shrinking casino revenue funds in New Jersey.

This project will facilitate discussion among representative New Jersey stakeholders in funding and providing community transportation services. The needs and types of services anticipated will be reviewed, along with potential costs and funding sources, opportunities for coordination, and strategies to bridge the service gap.

### **Tasks:**

1. Establish a working group composed of representatives from organizations such as: state government offices, New Jersey Transit, New Jersey Department of Health and Human Services, other New Jersey MPOs, service providers, and human service transportation customer representatives or advocates.
2. Gather and analyze baseline data, including:
  - a. Spectrum of variety of groups and transportation needs among groups of diverse seniors;
  - b. Studies of service and funding needs for ADA and senior populations, with special reference to New Jersey and the growing senior population;
  - c. Best practices for human service transportation policy, funding, and coordination in at least 3 other states.
3. Consult with staff from other MPOs, Governor's office, NJ Transit, NJ Council on Special Transportation, and Voorhees Transportation Center at Rutgers to identify representative stakeholders.
4. Facilitate two working group meetings and one broader presentation to:
  - a. Review current and future challenges;

- b. Define specific service gaps and redundancies;
- c. Identify opportunities and strategies;
- d. Summarize recommendations, and define short- and long-term priorities and beneficial coordination relationships.

**Products:**

- 1. Meeting materials and summaries;
- 2. Draft report on research, findings, process, and outcomes for review/revision by working group;
- 3. Final report for electronic distribution to stakeholders.

**Beneficiaries:**

New Jersey Senior Citizens, NJ Counties, NJ Transit.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$65,000		\$65,000		
2013	\$0				
2014	\$0				

**PROJECT: 12-63-027 Unused Rail ROW Assessment and Preservation**

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

**Project Manager:** Joseph Hacker

**Goals:**

The purpose is to identify currently unused and underutilized passenger rights-of-way, in the DVRPC region, and possibly outside the region, that should be preserved for future transit or transportation uses. This inventory and assessment would be coordinated with a similar study being undertaken by the North Jersey Transportation Planning Authority (NJTPA)

**Description:**

The aim is to identify rail rights-of-way important to the future transportation needs of the region, thereby aiding in preventing such rights-of-way from becoming lost to development or put to some other use effectively limiting their future application for transportation purposes. This study should be guided by an understanding of the long range transportation needs of the region, with knowledge of long range planning and studies undertaken in the DVRPC region, and knowledge of available resources. The study should consider that future transportation needs may not necessarily be accommodated by commuter rail or light rail, but perhaps by bus, bus rapid transit, or other modes – thus, potentially important rights-of-way do not have to be contiguous or connect with parts of the currently active rail network.

**Tasks:**

1. Convene working group composed of selected rail and freight staff to provide expert input and review draft results.
2. Inventory of designated rights-of-way, map of the rights-of-way, and underlying GIS data, including attribution
3. Identification of key locations along rights-of-way, indicating potential transit market, supportive land uses, current or previous plans or other actions that have been proposed for each designated right-of-way, or other features of note.
4. Assessment of the physical feasibility for transportation use and the potential for connectivity with the broader transportation network.

**Products:**

1. Technical memorandum summarizing data, assessment, and recommendations.
2. GIS map layers of the rail ROWs
3. Presentation materials for any committee or public meetings, status updates.

**Beneficiaries:**

NJ Counties, NJ Transit, Freight providers.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$50,000		\$50,000		
2013	\$0				
2014	\$0				

## **PROJECT: 12-63-028 PATCO Station Evacuation Plans**

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

**Project Manager:** Stanley Platt

### **Goals:**

Improve emergency preparedness at PATCO stations.

### **Description:**

This project will assist PATCO in complying with National Fire Protection Association (NFPA) and American Public Transportation Association (APTA) standards for emergency egress from transit stations. Both organizations have established guidelines to pre plan for emergency station evacuations. The guidelines call for identifying egress routes and rallying points, and documenting resources available in the station and its immediate vicinity for use in emergencies. Procedures for PATCO employees and emergency responders will also to be documented. This project will be a cooperative effort among PATCO, emergency responders, and DVRPC.

