

FISCAL YEAR  
**2024**

# Unified Planning Work Program

JUNE 2023 | 58 YEARS OF SERVICE

SERVING THE PHILADELPHIA, CAMDEN, TRENTON, METROPOLITAN AREAS





### **The Delaware Valley Regional Planning Commission**

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

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



**DVRPC's vision** for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

**DVRPC's mission** is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

**TITLE VI COMPLIANCE** | DVRPC fully complies 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 nondiscrimination mandates in all programs and activities. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: [www.dvrpc.org/GetInvolved/TitleVI](http://www.dvrpc.org/GetInvolved/TitleVI), call (215) 592-1800, or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

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

FISCAL YEAR  
**2024**

# Unified Planning Work Program



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## **DVRPC Member Governments**

COMMONWEALTH OF PENNSYLVANIA

STATE OF NEW JERSEY

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

NEW JERSEY DEPARTMENT OF TRANSPORTATION

PENNSYLVANIA GOVERNOR'S POLICY OFFICE

NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS

BUCKS COUNTY

BURLINGTON COUNTY

CHESTER COUNTY

CAMDEN COUNTY

DELAWARE COUNTY

GLOUCESTER COUNTY

MONTGOMERY COUNTY

MERCER COUNTY

CITY OF CHESTER

CITY OF CAMDEN

CITY OF PHILADELPHIA

CITY OF TRENTON



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January 26, 2023

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), we are pleased to present the Fiscal Year 2024 Unified Planning Work Program (UPWP) as adopted by the DVRPC Board on January 26, 2023. This document details the work to be completed by DVRPC and our member governments during FY 2024, which runs from July 1, 2023 through June 30, 2024.

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

The planning activities identified in the FY2024 UPWP allow DVRPC to address a variety of issues in our diverse region and bring us closer to realizing our vision for an equitable, resilient, and sustainable Greater Philadelphia. Key issue areas for the Commission in FY 2024 include the safety and resiliency of the region's transportation infrastructure; the efficiency and operations of our roads and transit systems; the performance of our transportation assets; the growth and revitalization in our older communities; the protection of our air, land, and water resources; and the centering of equity into transportation, land use, and infrastructure investment decisions. Enhanced engagement with our stakeholders and general public on the implementation of our long-range plan, the *Connections 2050 Plan for Greater Philadelphia*, continues to be a top priority and is vital to the design and planning of the resulting UPWP initiatives.

The Commission believes that the FY 2024 work program responds to the changing planning and implementation context and addresses the critical issues identified by the leadership and citizens of the region. Your comments and suggestions are invited.

**Christine Reuther**  
Board Chair

**Ariella Maron**  
Executive Director



**RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

**ADOPTION OF THE  
DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
FISCAL YEAR 2024 UNIFIED PLANNING WORK PROGRAM**

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

1. Approves and adopts the Fiscal Year 2024 Unified Planning Work Program (UPWP), consisting of the Regular DVRPC Planning Work Program, the Supportive Regional Highway Planning Program and the Transit Support Program, as recommended by the Board Work Program Committee; and
2. Approves the actions to amend or modify the FFY 2022 TIP for New Jersey and the FFY 2023 TIP for Pennsylvania as required.
3. Authorizes and directs Ariella Maron, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2024 UPWP with appropriate funding agencies; to prepare and file the required applications; to negotiate, execute, and/or delegate the negotiation and execution of the necessary contracts, grant agreements, and/or modifications thereto, on behalf of the DVRPC with and in the form required by a local government, operating agency, state agency, or Federal agency to aid in financing the work described in the approved and adopted Fiscal Year 2024 UPWP; and
4. Authorizes and directs Ariella Maron, Executive Director, to execute and file with such applications, contracts and agreements, such assurances as may be required or any other document concerning compliance with Title VI of the Civil Rights Act of 1964 and all other pertinent directives and requirements thereunder; and
5. Authorizes and directs Ariella Maron, Executive Director, to set forth and execute Disadvantaged Business Enterprise policies and establish and administer procedures as may be required to ensure utilization of disadvantaged businesses to the maximum extent feasible in connection with the procurement needs of the projects described in the adopted Fiscal Year 2024 UPWP; and

6. Designates Ariella Maron, Executive Director, as the authorized representative of the Commission, to provide such additional information, documents and certifications as may be required in connection with all matters pertaining to any application, grant agreement or project contained in the Fiscal Year 2024 UPWP; and
7. Authorizes and directs Renee Wise, Recording Secretary, and/or her delegate to impress the official seal of the Commission and attest same on all documents as may be required.

Adopted this 26th day of January, 2023  
by the Board of the Delaware Valley  
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY23-003.



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Renee Wise, Recording Secretary



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CHAPTER 1

# Introduction



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# Delaware Valley Regional Planning Commission FY 2024 Unified Planning Work Program

## Introduction

The FY 2024 Unified Planning Work Program (UPWP) for the Delaware Valley Regional Planning Commission (DVRPC) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2023 through June 30, 2024. A Unified Planning Work Program (UPWP) 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. The MPO designated for each urbanized area is obliged to carry out a continuing, cooperative and comprehensive, performance-based, multi-modal transportation planning process. For MPOs such as DVRPC with a population greater than 200,000, a designation of Transportation Management Area (TMA) is assigned. This designation brings with it additional planning requirements. The Delaware Valley Regional Planning Commission (DVRPC) is the federally-designated TMA MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery counties and the City of Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.



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

In addition to its formula funds, DVRPC is fortunate to receive other federal, state, local, foundation, and private funds to conduct a robust and comprehensive slate of regional planning activities. It is this full complement of financial resources that provides the support for the priority planning activities proposed by our member governments and stakeholders and spelled out in this FY 2024 Unified Planning Work Program.

## **Planning Priorities Facing the Region**

The metropolitan planning regulations promulgated through the FAST (Fixing America's Surface Transportation) Act and continued through the IJA (Infrastructure Investment and Jobs Act) stipulate that each MPO shall develop a UPWP that includes a discussion of the planning priorities facing the metropolitan area. The planning priorities facing the DVRPC region are easily identified by looking at the annual requests for new planning projects as submitted by the DVRPC Board and other stakeholders during the UPWP development process. Many of the requests for planning studies to be included in the FY 2024 Work Program focused on the following topics: improving the effectiveness of and access to public transit, Transportation Systems Management and Operations, bicycle and pedestrian infrastructure improvements, transportation/land use connections, freight planning, collection of data to enable data-driven analyses, as well as housing, climate change, resiliency, air quality, equity, and healthy communities. These planning priorities track closely with the FAST Act Planning Factors as well as the State Departments of Transportation (DOT's) emphasis areas.

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

## **UPWP Development Process**

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



adoption at the January Board meeting. Following Board adoption, staff incorporates responses to comments, editorial corrections, and final funding tables into a final document that is submitted to our funding agencies in March. Work on the adopted UPWP begins on July first.

## **UPWP Document Organization**

The FY 2024 Unified Planning Work Program is divided into six chapters with two Appendices:

- Chapter One serves as an introduction to DVRPC’s operations and relationships to other transportation and planning organizations in the Delaware Valley region.
- Chapter Two provides details of the Program Areas and Projects which DVRPC will be undertaking during FY 2024.
- Chapters Three and Four contain the Supportive Regional Highway Planning Program (SRHPP) and the Transit Support Program (TSP), respectively. These programs provide funding from DVRPC for our member governments to support their participation in the regional planning process.
- Chapter Five includes other projects funded through the UPWP to be carried out by member governments.
- Chapter Six provides a summary of New Jersey Transportation Improvement Program (NJ TIP) -funded projects that span over multiple fiscal years due to the scope of work, consultant selection process, and extent of involvement required from various NJ member governments and municipalities.
- Appendix A contains Schedule 1 which provides a detailed breakdown of funding sources from New Jersey.
- Appendix B contains a list of acronyms commonly used in DVRPC’s regional planning process.

## **Planning Emphasis Areas**

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

## **New 2022 Planning Emphasis Areas**

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

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

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

- Regional Energy Transition Plan (24-33-160)
- Carbon Reduction Program (24-33-170)
- Regional Electric Vehicle Planning Program (24-34-190)

### *Equity and Justice<sup>40</sup> in Transportation Planning*

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

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

- Title VI and Environmental Justice (24-23-040)
- Regional Transit Planning Program (24-52-010)

### *Complete Streets*

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

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

- Bicycle and Pedestrian Planning Program (24-52-020)
- Increasing Safe and Accessible Transportation Options (24-52-130)
- PennDOT Connects Bike-Friendly Resurfacing Program (24-52-150)

### *Public Involvement*

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

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

- Public Participation, Involvement and Outreach (24-23-030)
- Transportation Planning Support for Disadvantaged Communities (24-52-160)

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

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

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

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

- Regional Congestion Management Program (24-34-040)

#### *Federal Land Management Agency (FLMA) Coordination*

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

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

- Environmental Planning (24-33-040)
- PA Coastal Zone Management Implementation Program (24-33-120)

#### *Planning and Environment Linkages (PEL)*

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

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

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

- Transportation Improvement Program (TIP) (24-34-080)
- Environmental Planning (24-33-040)

#### *Data in Transportation Planning*

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

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

- Data Coordination and Analysis (24-23-070)

## **Federal Legislation Requirements**

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

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

The Metropolitan Planning Regulations included in the IJA and previously outlined in the FAST Act identify ten planning factors that must be considered in the metropolitan planning process. The ten planning factors listed below are integrated within the tasks of the Program Areas and Projects detailed in Chapter Two of this Unified Planning Work Program.

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

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

The requirements of the Clean Air Act Amendments (CAAA) establish a program and set a timetable for improving the nation's air quality. The Philadelphia area has been classified as a non-attainment area for ground-level ozone and portions of the region are in maintenance of the fine particulate matter standards. The region must attain or continue to maintain the mandated air quality standards for these factors. Although the responsibility for attaining the standards falls directly on the states, DVRPC is responsible for a key role in developing many of the programs relating to air quality attainment or maintenance. The projects in the region's TIP and the Long-Range Plan must

conform to the states' air quality implementation plans. These projects must not lead to any further violation of the federal clean air standards or impede the region's progress toward meeting those standards.

### **Coordination with Member Governments and Other Planning Partners**

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

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

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

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

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

In order to support its member governments' participation in the regional planning process, DVRPC passes federal funds to those partners to develop and maintain their planning programs and data as well as to participate in the region's key planning efforts such as development of the Transportation Improvement Program (TIP), Long-Range Plan, Congestion Management Program, Transportation Performance Management activities as well as other regional planning efforts. During FY24, the SRHPP programs in Pennsylvania and New Jersey will be funded by their respective TIPs. The funding source for the PA SRHPP will be the urban allocation of the Surface Transportation Program (STP/STU), while the NJ SRHPP will be funded with funds from the Surface Transportation Block Grant Program (STBGP). Both the PA TSP and the NJ TSP will be funded from DVRPC's allocation of formula based federal Metropolitan Planning (PL) funds. In addition to their core planning functions, the SRHPP and the TSP programs offer a limited amount of funding for special planning studies to address current areas of need for member governments. DVRPC also passes federal funds to member governments which enables them to expand their GIS capability as necessary to maintain a level of technical sophistication that guarantees interoperability and compatibility among the partners across the region. Both the PA and NJ GIS Programs are funded from their respective TIPs.

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

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

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



## UPWP Budget and Funding

The total operating budget for the FY2024 Unified Planning Work Program is \$23,026,133 which is a \$935,184 or 4% increase compared with the operating budget of \$22,090,950 in the FY 2023 Unified Planning Work Program. The increase is driven by increases in personnel, building lease, healthcare costs, consultant costs, material and supplies. Total pass-through funding for member governments in FY 2024 is \$4,860,250, which includes \$1,297,000 PA/NJ Supportive Highway Planning Program, \$1,608,250 PA/NJ Transit Support Program, \$300,000 Regional GIS Implementation, \$600,000 NJ Transportation and Community Development Initiative (TCDI) and \$1,055,000 in other NJ initiatives such as NJ Signal Retiming and NJ Local Concept Development. Additionally, DVRPC continues to manage the various on-going programs that are multi-year in duration such as PA Transportation and Community Development Initiative (TCDI) program, PA Transportation Demand Management (TDM) Base Program, Travel Options Program (TOP) and Camden County Guiderails.

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

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

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

- PA/NJ Transportation Improvement Program (TIP) Funds- Regional TIP funds for transportation improvement initiatives approved by counties and member governments.
- PennDOT Supplemental Funding- Competitive grants from PennDOT based on funding availability and budget constraints. A 20% match is required.
- PennDOT Connects (State Planning and Research) Funding- Competitive grants from PennDOT for transportation system and community collaboration planning.

- PennDOT State Funds- State Motor License (SML) fund distributed by PennDOT.
- PA Department of Environmental Protection (PADEP) Funding- PADEP grants for various eligible projects such as Coastal Zone Management planning and programming.
- Economic Development Administration (U.S. EDA)- Grant from EDA to DVRPC as a designated Economic Development District (EDD).
- DVRPC Local Initiatives- Local revenues from PA or NJ for various initiatives and projects.
- William Penn Foundation Grants- Private foundation grants for trail and environmental planning related projects.

Member Government Contributions- County and City contributions. The Member Government Contributions are being utilized to support the following funding categories:

- General Fund – The General Fund is paid by the city and county member governments, and is used to cover a variety of expenses not eligible for the use of federal funding, including certain legal services, match, equipment or consultant costs. The General Fund contribution is determined based on the relative share of regional population and was last updated utilizing 2020 Census data.
- Comprehensive Planning – The city and county member governments also contribute Comprehensive Planning funds, which are used either alone or in combination with available federal funds, to support Work Program projects beyond the MPO transportation planning mandate. The Comprehensive Planning contribution is also determined based on the relative share of regional population according to the 2020 Census data.
- Airport System Planning – There is a minor contribution from each county to meet the required local match for our work on Airport System Planning, reflecting approximately \$555 each for the fiscal year.
- Highway and Transit Match – In Pennsylvania only, the city and county member governments provide part of the required local match to the federal Highway and Transit funds DVRPC receives as the region’s MPO. In addition, PennDOT contributes State funds toward that local match. In New Jersey, NJDOT covers that local match in full via their available toll credit funds.

Table 1, *Funding Summary*, shows DVRPC's overall revenue by source to be applied to personnel and operating costs associated with UPWP activities and to the pass-through projects associated with member governments.

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

Delaware Valley Regional Planning Commission  
 Fiscal Year 2024 | Unified Planning Work Program

**Table 1: Funding Summary**

FUNDING SOURCE	GENERAL FUND	HIGHWAY PL PROGRAM	TRANSIT PL PROGRAM	COMP PLANNING	OTHER PROGRAMS	TOTAL
MISCELLANEOUS	\$0	\$0	\$0	\$0	\$2,374,744	\$2,374,744
FAA	0	0	0	0	99,000	99,000
PA Aviation					3,000	3,000
PA FTA	0	0	1,830,000	0	106,000	1,936,000
PA FHWA	0	5,218,000	0	0	4,342,800	9,460,800
PA Safe & Accessible					268,100	268,100
PA State	0	669,000	0	0	449,600	1,118,600
PA District 6	0	0	0	0	300,000	300,000
PA Local	0	0	0	0	189,000	189,000
NJ FTA	0	0	973,604	0	-	973,604
NJ FHWA	0	3,196,948	0	0	1,281,600	4,478,548
NJ Safe & Accessible	0	0	0	0	157,972	157,972
NJ Local	0		0	0	10,000	10,000
<b>PA LOCALS</b>	<b>\$153,127</b>	<b>\$446,500</b>	<b>\$305,500</b>	<b>\$419,324</b>	<b>\$2,780</b>	<b>\$1,327,231</b>
Bucks County	23,471	44,350	36,348	64,272	556	168,997
Chester County	19,400	84,263	48,465	53,126	556	205,810
Delaware County	19,756	70,959	36,348	54,101	556	181,720
Montgomery County	31,095	66,524	48,465	85,150	556	231,790
City of Philadelphia	58,221	177,395	133,278	159,433	556	528,883
City of Chester	1,184	3,009	2,596	3,241	-	10,030
<b>NJ LOCALS</b>	<b>\$60,805</b>	<b>\$0</b>	<b>\$0</b>	<b>\$166,509</b>	<b>\$2,220</b>	<b>\$229,534</b>
Burlington County	16,766	0	0	45,913	555	63,234
Camden County	16,397	0	0	44,903	555	61,855
Gloucester County	10,975	0	0	30,051	555	41,581
Mercer County	10,762	0	0	29,472	555	40,789
City of Camden	2,606	0	0	7,137	-	9,743
City of Trenton	3,299	0	0	9,033	-	12,332
<b>SUBTOTAL DVRPC</b>	<b>\$213,932</b>	<b>\$9,530,448</b>	<b>\$3,109,104</b>	<b>\$585,833</b>	<b>\$9,586,816</b>	<b>\$23,026,133</b>
<b>MEMBER GOVERNMENTS AND TRANSIT OPERATING AGENCIES</b>						
PA FTA	\$0	\$0	\$900,000	\$0	\$0	\$900,000
PA FHWA	0	0	0	0	\$948,000	948,000
NJ FTA	0	0	386,600	0	0	386,600
NJ FHWA	0	0	0	0	2,304,000	2,304,000
PA LOCALS	0	0	225,000	0	0	225,000
NJ LOCALS	0	0	96,650	0	0	96,650
OTHER	0	0	0	0	0	0
<b>SUBTOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,608,250</b>	<b>\$0</b>	<b>\$3,252,000</b>	<b>\$4,860,250</b>
<b>GRAND TOTAL</b>	<b>\$213,932</b>	<b>\$9,530,448</b>	<b>\$4,717,354</b>	<b>\$585,833</b>	<b>\$12,838,816</b>	<b>\$27,886,383</b>

**Table 2: Project Funding by Source**

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2024 BUDGET	HIGHWAY PL PROGRAM	TRANSIT PL PROGRAM	COMPREHENSIVE PLANNING	OTHER
	<b>DVRPC PROGRAM AREAS</b>						
	Chpt. Two-Sect. A		\$				
45	24-23-010	Regional Forum	317,500	235,196	79,804	2,500	
47	24-23-020	Work Program Administration	380,867	273,175	92,892	5,000	10,000
49	24-23-030	Public Participation, Involvement and Outreach	429,500	318,821	108,179	2,500	
52	24-23-040	Title VI and Environmental Justice	221,500	163,517	55,483	2,500	
55	24-23-050	Data Visualization and Communication	620,000	462,924	157,076	-	
58	24-23-060	Web Development and Database Management	900,000	671,987	228,013	-	
60	24-23-070	Data Coordination and Analysis	356,250	265,062	89,938	1,250	
63	24-23-080	Technical Assistance to Member Governments	423,077	313,930	78,397	10,750	20,000
66	24-33-010	Smart Growth	488,500	305,008	103,492	40,000	40,000
69	24-33-020	Community & Economic Development	658,500	469,271	159,229	30,000	
72	24-33-030	Energy and Climate Change Initiatives	379,008	281,121	95,387	2,500	
76	24-33-040	Environmental Planning	334,500	334,500	-	-	
79	24-33-050	Geographic Information Systems	354,400	264,614	89,786	-	
81	24-34-010	Long-Range Planning	627,000	449,485	152,515	25,000	
84	24-34-020	Freight Planning	404,500	301,088	102,162	1,250	
87	24-34-030	Travel and Land Use Modeling	487,250	362,873	123,127	1,250	
90	24-34-040	Regional Congestion Management Program	242,250	179,943	61,057	1,250	90,000
94	24-34-050	Air Quality Planning	264,250	196,370	66,630	1,250	
98	24-34-060	Performance-Based Planning and Programming	327,500	225,862	76,638	25,000	
102	24-34-070	Socioeconomic and Land Use Analytics (SLUA)	235,000	175,463	59,537	-	
105	24-34-080	Transportation Improvement Program (TIP)	761,250	567,456	192,544	1,250	
108	24-52-010	Regional Transit Planning Program	433,750	-	315,000	28,750	
111	24-52-020	Bicycle and Pedestrian Planning Program	346,750	254,235	86,265	6,250	
114	24-52-030	Mobility Analysis and Design Program	702,250	508,470	172,530	5,250	16,000
117	24-52-040	Transportation Safety	419,250	312,101	105,899	1,250	
122	24-52-050	Transportation Operations	597,950	154,333	52,367	1,250	390,000
128	24-52-060	Competitive Program and Project Management	1,334,500	144,500	-	-	1,190,000
130	24-52-070	PA TDM Base Program Administration and Commuter Services	325,000	-	-	-	325,000
132	24-53-010	Travel Monitoring	764,500	619,500	-	-	145,000
		Subtotal	\$ 14,136,552	\$ 8,810,805	\$ 2,903,747	\$ 196,000	\$ 2,226,000
	<b>DVRPC PROJECTS</b>						
	Chpt. Two-Sect. B						
	21-34-130	Reg. Aviation Plan - 2045**	100,000				100,000
	22-33-200	William Penn- Completing the Circuit #284-21**	65,000				65,000
	22-34-080	Regional Aviation System Planning**	50,000				50,000
	23-34-100	Regional Aviation System Planning**	110,000				110,000
	23-52-190	Downtown Bicycle and Pedestrian Plans for Burlington County**					80,000
	21-10-010	General Fund	213,932				213,932
139	24-33-100	Regional Transportation GIS Coordination	400,000				400,000
141	24-33-110	Local Technical Assistance Program (LTAP)	30,000				30,000
143	24-33-120	Pennsylvania Coastal Zone Management Implementation Program	50,000				50,000
145	24-33-130	Healthy Communities Planning	142,500	82,178	27,822	6,500	26,000
148	24-33-140	PA/NJ Local Planning Initiatives	90,500			40,500	50,000
151	24-33-150	AN Investigation into Multi-Municipal Planning to Meet Stormwater Permitting Requirements	50,000				50,000
153	24-33-160	Regional Energy Transition Plan for Southeast PA	185,000				185,000
155	24-33-170	Carbon Reduction Program	200,000	62,589	37,411		100,000
158	24-33-180	Regional Affordable and Accessible Housing	210,000	156,884	53,116		-
160	24-33-190	Economic Development District (EDD) Program	140,000			70,000	70,000