### **Tasks:**

1. Form an advisory committee for each station composed of PATCO personnel and representatives from county 911/EOCs, local police, fire, emergency medical services, NJ Transit, and SEPTA.
2. Under the guidance of the advisory committee, identify egress routes and rallying points for passengers and employees.
3. Identify potential locations for an incident command post; document local emergency personnel, nearby emergency rooms, and other resources available in emergencies.
4. Document infrastructure and equipment within the station and its immediate vicinity available to emergency responders, including location of the public address system, telephones, power supply, emergency lighting, standpipes, etc.
5. Document emergency evacuation procedures, such as accounting for all employees and contractors working at the station
6. Produce individualized evacuation plan for each station. Distribute the plans to appropriate PATCO personnel and emergency responders.

### **Products:**

1. Emergency evacuation plans for PATCO stations.

**Beneficiaries:**

PATCO, PATCO passengers and employees

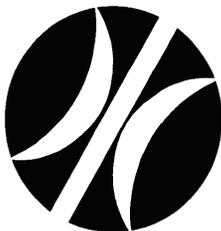
**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				
2012	\$79,099		\$79,099		
2013	\$0				
2014	\$0				

*FISCAL YEAR 2012 PLANNING WORK  
PROGRAM*

*CHAPTER FIVE*

*OTHER MEMBER GOVERNMENT PROJECTS*



*Delaware Valley Regional Planning Commission*



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**FISCAL YEAR 2012 PLANNING WORK PROGRAM**

**CHAPTER FIVE**

**OTHER MEMBER GOVERNMENT PROJECTS**

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## **PROJECT: 12-53-300 PA/NJ Regional GIS Implementation Coordination**

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

**Project Manager:** William Stevens

### **Goals:**

Ensure coordinated regional planning and information sharing by developing a region-wide transportation GIS system.

### **Description:**

Following a Board directive, DVRPC has, in consultation with member governments and operating agencies, determined the needs and specifications for a region-wide transportation GIS system. This project enables the regional planning partners to expand their GIS capability by establishing the hardware, software and training needed to implement a GIS operation. Each partner will also establish a local system that can be integrated to share files with their adjoining counties, the DVRPC regional network, and the state systems. Data can thus be shared horizontally or vertically to improve planning and decision-making.

### **Tasks:**

- 1.Participate in continuing project committee meetings and meet with DVRPC staff, DOT staff, and consultants as necessary.
- 2.Acquire GIS hardware, software, and training as approved for use in the project.
- 3.Augment in-house staff as necessary to complete tasks.
- 4.Participate in criteria development for transportation GIS centerlines and related geography files.
- 5.Contribute existing centerlines, add linework updates and related geography files where available.
- 6.Conflate DOT LRS on regional road network as needed.
- 7.Edit linework provided by the DOT or other organization that provides input to the transportation GIS.
- 8.Develop capability to utilize state DOT files for transportation planning.
- 9.Identify and develop local transportation data elements for inclusion in the region-wide GIS system.
- 10.Insure that data files have the necessary LRS reference fields.
- 11.Provide available address or address range files.
- 12.Participate in development of a continuing Region-wide Transportation GIS maintenance system.
- 13.Perform any updates consistent with the maintenance program.
- 14.Insure that all geography and data files contributed or developed under this project can be shared with the project participants.

### **Products:**

- 1.Implementation of common regional transportation GIS architecture.
- 2.Transportation GIS files, including geography and database files, that can be utilized by all participants.
- 3.Hardware, software, and training necessary for project participation.

### **Beneficiaries:**

All Client Groups

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$300,000				\$300,000
2012	\$300,000				\$300,000
2013	\$300,000				\$300,000
2014	\$300,000				\$300,000

1. NJ \$150,000 – TIP # X30A
2. PA \$150,000 – TIP #48202

**PROJECT: 12-62-000 New Jersey Local Study and Development**

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

**Project Manager:** John Coscia

**Goals:**

Improve the efficiency of the region's transportation network by providing federal funds to the New Jersey subregions to advance projects through preliminary engineering and in some cases final engineering.

**Description:**

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the National Environmental Policy Act (NEPA), preliminary engineering, and in some cases Final Engineering, thereby developing a solution to a defined problem and making the project eligible for inclusion in TIP.