Table 2 Continued

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2024 BUDGET	HIGHWAY PL PROGRAM	TRANSIT PL PROGRAM	COMPREHENSIVE PLANNING	OTHER
162	24-33-200	Regional Trails Program	289,000	111,962	68,038	-	89,000
165	24-34-100	Aircraft Operations Counting Program	110,000	-	-	3,000	107,000
167	24-34-110	Central Jersey Transportation Forum (CJTF)	125,000	-	-	-	125,000
169	24-34-120	I-95 Planning Assistance	100,000	-	-	-	100,000
171	24-34-130	Enhance and Maintain Travel Forecasting Tools	685,000	-	-	5,000	660,000
175	24-34-140	District 6 Modeling Assistance	460,000	-	-	-	460,000
177	24-34-150	Philadelphia Trip Generation Model	150,000	-	-	-	150,000
180	24-34-160	I-95 Traffic Forecasts	155,000	-	-	-	155,000
183	24-34-170	PA Air Quality Action Supplemental Services	125,000	-	-	-	125,000
185	24-34-180	NJ Air Quality Action Supplemental Services	50,000	-	-	10,000	40,000
187	24-34-190	Regional Electric Vehicle Planning Program	150,000	-	-	-	150,000
190	24-34-200	2025 On-Board and Household Travel Survey Planning	200,000	-	-	-	200,000
193	24-52-100	Regional TOP Competitive Program Administration (PA and NJ)	300,000	-	-	20,000	280,000
196	24-52-110	ExPo: Experimental Pop-ups Program	200,000	-	-	-	200,000
199	24-52-120	SEPTA Regional Rail TSCD and Station Area Planning	200,000	-	-	-	200,000
201	24-52-130	Increasing Safe and Accessible Transportation Options	426,072	-	-	-	426,072
205	24-52-140	Pottstown Area Regional Plan Development	75,000	56,030	18,970	-	-
207	24-52-150	PennDOT Connects Bike-Friendly Resurfacing Program	250,000	-	-	-	250,000
210	24-52-160	Transportation Planning & Project Dev. Support for Disadvantaged Communities	250,000	50,000	-	-	200,000
213	24-52-170	Transportation Systems Management and Operations (TSMO)	554,000	-	-	-	554,000
217	24-53-020/025	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-
219	24-53-030	PennDOT District 6-0 Traffic Volume Data	300,000	-	-	-	300,000
221	24-59-700	Member Government Special Studies	991,944	-	-	-	991,944
223	24-59-701	New Projects and Misc. Carryover	466,633	-	-	234,833	231,800
		Subtotal	\$ 8,889,581	\$ 719,643	\$ 205,357	\$ 389,833	\$ 7,574,748
		<b>SUBTOTAL DVRPC PROGRAM</b>	<b>\$ 23,026,133</b>	<b>\$ 9,530,448</b>	<b>\$ 3,109,104</b>	<b>\$ 585,833</b>	<b>\$ 9,800,748</b>
		**Carryover Projects					
<b>MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH</b>							
Chapter: Three A & B							
229-244	A: 24-60-010 to 24-60-051	Supportive Regional Highway Planning Program	\$ 798,000	\$ -	\$ -	\$ -	\$ 798,000
249-271	B: 24-61-010 to 24-61-100	NJ Supportive Regional Highway Planning Program	499,000	-	-	-	499,000
		Subtotal	\$ 1,297,000	\$ -	\$ -	\$ -	\$ 1,297,000
Chapter: Four A & B							
277-295	A: 24-63-001 to 24-63-009	Transit Support Program	\$ 1,125,000	\$ -	\$ 1,125,000	\$ -	\$ -
301-314	B: 24-63-020 to 24-63-026	PA Transit Program	483,250	-	483,250	-	-
		Subtotal	\$ 1,608,250	\$ -	\$ 1,608,250	\$ -	\$ -
Chapter Five							
319	24-53-300	PA/NJ Regional GIS Implementation	300,000	-	-	-	300,000
321	24-62-100	New Jersey Local Concept Development (3 Years)	400,000	-	-	-	400,000
323	24-64-100	New Jersey Signal Retiming (2 Years)	380,000	-	-	-	380,000
325	24-66-100	NJ Transportation and Community Development Initiative (TCDI) - (2 Years)	600,000	-	-	-	600,000
327	24-68-100	Concept of Operations for Traffic Operation Center - Camden City (2 Years)	275,000	-	-	-	275,000
		Subtotal	\$ 1,955,000	\$ -	\$ -	\$ -	\$ 1,955,000
<b>SUBTOTAL MEMBER GOVERNMENTS &amp; OPERATING AGENCIES</b>			<b>\$ 4,860,250</b>	<b>\$ -</b>	<b>\$ 1,608,250</b>	<b>\$ -</b>	<b>\$ 3,252,000</b>
<b>GRAND TOTAL</b>			<b>\$ 27,886,383</b>	<b>\$ 9,530,448</b>	<b>\$ 4,717,354</b>	<b>\$ 585,833</b>	<b>\$ 13,052,748</b>

## **Agency Roles and Responsibilities**

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

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

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

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

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

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

committees responsible for planning activities around freight, aviation, and transportation-related air quality issues.

The state DOTs are responsible for a number of activities that affect the metropolitan planning process. They are charged with development of statewide long-range plans, which include coordination with the long-range transportation plan developed by DVRPC. Each state DOT also develops a Statewide Transportation Improvement Program (STIP), which must embody the appropriate sections of DVRPC's regional TIP. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in DVRPC's TIP. DVRPC will coordinate with the respective state DOTs on any actions related to FHWA STIP-review findings through the UPWP program areas of Performance-based Planning and Programming and Transportation Safety. For the FY 24 UPWP, this will respond specifically to the findings pertaining to the FY23 Pennsylvania STIP on Safety Planning, Programming, and Project Delivery, and Integration of Transportation Performance Management.

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

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

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

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

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

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

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

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

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

***US Department of Housing and Urban Development*** – HUD's mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for



quality affordable rental homes; utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination, and transform the way HUD does business. The Department is also organized with DVRPC being served by both Region II (New York and New Jersey) and Region III (Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia).

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

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

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

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

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

***PA Turnpike Commission*** – The PA Turnpike consists of a 552-mile system of highways and bridges that are an integral component of the regional, state-wide, and national ground transportation network that must be maintained, protected and constantly improved. The Turnpike Commission

strives to operate a safe, reliable, customer-valued toll road system that supports national mobility and commerce.

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

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

***Delaware River Joint Toll Bridge Commission*** – DRJTBC’s 140-mile jurisdiction extends from the Philadelphia-Bucks County line to the New Jersey/New York state border. In addition to its 20 Delaware River crossings (7 tolled, 13 non-tolled), the Commission owns and operates an additional 34 approach structures (smaller overpass/underpass type bridges) throughout its region. The Commission is committed to moving job commuters, commercial freight carriers, pedestrians and recreationists, it strives to deliver quality customer service, sound fiscal management, and dependable ground-transportation facilities.

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

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

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

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

One of the primary roles of DVRPC is to coordinate its planning programs, and those of its member governments, with other organizations and citizens residing in the region. To accomplish this objective, DVRPC facilitates several committees to address the regional issues of transportation, land use, air quality, housing, goods movement, long range planning, 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. These working committees include:

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

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

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

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

**The Regional Community and Economic Development Forum (RCEDF)** facilitates the various economic development, land use and housing agencies in the region to work together on issues of

regional importance, fosters greater cooperation between agencies, strives to coordinate regional transportation and land use planning activities with the needs of the economic development community and advises on the development of the Comprehensive Economic Development Strategy.

**The Regional Safety Task Force (RSTF)** is an interdisciplinary team of safety stakeholders/professionals that offers guidance and direction to the Commission's transportation safety planning program. The focus of the task force is diverse and addresses all users and operators of the transportation network, as well as all modes. The Task Force provides valuable input in the development of the Regional Transportation Safety Analysis & Plan.

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

**The Central Jersey Transportation Forum (CJTF)** has been meeting since 1999 to address concerns of municipalities in Mercer, Middlesex, and Somerset counties focused on the US 1 corridor. High-level representatives from twenty-five municipalities, three counties, and numerous state agencies and other organizations meet to coordinate and to discuss transportation and land use issues and implement solutions.

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

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

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

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

### **UPWP Program Areas**

This Planning Work Program continues a basic structure begun in FY 2008 which organizes many of our related planning tasks and ongoing programs into larger Program Areas, which are supplemented with certain standalone projects that change from year to year at the direction of the Board. Each Program Area’s concept allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board’s direction. Tasks and activities identified within the Program Areas seek to address the planning priorities facing the region. Samples of the key products to be undertaken within the Program Areas, during FY 2024, are highlighted in the Program Area descriptions below. Individual Projects are described within the document. Successful completion of these planning activities within these Program Areas and Projects may require the purchase of equipment or services.

### **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 administrative 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.

*Key Products: agendas and minutes of Board and Executive Committee meetings.*

### **Work Program Administration**

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

*Key Products: FY 2025 Unified Planning Work Program.*

### **Public Participation, Involvement, and Outreach**

DVRPC is committed to reaching audiences both familiar and unfamiliar with the regional planning process. This program supports DVRPC’s responsibilities related to legal and public noticing, public information requests, and maintaining the Commission’s website and social media platforms. This program also supports project-specific public outreach and meeting facilitation, and agency-wide

earned media, government relations, and public affairs. DVRPC's current ongoing forum for public involvement is the Public Participation Task Force (PPTF). The mission of the PPTF is to provide ongoing access to the regional planning and decision-making process, to review timely issues, to serve as a conduit for DVRPC information to organizations and communities across the region, and to assist the Commission in implementing public outreach strategies.

*Key Products: DVRPC FY 2023 Annual Report, Monthly e-Newsletter, and agendas and meeting documentation for the Public Participation Task Force.*

### **Title VI and Environmental Justice**

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

*Key Products: Refined and Updated Indicators of Potential Disadvantage Compliance Tool, ongoing evaluation of Commission's efforts, and updated Title VI Compliance Plan and associated policies.*

### **Data Visualization and Communication**

This effort will provide information and data to the public and decision-makers that is clearly understood and used, by applying graphic design and visualization techniques that explain and enhance the technical analyses and that presents materials in an attractive and accessible format.

*Key Products: campaigns, publication design, graphic resources for staff, ads, web application design, and graphic review for all DVRPC products.*

### **Web Development and Database Management**

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

*Key Products: interactive data and GIS mapping applications, and online content for the DVRPC website.*

### **Data Coordination and Analysis**

This program supports new and ongoing internal and external data coordination activities. DVRPC will continue to strengthen relationships with its planning partners such as the state DOTs and transit agencies in an effort to streamline data sharing workflows as well as improve general information and knowledge sharing about agency datasets. Along with Census products like the American Community Survey (ACS) and the Census Transportation Planning Package (CTPP), this

program also includes reviewing and assessing other public and private data sources. Internal coordination efforts aim to: improve communication among staff; identify and support staff stewards of planning data to improve data development, maintenance, and sharing activities; and improve data discovery and dissemination. Additional program tasks include maintaining DVRPC's regional online information data tools; coordinating with the Census Bureau; and administering the Commission's Information Resources Exchange Group (IREG).

*Key Products: Updated data portal and search tools.*

### **Socioeconomic and Land Use Analytics**

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

*Key Products: Updated Tracking Progress indicators, 2020 Land Use Analytical Data Report, Updated UrbanSim platform.*

### **Geographic Information Systems**

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

*Key Products: Updated and new web mapping applications.*

### **Smart Growth**

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

*Key Products: TOD market analysis and outreach resources, continued collaboration on enhancing access to tourist destinations, and ongoing technical assistance on Smart Growth planning.*

## **Community and Economic Development**

This program develops local and regional economic and community development strategies for the region through the Comprehensive Economic Development Strategy (CEDS) planning process by convening meetings with economic development and municipal stakeholders, facilitating a municipal grant program (TCDI), developing revitalization strategies through retail and land use analysis, and advancing equity and opportunity for all across the region.

*Key Products: Award NJ TCDI Program; Manage the PA and NJ TCDI awards; Maintain and update the Consultant Qualification System, Municipal Funding Resource, and TCDI Direct databases; Retail District Inventory analysis.*

## **Energy and Climate Change Initiatives**

This program focuses the attention of local governments on developing policies and actions for reducing energy use and associated greenhouse gas emissions by promoting greater energy efficiency, energy conservation, the electrification of buildings and vehicles, and the use of renewable energy sources. The program also assists municipal, county, regional, and state agencies and officials in planning for and responding to the ongoing and projected impacts of climate change by providing leadership, coordination, and technical assistance on these issues.

*Key Products: Updated web pages highlighting the results of the Regional Energy Use and Greenhouse Gas Emissions Inventory, Updated GHG “slider tool” to highlight the implications of policies on future emissions, Climate Change Forums, Solar Power Guide for Southeast PA, Regional Power Purchase Agreement Partnership, Regional Streetlight Procurement Program Round 4.*

## **Environmental Planning**

This program focuses on the development and implementation of strategies that maintain healthy ecological systems, improve water quality, protect open space and natural areas, mitigate risks posed by natural hazards, reduce pollution, promote environmental justice, and provide access to parks and outdoor recreation opportunities for all.

*Key Products: Municipal Natural Resource Protection Plans (as contracted), Updated Web Pages with open space-related and natural resource protection data.*

## **Long-Range Planning**

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

*Key Products: Updated web presence for the Connections 2050 v 2.0 including a Vision statement, technical memo on automated taxi and subsidized ride-hailing programs, financial plan documentation.*



## **Freight Planning**

This program is intended to maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight and aviation communities and implementing regional strategies in accordance with State DOT and FAST Act guidance. This program will allow staff to continue to maintain and update Philly Freight Finder, enhance aviation planning products, and pursue local technical studies that improve considerations of the economic and transportation impacts of freight and aviation.

*Key Products: Truck network analysis and identification including updated DVRPC designated Freight Planning Centers, various technical and analytical support for partners on freight planning efforts and initiatives.*

## **Transportation Safety**

This program supports the goals of DVRPC's Long-Range Plan, Regional Safety Analysis and Plan, and the DOTs' Strategic Highway Safety Plans. It incorporates the transportation safety Planning Factor, as required by federal metropolitan planning regulations, into the transportation planning process, and seeks to improve the safety of the region's transportation system, while maintaining acceptable levels of accessibility and efficiency. The program addresses transportation safety from a multipronged approach in which coordination and outreach are important factors.

*Key Products: Final report for Hunting Park Corridor Study and Concept Development, potential HSIP application, updated crash databases and tools, method documents and GIS layer for Regional Road Diet Prioritization.*

## **Regional Congestion Management Program**

The CMP is a systematic process for managing congestion in the DVRPC region. It analyzes the multimodal transportation system, identifies and prioritizes congested corridors, and results in agreed-upon strategies for each congested sub-corridor at a regional planning level. The CMP strengthens the connection between the Long-Range Plan, TIP, and other projects. It includes work with DOT, transit agencies, and county project managers and others to help make transportation investments more effective. Staff completed the most recent update of the CMP in January 2020.

*Key Products: Regional CMP final report, reports on biennial PM3 reliability and traffic congestion measures and targets, reporting on latest travel time, speed and other delay measures by CMP corridor.*

## **Air Quality Planning**

The Air Quality Planning Program Area improves air quality in the region through coordination of intra- and interregional policies, public education and demonstration of transportation conformity of the region's Long-Range Plan and transportation improvement programs.

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

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

This Program Area ensures intergovernmental coordination, technical evaluation, and regional policy formulation on transportation issues, projects, and plans through monthly meetings of the Regional Technical Committee (including meeting minutes and pertinent presentations, research and technical assistance activities). Special short-term studies and quick data collection activities are also included.

*Key Products: Agendas and minutes from monthly meetings of the Regional Technical Committee.*

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

This program area provides for transportation financial planning, project development, and capital programming for the DVRPC region. Staff works with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program as well as the Long-Range Plan. Serving as the facilitator for the region's stakeholders, DVRPC both develops and maintains a regional Transportation Improvement Program for Pennsylvania and New Jersey, as mandated by federal regulations; identifies, evaluates, and selects transportation projects that address the needs of the region and advance the goals of the Long-Range Plan; documents modifications to the program; and provides information and documents related to those processes, funding, and capital programming issues. This information will be provided to stakeholders and the public via meeting materials and postings on the DVRPC website. DVRPC will undertake an extensive public participation program that responds to any new requirements of IJIA as they become available and environmental justice concerns, as it relates to this program. Coordination with DOT program development and project development and delivery including PennDOT Connects in Pennsylvania and Local Concept Development in New Jersey will also occur. DVRPC staff along with significant input from our stakeholders will have worked on a TIP for NJ to be adopted in Fall of 2023. A similar process will also be underway for a new PA TIP targeted for adoption in July of 2024.

*Key Products: development of a new TIP for NJ and an updated and maintained TIP for PA.*

### **Transportation Operations**

Transportation Operations is one of the transportation planning factors mandated by federal metropolitan planning regulations. It represents a broad array of short-term improvement strategies employing training, technology, and interagency coordination that will address recurring and non-recurring congestion via a variety of approaches including traffic incident management and upgraded signal re-timing.

*Key Products: continued best-practice trainings via eight traffic Incident Management Task Forces and updated traffic signal retiming implemented along selected corridors.*

### **Performance Based Planning and Programming**

The IJIA continues the requirements established in MAP-21 and FAST Act for state DOTs and MPOs to establish and use a performance-based approach in transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and

selecting projects to help meet those targets. The IJA requires that the TIP and the Long-Range Plan include a description of anticipated effects of transportation investments and how they will achieve the established performance targets and linking investment priorities to those performance targets. Within this Program Area, DVRPC will work closely with our state DOTs, and transit operators to address the transportation performance management requirements by coordinating on and setting performance measure targets, and making capital programming investment decisions that support achieving targets.

*Key Products: continued coordination with planning partners to address US DOT Transportation Performance Management requirements including monitoring and reporting of targets, and updates to the TPM webpage that reports current targets and transportation system and infrastructure performance relative to them.*

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

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

*Key Products: successful completion of competitive project selection program and management of selected projects.*

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

The Travel and Land Use Modeling 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 DVRPC's consultants.

*Key Products: Summaries of screenline traffic volumes, VMT, transit ridership, and corridor travel times; Base and future-year highway and transit networks; Average annual growth factors.*

### **Regional Transit Planning Program**

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

*Key Products: Equity Through Access (ETA) plan update, program development support for Upper Bucks microtransit.*

### **Bicycle & Pedestrian Planning Program**

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

*Key Products: Local technical assistance for sidewalk project development, pedestrian and bicyclist counts for cyclical counting programs, before/after bicycle and pedestrian infrastructure projects, and planning project analysis.*

### **Mobility Analysis and Design Program**

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

*Key Products: Delaware County hazardous trail crossings study.*

### **PA TDM Base Program Administration and Commuter Services**

This program supports administration of the Transportation Demand Management (TDM) base program for Southeastern PA, including oversight of TDM work conducted by TMAs and other TDM grantees. This includes traditional TDM activities with demonstrated single-occupant vehicle (SOV) trip reduction benefits as well as pilots or experiments for new TDM projects and tools to manage demand and create and cultivate new mobility options for residents and workers. This program also supports DVRPC's direct TDM services for our PA counties, including the regional share-a-ride program, emergency ride home program, and regional TDM marketing.

*Key Products: Oversight of TDM base program in Southeastern PA.*

## **Travel Monitoring**

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

*Key Products: Collection of approximately 3,000 new vehicle, bicycle, and pedestrian counts and upload of those counts into DVRPC's web-based traffic count viewers.*

## **UPWP Linkages**

The FY 2024 Unified Planning Work Program serves as an important implementation tool to achieve the directives of the FAST Act and the new Infrastructure Investment and Jobs Act. In an effort to highlight the connection between the individual Program Areas in the Unified Planning Work Program and the ten Planning Factors stipulated in the FAST and IJJA acts, a matrix was developed that shows that linkage (Table 3). Both primary and peripheral associations between the Program Areas and the Planning Factors are shown. As DVRPC develops future work programs, we will continue to strive to meet the key principles of the surface transportation act, present at that time.