A project is considered to be "Scoped" when it has received an approved Environmental document, and a Design Report including any design exceptions and that the preliminary engineering is completed.

**Tasks:**

- 1.Kickoff Meetings
- 2.Public Meetings
- 3.Environmental Documents
- 4.Project related reports

**Products:**

- 1.Categorical Exclusion Documents
- 2.Design Reports

**Beneficiaries:**

Member and Local Governments and the Traveling Public

**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$1,930,000				\$1,930,000
2012	\$330,000				\$330,000
2013	\$330,000				\$330,000
2014	\$330,000				\$330,000

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**PROJECT: 12-66- 00 NJ Transportation and Community Development Initiative Program**

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

**Project Manager:** Karen Cilurso

**Goals:**

Implement the Year 2030 Transportation and Land Use Plan by supporting planning activities that enhance development or redevelopment and improve the efficiency or enhance the regional transportation system in older developed communities in southern New Jersey identified as appropriate for growth or infill in the regional plan.

**Description:**

The Transportation and Community Development Initiative (TCDI) is an opportunity for the Delaware Valley Regional Planning Commission (DVRPC) to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind. Despite regional growth in population, jobs and income, there are a number of older townships, boroughs and cities that have seen a loss of population or jobs, with local income levels that significantly trail their county or regional averages.

DVRPC will prepare, manage and implement a program to provide funding, on a competitive basis, to qualifying municipalities in Mercer, Burlington, Camden or Gloucester counties to undertake locally-directed actions to improve their communities. Eligible activities include planning, analysis or design initiatives related to planning and land use management, reuse and revitalization, and transportation and infrastructure. DVRPC will assist communities with project applications, coordinate a review committee to select project priorities, develop contracts and award funding based on completed work, and monitor project progress.

**Tasks:**

1. Award and administer contracts to projects as approved by the DVRPC Board. Assign technical DVRPC Project Manager to work with each community and DVRPC administrative staff to develop and complete contract.
2. Develop detailed scope of work for each project as selected by DVRPC Board.
3. Review project products and provide payment based on completion of deliverable products and accounting of costs.
4. Monitor and evaluate project progress and report to Steering Committee and Board regarding problems, successes, and lessons learned.

**Products:**

1. Recommended list of projects selected for funding.
2. Project deliverables as defined by selected projects.
3. Evaluation report of completed projects.

**Beneficiaries:**

Counties, municipalities, State transportation, community development, and economic development agencies, private sector and public

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$1,250,000				\$1,250,000
2012	\$1,250,000				\$1,250,000
2013	\$0				
2014	\$0				

\$1,000,000 NJ TIP, \$250,000 SILOC

**PROJECT: 12-67-000 PA Transportation and Community Development Initiative Program**

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

**Project Manager:** Karen Cilurso

**Goals:**

Implement the Year 2030 Transportation and Land Use Plan by supporting planning activities that enhance development or redevelopment and improve the efficiency or enhance the regional transportation system in older developed communities in the PA and NJ DVRPC Region identified as appropriate for growth or infill in the regional plan.

**Description:**

The Transportation and Community Development Initiative (TCDI) is an opportunity for the Delaware Valley Regional Planning Commission (DVRPC) to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind. Despite regional growth in population, jobs and income, there are a number of older townships, boroughs and cities that have seen a loss of population or jobs, with local income levels that significantly trail their county or regional averages.

DVRPC will prepare, manage and implement a program to provide funding, on a competitive basis, to qualifying municipalities in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties. These counties will undertake locally-directed actions to improve their communities. Eligible activities include planning, analysis or design initiatives related to planning and land use management, reuse and revitalization, and transportation and infrastructure. DVRPC will assist communities with project applications, coordinate a review committee to select project priorities, develop contracts and award funding based on completed work, and monitor project progress.

**Tasks:**

1. Award and administer contracts to projects as approved by the DVRPC Board. Assign technical DVRPC Project Manager to work with each community and DVRPC administrative staff to develop and complete contract.
2. Develop detailed scope of work for each project as selected by DVRPC Board.
3. Review project products and provide payment based on completion of deliverable products and accounting of costs.
4. Monitor and evaluate project progress and report to Steering Committee and Board regarding problems, successes, and lessons learned.

**Products:**

1. Recommended list of projects selected for funding.
2. Project deliverables as defined by selected projects.
3. Evaluation report of completed projects.

**Beneficiaries:**

Counties, municipalities, State transportation, community development, and economic development agencies, private sector and public

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway Program</b>	<b>Transit Program</b>	<b>Comprehensive Planning</b>	<b>Other *</b>
2011	\$0				\$0
2012	\$1,500,000				\$1,500,000
2013	\$0				
2014	\$0				

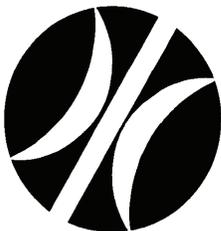
\$1,200,000 PA TIP - \$300,000 SILOC

*FISCAL YEAR 2012 PLANNING WORK PROGRAM*

*CHAPTER SIX*

*SECTION A - OTHER MAJOR PLANNING  
PROJECTS IN THE DVRPC REGION*

*SECTION B - ADDITIONAL UNFUNDED  
PROJECTS*



*Delaware Valley Regional Planning Commission*



*FISCAL YEAR 2012 PLANNING WORK  
PROGRAM*

*Other Major Projects for FY 2012  
To Be Developed*



*Delaware Valley Regional Planning Commission*

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## FISCAL YEAR 2012 PLANNING WORK PROGRAM

### CHAPTER SIX - SECTION B

#### ADDITIONAL UNFUNDED PLANNING PROJECTS

High priority projects proposed by DVRPC member governments, committees and staff, which could not be funded under DVRPC's \$23.3 million FY 2012 budget, have been placed in Chapter Six of the FY 2012 Planning Work Program.

Unfunded planning projects represent those projects identified by DVRPC staff or proposed by individual member governments or interested agencies, which were considered by the DVRPC Board but not funded within the regular FY 2012 Planning Work Program because of budget constraints. If additional funding sources can be secured during the fiscal year, these projects may be undertaken as well.

**Unfunded Projects:** Typically, there are more project ideas generated through DVRPC's Work Program development process than can be accommodated within the Commission's budget. These projects may represent area or corridor studies; local or regional technical analyses; policy studies; data projects; or map products. Such projects are included in Chapter Six -B and will be considered if additional funds become available. These projects may also be reconsidered as the FY 2012 Planning Work Program is developed.

*Not all projects listed in Chapter Six have been endorsed by the DVRPC Board, therefore inclusion does not guarantee either funding or imply approval of the DVRPC Board.*

## **ADDITIONAL UNFUNDED PLANNING PROJECTS**

### **Public Health Indicators Screening Tool**

DVRPC would form an advisory committee of city, county and non-profit agency representatives, including the academic and health communities, with the goal of identifying a group of 6 to 8 key health indicators related to transportation and land use. These indicators would be used to identify areas in the region with poor health outcomes (such as areas in the region with twice the regional or national asthma rates, road facilities with high incidents of fatalities, areas in the region with poor access to open space). The indicators would become the basis of a Health Screening Tool, similar to DVRPC's Environmental Screening Tool, with maps of the region having a scale of 0 (no health issues) to the maximum number of health issues in effect. For each health indicator, a series of policy or project recommendations will be developed to help ameliorate identified health issues. The Health Screening Tool would be an extension of DVRPC's Environmental Justice and Smart Growth work, adding to the Degrees of Disadvantage methodology, and helping to improve economic and health outcomes of transportation improvement projects proposed for EJ communities. The end product would also help to inform DVRPC work program projects from Corridor Studies to the Long-Range Plan.

### **Making School Districts Integral in the Planning Process**

Over reliance on local property taxes as the primary source of school funding is inequitable within older cities and mature suburbs. The present school financing system creates significant disparities in the ability of individual school districts to fund local schools which can negatively affect sound land use and reinvestment for older suburbs. This study will analyze how school districts make funding decisions; in particular, it will investigate which school districts work cooperatively with local planning boards and planning commissions to make smarter decisions about school financing and school siting. It will analyze what problems are unique to school districts in older suburbs such as adaptive reuse of school buildings and finance options, and investigate the benefits and costs of each. The study will include case studies where school districts and planners have worked cooperatively with positive results.