In addition to addressing the federal legislative requirements, the UPWP serves as an important implementation tool to achieve the future land use and transportation development vision that is set forth in the region's Long-Range Plan. The three key principles (equity, resiliency and sustainability) of the Long-Range Plan and the four focus areas (Preserve and Restore the Natural Environment; Develop Inclusive, Healthy, and Walkable Communities; Maintain a Safe, Multimodal Transportation Network that Serves Everyone; and Grow an Innovative and Connected Economy with Broadly Shared Prosperity) serve as a framework for many of the projects and programs undertaken by DVRPC. In an effort to highlight the connection between the individual Program Areas of the UPWP and the Long-Range Plan, a matrix was developed that shows the linkage between these two core documents (Table 4). Both primary and peripheral associations between the Program Areas and the key principles and focus areas of the Long-Range Plan are shown.

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

**Table 3: Federal Planning Factors**

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

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



**Table 4: Long Range Plan Key Principles**

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

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

**Table 5: MPO Regional Planning Process Requirement Milestones**

<b>Plan/Program/Activity</b>	<b>Current Adoption/Completion</b>	<b>Next Adoption/Completion</b>
Unified Planning Work Program	January 2022	January 2023
Transportation Improvement Program	July 2022 (PA) September 2021 (NJ)	July 2024 (PA) September 2023 (NJ)
Air Quality Transportation Conformity Determination	July 2022	July 2023
Long-Range Plan	September 2021	September 2025
Title VI Compliance Plan	March 2014	Spring 2023
Public Participation Plan	July 2018	As needed – evaluated annually
Limited English Proficiency Plan	April 2019	April 2024 – evaluated annually
Congestion Management Program	January 2020	January 2024
Transportation Safety Analysis and Plan	May 2022	Spring 2025
Coordinated Human Services Transportation Plan	October 2020	October 2024
Roadway Safety (PM1) TPM Targets	January 2022	February 2023
Roadway Assets (PM2) TPM Targets	January 2021	March 2023
System Performance (PM3) TPM Targets	January 2021	March 2023
Transit Assets TPM Targets	February 2022	July 2023
Transit Safety TPM Targets	July 2022	July 2023
CMAQ Performance Plan	September 2022	September 2024 (interim)
US DOT MPO Planning Process Certification Review	October 2022 (site visit) Winter 2023 (final report)	October 2026 (site visit) Winter 2027 (final report)



CHAPTER 2A

# DVRPC Program Area Descriptions



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**PROJECT: 24-23-010    Regional Forum**

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

**Program Coordinator:** Renee Wise

**Project Manager:** Ariella Maron

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

**Tasks:**

1. Plan, develop, coordinate and schedule all business to be transacted by the Board, Executive Committee and its subcommittees with follow-through to ensure 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 meetings of the DVRPC Board and Executive Committee and provide agenda, minutes and meeting materials as needed.
9. Schedule meetings of the Board Policy Analysis Committee and provide agenda, minutes and meeting materials as needed.

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$302,500	\$226,687	\$73,313	\$2,500	\$0
2024	\$317,500	\$235,196	\$79,804	\$2,500	

**PROJECT: 24-23-020    Work Program Administration**

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

**Program Coordinator:** Patricia Elkis

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

**Goals:**

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

**Description:**

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

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

**Tasks:**

1. Schedule and conduct outreach to member governments, public transit operators, and other stakeholders
2. Solicit project ideas and requests from member governments, public transit operators and other stakeholders.
3. Meet with the Board Work Program Committee to prioritize and select projects to include in the FY2025 UPWP
4. Coordinate the development of the Transit Support Program and Supportive Regional Highway Planning Program (Pass-Through projects) for inclusion into the UPWP
5. Prepare the draft Unified Planning Work Program and project budgets based on

guidance provided by the Board's Work Program Committee.

6. Release the Draft document for public and agency review and comment
7. Incorporate all appropriate comments into the final FY2025 UPWP document and present to the DVRPC Board for adoption.
8. Negotiate with federal, state and local governments to secure funding to carry out the planning programs.
9. Conduct project review and spending meetings for the FY2025 Work Program. Monitor on a regular basis the implementation of the planning programs.
10. Prepare monthly and semi-annual progress reports and year-end closing report.

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$365,000	\$264,468	\$85,532	\$5,000	\$10,000
2024	\$380,867	\$273,175	\$92,692	\$5,000	\$10,000

FY2024 Other Funding Details:  
PennDOT PL FHWA Supplemental



**PROJECT: 24-23-030    Public Participation, Involvement and Outreach**

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

**Program Coordinator:** Alison Hastings

**Project Manager:** Elise Turner, Shoshana Akins

**Goals:**

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

**Description:**

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

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

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

DVRPC is committed to Virtual Public Involvement (VPI) to encourage more public engagement in all of its work and activities. DVRPC employs VPI strategies to increase the dissemination of public information and collect feedback from a variety of audiences. The Office of Communications & Engagement leads, advises, and reviews most of the Commission's VPI initiatives, from the Commission's robust website to social media channels, and from crowd-sourced web maps to surveys

available in multiple languages.

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

### **Tasks:**

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

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

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$414,500	\$311,316	\$100,684	\$2,500	\$0
2024	\$429,500	\$318,821	\$108,179	\$2,500	

**PROJECT: 24-23-040 Title VI and Environmental Justice**

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

**Program Coordinator:** Alison Hastings

**Project Manager:** Elise Turner, Shoshana Akins

**Goals:**

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

**Description:**

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

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

## **Tasks:**

1. Maintain and update the DVRPC Public Participation Plan, Limited-English Proficiency Plan, and Title VI Compliance Plan and other publications related to DVRPC's efforts to create meaningful participation in the regional planning process.
  - a.) Language Access Plan will be revised, updated and readopted in Spring 2024.
  - b.) Title VI Plan will need to be reviewed annually to determine if any changes are needed.
2. Advise DVRPC staff on outreach to low-income and minority communities and using the IPD analysis in projects, plans, and programs.
3. Explore potential for other analytical reports, data snapshots, and/or outreach brochures that advance DVRPC's Title VI and EJ program.
4. Work with DVRPC staff to monitor progress toward Title VI, EJ, public participation, and language access goals, and integrate equity throughout the commission's projects.
5. Undertake assessment of the benefits and burdens of programmed and proposed transportation system improvements, working within the LRP and TIP time-frames.
6. Train staff on an ongoing basis regarding Title VI/EJ strategies.
7. Complete responsibilities of the Title VI Compliance Manager, including carrying out investigations (if needed) and working with the Administration/Operations Division to review Disadvantaged Business Enterprise (DBE) goals.
8. Explore opportunities for EJ events for DVRPC stakeholders and the general public.
9. Participate in equal opportunity, nondiscrimination, and DBE training and committees offered by PennDOT, NJDOT, FHWA, FTA, or other planning partners.
10. Participate in any reviews conducted by state transportation agencies or other planning partners.
11. Regularly update the Indicators of Potential Disadvantage (IPD) compliance tool when new American Community Survey (ACS) data is released. Explore IPD and other mapping/technology strategies to enhance data gathering, public information, and analysis.
12. Continue to expand DVRPC's language access measures by responding to requests made through online request forms (among other ways), and managing the translation of the Commission's vital documents as identified in the LEP Plan.
13. Act as a resource for member governments, planning partners, subrecipients, etc. in meeting Title VI, EJ, and public participation mandates.
14. Equity Through Access plan update (also written into 24-52-010)
15. Assist with IIJA and Justice40 guidance and planning partner support related to Title VI, EJ, underserved populations, and equity.

## **Products:**

1. If needed, updated versions of: (a) DVRPC Publication Participation Plan; (b) Limited English Proficiency Plan; and (c) Title VI Compliance Plan.
2. Contact lists for community organizations and individuals who have expressed interest in Commission's public involvement and outreach activities, and community organizations that work with traditionally under-served communities and/or limited English proficiency individuals or groups.

- 3. Additional analyses and reports as needed.
- 4. Title VI/EJ Analyses assessing the benefits and burdens of TIP, Long-Range Plan (LRP) and other mandated documents.
- 5. Refined and updated Indicators of Potential Disadvantage (IPD) compliance tool.
- 6. Training materials, presentations, and documentation that on DVRPC's Title VI Compliance Program and EJ considerations.
- 7. Translated documents including the Commission's Public Participation Plan, Title VI Complaint Form, and other vital documents.
- 8. Supporting materials for any of the other tasks above.
- 9. Publishing the updated Equity Through Access report and tools.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$211,500	\$157,925	\$51,075	\$2,500	\$0
2024	\$221,500	\$163,517	\$55,483	\$2,500	

## **PROJECT: 24-23-050 Data Visualization and Communication**

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

**Program Coordinator:** Kimberly Dean

**Project Manager:** Angela Rio, Rebecca Maule, Stephanie Cavacini

### **Goals:**

To provide information and data to the public and decision-makers that is clearly understood and used, by applying graphic design and visualization techniques that explain and enhance the technical analyses and that presents materials in an attractive and accessible format.

### **Description:**

Each year, DVRPC produces a wide array of products for a wide variety of audiences. There may be highly technical reports for a small expert audience; broader planning studies that are distributed to community groups and local officials; presentations made at conferences, meetings, and seminars; or information presented via our website, through social media, or in printed format that needs to be accessible and understandable to the widest possible audience.

By preparing information, data, reports and presentations that are clear, attractive, understandable and visually engaging, DVRPC is better able to reach our target audience and ensure that our findings and planning recommendations are both received and used. In particular, for planning studies that may address roadways, transit or bicycle and pedestrian facilities, the use of visualization techniques can illustrate a recommendation or proposal in a way far more effectively than just a written description. By providing specialized project graphics as part of our reports or presentations, decision-makers, community organizations, and citizens are able to fully understand the concepts and imagine the changes on the ground. In this way, all participants in the planning process are working from the same understanding, and are able to move forward toward a decision and implementation.

Some high profile projects that require specialized design include the DVRPC Long-Range Plan (LRP) summary document, the DVRPC annual report; both in print and interactive formats, board retreat materials, Transportation Improvement Projects (TIP) materials, and Unified Planning Work Program (UPWP) materials. Other programs that require specialized project graphics include, but are not limited to: Air Quality Partnership (AQP), Transportation Community Development Initiative (TCDI), Community and Economic Development (CEDS), Regional Transit Planning Program (RTPP), Public Participation Task Force (PPTF), Central Jersey Transportation Forum (CJTF), Delaware Valley Goods Movement Task Force (DVGMTF), Healthy Communities Task Force (HCTF), Regional Safety Task Force (RSTF), Futures Group (FG) and Futures Working Group (FWG), and Transportation Operations Task Force (TOTF).