## **Traffic Calming and Non Motorized/Pedestrian Access/Mobility Assessment/Plan**

This project would analyze Camden County Roads (County Highways) in the Metro Waterfront, Urban Fringe, Metro Corridor and Mature Suburbs Policy Zones as outlined in the 1997 Camden County Highway Circulation Plan. (Camden Hub towns, Cherry Hill, Gloucester Township and WHP towns) Using local knowledge of the frequency of non-motorized/pedestrian uses along County Highways, assessments for traffic calming improvements will be performed. Analysis will include the recommendations for safety upgrades, the use of temporary and permanent traffic calming devices and appropriate signage.

## **Regional Coordination for an Energy Emergency**

An emergency petroleum shortage has the potential to affect the United States sometime in the next few years. As a whole, the U.S. imports more than half the petroleum it consumes, and this figure is expected to rise. If the major petroleum exporting countries stop selling to America, for whatever reason, there will be a transportation emergency, since almost all our transportation is based on petroleum. While the U.S. can coast on the strategic petroleum reserves for a short time, it is obvious that these reserves are only a limited short-term solution in coping with the resulting shortages. Note, planning for this short term emergency is not the same as planning for a long term reduction in depending on foreign sources for petroleum.

## **Bucks-Montgomery Public Transportation Needs Study**

Since SEPTA was created in 1964, the north-suburban public transportation network has changed in many ways, both contracting and expanding. In coverage and frequency, it is still largely restricted to areas adjacent to the Philadelphia city line, and in parts of eastern Montgomery and lower Bucks counties. In the latter two counties, three long segments of rail lines with many stations and hundreds of parking spaces are no longer served. Private bus services on Routes 29 and 309; between Bristol, Newtown, and Doylestown; and between Trenton and New Hope no longer exist. Generally, taxis have been excluded from train stations where once they furnished well-supported "last-mile" coverage. The major success stories have been the multiplication of ridership and the longer trips being made on the regional rail lines to Trenton; West Trenton; Fox Chase (just inside Philadelphia and once extending to Newtown); Warminster; Lansdale-Doylestown (once branching to Souderton, Quakertown, and beyond); and Norristown (once branching to Pottstown and beyond). Longer--rather than shorter--trips on regional rail are especially beneficial environmentally because they can eliminate congested road travel to inner stations or to center city. A comprehensive study is needed.

## **More Efficient Use of Regional Airport Capacity**

The City of Philadelphia and the Federal Aviation Administration propose to spend more than \$5 billion to expand Philadelphia International Airport (PHL). Alternative A, their favored alternative, would relocate the United Parcel Service facility to a location adjacent to a residential area of Tinicum Township, resulting in the acquisition of 72 homes and the annual real estate tax revenue loss of \$1.8 million for the Interboro School District, \$283,000 for Delaware County, and \$216,000 for Tinicum Township.

The FAA's Environmental Impact Statement for the expansion project analyzed alternatives to airport expansion, including more extensive use of other regional airports, other modes of transportation, congestion management, and technology improvements. The EIS concludes that these alternatives are not reasonable, "because they do not meet the purpose and need of enhancing airport capacity during all weather conditions."

This study would examine the FAA's analysis of the use of other regional airports and perform additional analysis, if necessary, to confirm the FAA's findings or determine that additional analysis is needed. The outcome of the study would be a determination of the feasibility of diverting enough air traffic to regional airports to reduce the delay at PHL to a sufficient degree that a major expansion would not be necessary. Regional airports to be included in this analysis are Trenton-Mercer, Lehigh Valley, Atlantic City, New Castle County, and Northeast Philadelphia. A cost estimate of this relatively small diversion of traffic to other airports would also be developed, to determine if the cost would be less than the more than \$5 billion required to construct Alternative A.



*FISCAL YEAR 2012 PLANNING WORK PROGRAM*

*Appendix A  
Continuing NJDOT Task Orders for  
FY 2012  
To Be Developed*



*Delaware Valley Regional Planning Commission*