## **Tasks:**

1. Create materials for DVRPC programs, events, workshops, public outreach, and project studies.
2. Work with project managers, web developers, and GIS on providing graphic design materials.
3. Collaborate with partners, other MPOs, design and planning consultants, vendors, board members, as needed.
4. Provide ongoing design and technical assistance to DVRPC staff members.
5. Design report and PowerPoint templates for staff, and provide technical troubleshooting assistance, as needed.
6. Provide graphic resources for staff.
7. Perform graphic reviews of DVRPC publications, web products, board presentations, graphics and attachments displayed on DVRPC's webpages.

## **Products:**

1. Supporting Graphics, including project graphic and design guidelines, headers, HTML emails, postcards, activity sheets / handouts, Word agenda templates, workshop materials, infographics, charts, Gmail-formatted emails, PowerPoint presentations, promotional materials, event signage, flyers, and posters.
2. Publication Design, including reports, newsletters, annual reports, brochures, handbooks, report cover and page layout design, high profile summary documents, and graphic review for DVRPC publication products.
3. Resources for Staff, including DVRPC logo files and guidelines, photo library, Word and InDesign report templates, DVRPC-branded memo and letterhead, PowerPoint Presentation templates, PowerPoint recommendations, and Word formatting tips & tricks.
4. Advertisements, including DVRPC ads, public transit advertisements, and animated web banners.
5. User Interface/User Experience Design, including design layouts of web pages, interactive web applications, interactive story maps, and monthly e-Newsletter. Also includes Emma emails and graphic review of DVRPC web products.

## **Beneficiaries:**

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



**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$595,000	\$449,595	\$145,405	\$0	
2024	\$620,000	\$462,924	\$157,076	\$0	

## **PROJECT: 24-23-060    Web Development and Database Management**

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

**Program Coordinator:** James Strangfeld

**Project Manager:** Elizabeth He, Kris Warner, Tyler Hachadorian, Will Tsay

### **Goals:**

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

### **Description:**

DVRPC provides access to data, some original to the Commission, such as traffic counts, aerial photography and demographic forecasts. Some data is provided by our partners, including the US Census Bureau and other federal agencies. Accessing current, reliable, and relevant data is critical to planners and decision-makers. Web applications provide data visualizations and analysis not possible with traditional print products.

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

### **Tasks:**

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

- quality and branded resources for all publically-accessible products and deliverables.
11. Enable and assist other partners and MPOs with similar web products by hosting code, programming, documentation, procedures, and data schemas in an open source fashion.
  12. Develop automated systems to periodically run administrative tasks, process updated datasets, and/or supercede manual procedures.
  13. Assist in the development of the TIM 3 Activity Based Model maintained by the Office of Travel Trends providing programming and debugging support

**Products:**

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

**Beneficiaries:**

State DOTs, member governments, transit operators, municipalities.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$875,000	\$661,169	\$213,831	\$0	
2024	\$900,000	\$671,987	\$228,013	\$0	

**PROJECT: 24-23-070 Data Coordination and Analysis**

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

**Program Coordinator:** Kimberly Korejko

**Project Manager:** Christopher Pollard, Jared Dobkin

**Goals:**

To further DVRPC's mission of "convening the widest array of partners to inform and facilitate data-driven decision-making." This will be achieved by creating and maintaining critical and innovative data resources in collaboration with our planning partners that will allow for providing key insights into the data through analysis, tool development, and visualizations.

**Description:**

This program includes new and ongoing data coordination activities. Within DVRPC, staff will provide oversight and guidance to enterprise-level data management efforts including DVRPC's Data Catalog; coordinating with and improving communication between departments about enterprise datasets and related data sharing activities; and creating a shared platform to develop and nurture new ideas, and pursuing new efforts around data analyses in a strategic way. This program will support the development of an enhanced data navigator to streamline access to data outputs and information for communities and planning partners across the region. DVRPC staff will continue to strengthen relationships with its planning partners such as the state DOTs, transit agencies, member counties in an effort to streamline data sharing workflows as well as improve general information and knowledge sharing about agency datasets.

DVRPC also serves as an affiliate member of Pennsylvania and New Jersey State Data Centers, which aim to promote Census Bureau datasets and activities. Along with Census products like the American Community Survey (ACS) and the Census Transportation Planning Package (CTPP), this program also includes reviewing and assessing other public and private data sources.

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

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

## **Tasks:**

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

## **Products:**

1. DVRPC Data Catalog updates and improvements.
2. Regional data navigator web application.
3. Regional data products and analyses of available information.
4. Documents related to inventory and lifecycle of datasets for internal use.
5. Meeting materials and records for Data Round Table meetings.
6. Meeting materials and records for the IREG committee.
7. Additional materials as appropriate.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$341,250	\$256,911	\$83,089	\$1,250	\$0
2024	\$356,250	\$265,062	\$89,938	\$1,250	

**PROJECT: 24-23-080    Technical Assistance to Member Governments**

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

**Program Coordinator:** Patricia Elkis

**Project Manager:** Renee Wise

**Goals:**

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

**Description:**

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

PennDOT guidance has required DVRPC to contribute to a statewide effort to develop an inventory of locally owned transportation assets, such as roads and bridges. This specific effort was completed in FY19, however DVRPC is poised to work with PennDOT and the State's Planning Partners to coordinate on the development of other transportation asset data collection efforts as deemed appropriate.

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

With the passage of the Infrastructure Investment and Jobs Act (IIJA), DVRPC staff have been deeply engaged in efforts to leverage competitive funding programs for

improvements to our region through consistent internal coordination and coordination with the RTC on IIJA opportunities, maintaining an up-to-date IIJA webpage and communications with partners, and offering consultations on funding opportunities with individual municipalities (with an emphasis on outreach to disadvantaged communities).

### **Tasks:**

1. Staff ten Regional Technical Committee meetings, including scheduling Action Items and presentations for monthly agendas, minutes, and similar materials related to the Long-Range Plan, Transportation Improvement Program, the annual Unified Planning Work Program and other transportation and land use issues or projects.
2. Participate on transportation committees at the regional, state, or national levels.
3. Consult with city/county planning directors, engineers, and staff regarding ongoing projects and short-term needs.
4. Participate on regional or statewide working groups and task forces, as appropriate, to represent DVRPC's and regional interests.
5. Conduct short-term research 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. If required, respond to legal inquiries on previously completed studies.
7. Continue to undertake activities that respond to the new PennDOT Connects initiatives, including development and implementation activities, such as PennDOT Connects Collaboration meetings, completion of and research for Screening Forms and Environmental Screening Tools, and centralized asset management. Other activities will include coordination with PennDOT and communication of the outcome to local, city, and county planners.
8. Coordinate with PennDOT, and the PA Planning Partners on the potential development of new data collection efforts for transportation assets, as needed.
9. Coordinate with the Federal Transit Administration with regard to New Start and Small Start applications proposed by member governments and transit operators.
10. Continue to monitor US DOT Metropolitan Planning Organization requirements as well as other policy and program initiatives.
11. Monitor any new requirements arising from the IIJA
12. Maintain up-to-date information on IIJA opportunities on the webpage, and communicate such opportunities to partners
13. Offer technical assistance to municipalities, especially disadvantaged communities, on accessing new funding
14. Continue to provide project development, technical assistance, or project administration support, as appropriate, to the City of Trenton and Mercer County, for advancement of the NJ29/"Reconnecting Trenton to the River" project, for which there is a currently-pending Reconnecting Communities planning grant application.

### **Products:**

1. Policy papers, memoranda, and brief research reports as required.
2. Meeting agendas, minutes and related materials as required.



3. Data and other research materials related to the investigation of legal issues involving specific transportation improvement proposals or projects.
4. Summary of coordination and outreach activities related to PennDOT Connects as required.
5. Program development for potential PennDOT's asset inventory (if requested).
6. Potentially, new grant applications afforded by the IIJA

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$331,274	\$220,412	\$71,287	\$19,575	\$20,000
2024	\$423,077	\$313,930	\$78,397	\$10,750	\$20,000

FY2024 Other Funding Details:  
PennDOT PL FHWA Supplemental

**PROJECT: 24-33-010 Smart Growth**

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

**Program Coordinator:** Andrew Svekla

**Project Manager:** Derek Lombardi, Karin Morris

**Goals:**

To undertake smart growth studies, provide technical assistance, and facilitate collaboration among agencies in the region involved in creating and maintaining livable communities to encourage transit-oriented development, age-friendly communities, zoning reform, urban revitalization, and multimodal transportation . This mega program supports the goals of Connections 2050.

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

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

**Description:**

Staff will conduct planning activities, outreach, and advocacy focused on development and conservation strategies that are designed to make communities more attractive, economically stronger, and more socially diverse while protecting the natural environment. Staff will help our planning partners coordinate land use and transportation planning and better understand the potential implications of various zoning development types and travel patterns.

Increasing Multimodal Access to Tourist Destinations: Staff will conduct research and analysis designed to improve access to tourist destinations for residents, visitors, and employees. Tasks may include working with local communities to identify and resolve accessibility challenges and convening tourism stakeholders to address critical transportation issues.

Supportive Housing Policy: Staff will conduct research and provide technical assistance to local governments seeking to diversify their housing options and

increase the range of housing types available in their communities. This work will support recommendations and analysis from recent Smart Growth projects including Community Impacts of Multifamily Housing and the Regional Housing Initiative.

**TOD Technical Assistance:** Staff will provide technical assistance to local government and transit providers seeking to promote transit-supportive development. This work builds on recent projects such as Building on our Strengths: Evaluating TOD Opportunities in Greater Philadelphia and SEPTA TOD Policy Research, and may include sharing information on real estate market conditions, transit-supportive design guidelines, and development case studies.

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

**Tasks:**

1. Identify infrastructure and service improvements that expand alternative transportation access to tourist destinations and/or districts.
2. Provide leading research and analysis to local governments and organizations as they evaluate housing needs and zoning reforms in their community.
3. Conduct research and share resources to support TOD implementation.
4. Provide technical assistance on smart growth topics and livable community initiatives.
5. Share and inform partners about recent smart growth studies and products through workshops, webinars, and conferences.

**Products:**

1. Summary documents and presentations describing tourism-related accessibility improvements and programs.
2. Updated data, analysis, and presentations in response to stakeholder needs.
3. Presentations at local, regional, and/or national meetings and conferences, or as requested.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$673,500	\$454,312	\$146,930	\$32,258	\$40,000
2024	\$488,500	\$305,008	\$103,492	\$40,000	\$40,000

FY2024 Other Funding Details:  
PennDOT PL FHWA Supplemental

**PROJECT: 24-33-020 Community & Economic Development**

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

**Program Coordinator:** Spencer Gober

**Project Manager:** Brian Carney, Karen Cilurso, Karin Morris

**Goals:**

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

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

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

**Description:**

**Building Municipal Capacity (BMC):** Previously known as Municipal Outreach, staff will engage and inform the region's stakeholders and community leaders of current planning-related issues and trends. Staff will host a minimum of two information sharing events in support of Connections 2050. The Building Municipal Capacity project will continue to be an APA AICP CM Credit Provider and work with regional partners to promote educational events. Staff will maintain the Municipal Funding Resource (MFR), a comprehensive list of grant programs for stakeholders through a shared online database.

**Community Revitalization:** Staff will continue to monitor issues related to community economic resilience, specifically for the region's identified retail districts and downtowns, to address post-pandemic revitalization and recovery needs. This may include research into identified, relevant, and emerging trends, as well as policy recommendations, and/or convening stakeholders. The retail district typology work will continue to be evaluated and enhanced, as appropriate. Completion of this work may require the purchase of equipment and data services.

**Economic Analysis:** Staff will gather and analyze new and updated datasets to

better understand how our region's economy compares to other regions across the country.

TCDI Administration: Program administration of the Transportation and Community Development Initiative (TCDI) grant program will continue. FY 2024 will include administering the FY24 New Jersey round of projects and development of the FY25 Pennsylvania guidelines. This will include all tasks related to procurement, invoicing, progress reports, and outreach meetings, as necessary. Staff will continue to maintain the TCDIdirect (project management) database to provide project management for previously awarded projects. Additionally, staff will continue to manage the Consultant Qualification System (CQS). This effort involves ongoing review of proposals received in response to an open-ended request for qualifications. Staff may also work to improve cross-database functionality between the CQS and TCDIdirect to further enhance and facilitate the TCDI procurement process.

### **Tasks:**

1. Identify and engage local stakeholders and community leaders, as well as provide local technical assistance to communities on revitalization strategies through educational events and workshops.
2. Host a minimum of two events to highlight, advance, and implement the goals of Connections 2050.
3. Maintain the Municipal Funding Resource Database.
4. Serve as an APA AICP CM Provider.
5. Monitor retail district recovery and apply updated data, as available.
6. Maintain the community revitalization webpage and subpages.
7. Administer the FY24 NJ TCDI grants and procurement process.
8. Develop the FY25 PA TCDI Program Guidelines and update webpage.
9. Maintain the TCDI Direct project management and Consultant Qualifications Database (CQS) databases.

### **Products:**

1. Webinars and other similar engagement events, format(s) to be determined based on need and audience.
2. Municipal Funding Resource Database.
3. APA AICP CM credit event surveys.
4. Presentations as requested.
5. Retail district webmap.
6. Economic Data bulletins, snapshots, and/or other publications as deemed appropriate.
7. FY25 PA TCDI Program Guidelines and updated webpage.
8. TCDI Direct project management database.
9. Consultant Qualification System database.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$606,000	\$216,108	\$69,892	\$45,000	\$275,000
2024	\$658,500	\$469,271	\$159,229	\$30,000	

**PROJECT: 24-33-030 Energy and Climate Change Initiatives**

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

**Program Coordinator:** Christopher Linn

**Project Manager:** Elizabeth Compitello, Emily Goldstein, Karin Morris

**Goals:**

Provide leadership to the region on energy and climate change issues that reduce greenhouse gas (GHG) emissions through energy conservation, energy efficiency, electrification of buildings and vehicles, and the switch to low or no-carbon energy sources to increase the resilience of the region. This program supports the goals of Connections 2050 and the Bipartisan Infrastructure Bill (BIL).

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

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

This program also supports the goals of the State of New Jersey's Global Warming Response Act (2007) of reducing GHG emissions by 80 percent of 2006 levels by 2050, Pennsylvania's 2018 Climate Change Action Plan, Governor Wolf's Executive Order 201-01 "Commonwealth Leadership in Addressing Climate Change and Promoting Energy Conservation and Sustainable Governance", as well as the energy use, GHG emissions, and regional resilience goals in Connections 2050.

**Description:**

Staff will analyze data and develop strategies to reduce greenhouse gas emissions by promoting greater energy efficiency, energy conservation, the electrification of buildings and vehicles, and the use of cleaner energy. Presently, the energy system in the region and the country as a whole is undergoing a profound transformation,



with increased private and public investment in energy efficiency and conservation, the electrification of buildings and vehicles, and in zero-carbon, renewable, and lower-carbon energy sources. Staff will build on these changes to accelerate de-carbonization at the regional and local scale.

Staff will prepare the region for the ongoing and anticipated impacts of climate change on the built and natural environment by providing technical assistance and education to municipal, county, regional, and state agencies and officials to develop policies and practices that respond to the ongoing and projected impacts of climate change. This includes disseminating information on the projected impacts of climate change within the region, as well as how to prepare for those impacts. This information will be provided at the local and sectoral level where feasible.

Staff will support municipal, county, regional, state agencies and officials in developing policies and practices to reduce energy use and GHG emissions in their activities and operations. Staff will provide support for the implementation of USDOT's new Greenhouse Gas Reduction Transportation Performance Measure.

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

Staff will facilitate and host up to two Climate Change Forums. These forums focus on topics relevant to both mitigation and adaptation and are geared to a diverse audience of governmental staff, academics, practitioners, policy-makers, consultants and advocates. Potential topics include updated guidance on municipal resilience planning, the impacts of climate change on water and wastewater systems, and policies and programs to accelerate building electrification.

Staff will manage the Regional Streetlight Procurement Program (RSLPP), including management of Round 3 municipalities (27 towns) through construction and post-construction operation and maintenance services, as well as the management of Round 4 municipalities (6 towns).

Staff will manage the Regional Power Purchase Agreement Partnership, a partnership of Bucks, Chester, Delaware, and Montgomery counties to explore opportunities for aggregate procurement of electricity and renewable energy for county operations. The Partnership may expand to include additional parties, such as municipalities and schools.

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

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

### **Tasks:**

1. Coordinate, facilitate and participate in discussions among partner organizations..
2. Provide technical assistance to municipalities on their efforts to support renewable energy, electrification of vehicles and buildings, and energy efficient development.
3. Host up to two Climate Change Forums (CCF) focusing on topics relevant to climate change adaptation or mitigation.
4. Develop and disseminate information on regional energy use and GHG emissions, as well as opportunities for reducing energy use and GHG emissions..
5. Assist local government stakeholders and planning partners in understanding and preparing for the expected impacts of climate change.
6. Assist member governments and others in assessing policies and actions most appropriate at the regional, county and municipal level to reduce energy use and GHG emissions.
7. Continue to support PA DEP's Local Climate Action Planning program for municipal partners.
8. Participate in various climate change and energy related committees and task forces.
9. Manage the Regional Streetlight Procurement Program (RSLPP).
10. Manage the Regional Power Purchase Agreement Partnership.
11. Develop additional aggregate procurement opportunities around energy and climate change, if resources allow.

### **Products:**

1. Presentations, summaries and other materials from the Climate Change Forums.
2. Updated Regional Energy Use and GHG Emissions Inventory and associated web page updates.
3. Tools for municipalities and others to support climate change adaptation and mitigation.
4. Meeting highlights, presentations, guidebooks, or other technical assistance from RSLPP.
5. Resources related to regional procurement opportunities and practices, energy management, and renewable energy development.
6. Model ordinances and permitting guides for renewable energy and electrification.

### **Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$376,508	\$282,609	\$91,399	\$2,500	\$0
2024	\$379,008	\$281,121	\$95,387	\$2,500	

**PROJECT: 24-33-040 Environmental Planning**

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

**Program Coordinator:** Christopher Linn

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

**Goals:**

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

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

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

**Description:**

Staff will lead planning efforts to equitably maintain and improve environmental quality, promote environmental justice, mitigate natural hazards, and preserve open space and natural areas by analyzing and sharing data and providing technical assistance to support county-led open space preservation efforts, including the implementation of greenway corridors. The locally-funded open space programs inventory will continue to be maintained.

Staff will work with partners and build upon efforts to support land conservation, water quality improvements, green infrastructure and hazard mitigation through projects, programs and plans. Staff will focus on helping the region minimize and mitigate the impacts of transportation infrastructure on environmental resources, and promote improved stormwater management practices through approaches such as multi-municipal BMP (Best Management Practices) implementation and related strategies. Data gathered and tools developed may be used to strengthen the linkages between environmental stewardship and transportation investments, and

streamline the environmental review process. Relevant data for long-range planning and tracking progress will be updated.

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

Staff will continue to provide fee-based environmental planning services to local governments for the preparation of local planning documents. Services offered will include Climate Change-related Hazard Vulnerability Assessments, environmental resource inventories, open space plans, municipal public access plans, master plan conservation elements, farmland preservation plans, and sustainability plans. The program is fee-based, but a subsidy to communities in Mercer, Burlington, Camden and Gloucester counties is available to encourage more municipalities to undertake the work.

Staff will facilitate conversations with Camden County around the update of their countywide Sustainability Plan. The Office of Climate and Environment may take on the plan update as part of our fee-based environmental planning services program.

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

### **Tasks:**

1. Review and evaluate applications for related federal and state funding programs as necessary.
2. Update the inventory of locally-funded open space programs and regional open space inventory, as needed.
3. Facilitate coordination of open space preservation and greenway development activities, as needed.
4. Develop data and metrics for Tracking Progress.
5. Review and provide recommendations for PENNVEST Candidate projects, as requested.
6. Evaluate and rank PECO Green Region applications, as requested.
7. Promote and conduct municipal environmental planning services for local governments, if requested and as capacity allows.
8. Provide technical assistance to municipalities, counties, state agencies, and non-profits for greenway, open space, and environmental planning. Coordinate efforts among regional partners and provide technical assistance as necessary.
9. Assist with scope of work for the Camden County Sustainability Plan, if needed.
10. Update OCE web pages as needed.

### **Products:**

1. Updated map, tables, and webpage for locally-funded open space programs.
2. Data and tables on open space preservation and water quality.
3. Scopes of work, budgets, and contracts for fee-based municipal environmental

planning projects.

4. Municipal environmental planning documents for local NJ governments, if requested.

5. Meeting materials including notes, maps, and presentations.

6. Updated OCE webpages.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$314,500	\$259,500	\$0	\$55,000	\$0
2024	\$334,500	\$334,500	\$0	\$0	

## **PROJECT: 24-33-050    Geographic Information Systems**

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

**Program Coordinator:** Christopher Pollard

**Project Manager:** Glenn McNichol, Mark Gatti, Michael Ruane

### **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, PA Spatial Data Access (PASDA), etc.). Enhancements to existing geospatial data will include the expansion and refinements of attributes and the improvement of the positional accuracy of features. DVRPC shares its GIS data with member governments and operating agencies, DOTs, and the public in both static and interactive formats. Through our GIS Data Portal, users can view, download, or link to selected data in various GIS or non-GIS formats. We also convey GIS information as interactive maps and applications that allow users to further explore these datasets. Technical advances and methodologies to provide geospatial information in an efficient manner will continuously be reviewed.

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

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

### **Tasks:**

1. Create new geospatial data from source documents.
2. Compile and evaluate existing geospatial data from all available sources.
3. Geo-reference existing features to current aerial imagery.

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

**Products:**

1. Current, accurate, and comprehensive geospatial database.
2. Metadata that meets industry standards for all geospatial data.
3. Geospatial features consistent with current imagery, when applicable.
4. Enhanced enterprise database that includes geospatial data from DVRPC, member governments and operating agencies, DOTs, and other sources.
5. GIS data shared amongst member governments and operating agencies, DOTs, and the public through web technologies.
6. Web mapping and data visualization application development and support.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$339,400	\$233,789	\$75,611	\$30,000	\$0
2024	\$354,400	\$264,614	\$89,786	\$0	



## **PROJECT: 24-34-010 Long-Range Planning**

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

**Program Coordinator:** Jaclyn Davis

**Project Manager:** Amani Bey, Brett Fusco

### **Goals:**

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

### **Description:**

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

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

In air-quality nonattainment areas, such as DVRPC, Metropolitan Planning Organizations (MPOs) are required to prepare and maintain a long-range transportation plan with a minimum 20-year horizon, and update the plan every four years. Work on Connections 2050 v2.0 is underway, with Board adoption anticipated in the summer of 2025. This fiscal year will kick off a two-year effort to

develop the financial plan and public outreach focused on verification of the Connections 2050 vision and goals. Completion of this project may require the purchase of equipment or services.

**Tasks:**

1. Continue a comprehensive public and stakeholder outreach program to confirm and update the vision established in Connections 2050.
2. Develop branding and web presence for Connections 2050 v2.0 in coordination with other DVRPC offices.
3. Work with state DOTs, regional transit operators, and other DVRPC staff to collect and update asset management data to inform a region-wide vision plan for transportation infrastructure. This includes achieving and maintaining a state-of-good repair for existing transportation infrastructure, making safety and operational improvements to enhance the functionality of existing infrastructure, and expanding transit, bicycle, pedestrian, and roadway networks consistent with the Plan's vision and goals.
4. Produce the first half of financial plan elements in coordination with the financial planning subcommittee of the RTC including revenue forecasts & associated scenarios, TPM measures & targets, call for projects and development of a Capital Vision. A minimum of five meetings will be held with the full subcommittee.
5. Develop a technical memo—through in-person research and interviews with local officials from around the country—that reports on potential impacts of automated taxi and subsidized ride-hailing programs on transportation.
6. Host 2-3 Futures Group meetings covering key topical issues related to transformative technologies, forces, events, and other issues that may shape the future of Greater Philadelphia.
7. Further explore and conduct outreach on the convening of an Advanced Mobility Partnership to coordinate with regional stakeholders on emerging technologies, such as connected and automated vehicles.
8. Work with stakeholder agencies, such as PennDOT, NJDOT, transit operating agencies, transportation authorities, and county planning departments to develop, update, and implement their respective strategic and Long-Range Plan documents and ensure consistency across federal, state, regional, county, and local planning processes.
9. Continue to incorporate US DOT Transportation Performance Management performance measures and targets into the long-range planning process.
10. Maintain collaboration with surrounding MPOs as a means to discuss and coordinate on multi-regional issues and best practices on an as-needed

basis.

11. Assist other DVRPC offices and program areas on annual work program tasks, as needed.

**Products:**

1. An updated web presence for the Connections 2050 v2.0 Plan including a Vision statement.
2. A technical memo on automated taxi and subsidized ride-hailing programs
3. Financial plan documentation.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$597,000	\$417,103	\$134,897	\$45,000	\$0
2024	\$627,000	\$449,485	\$152,515	\$25,000	

**PROJECT: 24-34-020 Freight Planning**

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

**Program Coordinator:** Kristen Scudder

**Project Manager:** Sean Greene

**Goals:**

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

**Description:**

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

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

The Freight Planning Program will undertake a region-wide study that analyzes key freight trends and development patterns to designate a primary, regional truck network. This is a continuation of FY22 Impacts of E-Commerce and FY 23 Future Freight Flows Scenarios work, and these previous efforts to identify warehousing and distribution centers as well as e-commerce trends will inform the designation of the truck network. This project will confirm and update the existing Greater Philadelphia Freight Centers, originally defined in 2017. Using these updated centers in a regional scale analysis that leverages the freight model and trajectory data, a truck network will be identified that connects freight centers to our regional transportation infrastructure including rail, ports, highways, airports and transit systems.

The Freight Planning Program will undertake additional freight planning work in support of key initiatives that reflect the growing interest of DVRPC member

governments in freight transportation. These include support on regional urban freight initiatives and supporting supply chain research and resiliency planning efforts.

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

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

### **Tasks:**

#### 1. Engagement and advocacy for freight

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

#### 2. Truck Network Analysis and Identification

- A. Verify and update DVRPC-designated Freight Planning Centers.
- B. Assess current regional truck movement, truck routes, and freight generators using freight data and travel demand model outputs to designate a preliminary primary truck network.
- C. Coordinate with the Office of Travel Modeling's freight model update to incorporate results into the network designation.
- D. Convene county stakeholders to identify gaps in the preliminary truck network.

### 3. Other local technical studies and coordination

- A. Support partners on Regional Freight Initiatives: Provide technical and analytical support to partners for various freight planning efforts and initiatives. This may include technical analysis of truck network components, support of supply chain resiliency work, and ongoing support on urban freight initiatives as requested.
- B. Support other DVRPC offices in freight-related planning efforts including studies incorporating supply chain evaluation and planning.
- C. Support regional planning partners through responses to inquiries, surveys, and requests regarding the region's freight network and provide advisory support on key planning efforts regionally.

### 4. Regional data and visualization

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

### **Products:**

- 1. Quarterly meetings of the Delaware Valley Goods Movement Task Force, meeting highlights, facilitated communication among the Task Force Executive Committee, and quarterly progress reports.
- 2. Technical reports and memos to include:
  - A. Process memo and analysis products for Regional Freight Initiatives.
  - B. Truck Network Analysis and Identification report.
  - C. Memos and data reports as necessary in response to planning partner data requests.
- 3. Updated tools and information via the PhillyFreightFinder web mapping application and data platform.

### **Beneficiaries:**

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

### **Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$389,500	\$282,036	\$91,214	\$16,250	\$0
2024	\$404,500	\$301,088	\$102,162	\$1,250	

## **PROJECT: 24-34-030    Travel and Land Use Modeling**

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

**Program Coordinator:** Matthew Gates

**Project Manager:** Brad Lane

### **Goals:**

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

### **Description:**

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

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

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

updates, or new guidance from FHWA, FTA, EPA, or others are evaluated and implemented.

This program area will support DVRPC's role in the development of new FHWA Adjusted Urbanized Area boundaries and Federal Functional Classification and National Highway System updates.

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

### **Tasks:**

1. Collect data on traffic volumes including autos, trucks, bikes, pedestrians, and transit riders by direction and time of day.
2. Collect, tabulate, and analyze travel time data for selected corridors from Traffic.com, INRIX, HERE, and other sources.
3. Collect other transportation data, including vehicle-miles of travel, journey-to-work, parking shed, external travel, tolls and fares, and trip length frequency.
4. Update highway, transit, and bike/ped networks for base and future years, to reflect federal functional class changes, and TIP and Plan project changes; updated tolls, fares, and parking charges.
5. Collect data on employment and land use changes.
6. Revise zonal demographic and employment data and forecasts, including extended model area, as needed.
7. Update vehicle registration, age distributions, fuel, I/M programs, and other inputs for air quality post-processor and MOVES model, as needed.
8. Prepare air quality conformity demonstrations and SIP revisions as needed using the MOVES2014b or MOVES3 air quality model.
9. Analyze on-road emissions for the Regional Greenhouse Gas (GHG) Inventory
10. Analyze bike, pedestrian, transit, and highway projects, as required.
11. Prepare estimates of truck and bus travel, as needed.
12. Prepare growth factors as required to support regional planning and engineering efforts.
13. Prepare trip tables, select-link analysis, and other travel model tabulations, as required.
14. Respond to other member governments and planning partners requests for socio-economic, travel, and transportation system data and statistics.
15. Update transportation-related data and parameters for UrbanSIM and other land use and economic impact tools, as needed.
16. Support member governments and state DOTs in the development of FHWA Adjusted Urbanized Area boundaries based on 2020 Census.
17. Support member governments and state DOTs in the update of the Federal Functional Classification system.



**Products:**

1. Summaries of screenline traffic volumes, VMT, and transit ridership.
2. Summaries of corridor travel times.
3. Base and future-year highway and transit networks.
4. Summaries of the results of air quality conformity demonstrations.
5. Travel patterns, volumes, statistics, etc. for data request and to support member governments and other DVRPC planning efforts.
6. Average annual growth factors by County and Functional class.
7. Growth rates and other model data to support planning efforts as required.
8. FHWA Adjusted Urbanized Area boundaries.
9. Updated Federal Functional Classifications for the region's roadways.
10. Up-to-data travel model documentation.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$462,250	\$348,342	\$112,658	\$1,250	\$0
2024	\$487,250	\$362,873	\$123,127	\$1,250	

**PROJECT: 24-34-040    Regional Congestion Management Program**

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

**Program Coordinator:** Thomas Edinger

**Goals:**

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

**Description:**

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

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

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

The focus areas for FY 2024 include, finalizing the update of the regional CMP, implementing the Transportation Performance Management (TPM) requirements, performing ongoing CMP data collection and analysis to inform the process of project development, and identifying intersection bottlenecks and bottleneck mitigation strategies.

### **Tasks:**

Transportation Performance Management (TPM).

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

CMP Plan Update

4. Prioritize CMP Focus Roadway Facilities and Subcorridor Areas
5. Define and Evaluate CMP Corridor Area Strategies
6. Finalize CMP Report Update
7. Complete CMP web mapping databases, including performance measures, corridor/subcorridor areas and strategies by area.

Intersection Bottlenecks and Improvement Strategies

8. Implement an intersection bottleneck screening process to identify and prioritize a select number of locations for improvement strategies (performed as part of the CMP Plan Update).
9. Develop appropriate strategies for bottleneck mitigation.
10. Work with planning partners, staff, and others to get consensus on prioritized bottleneck locations and improvement strategies.

CMP Data Collection and Analysis

11. Perform ongoing CMP data collection and analysis using INRIX travel time, traffic volumes, and other data to identify trends in system performance across the network. Refine and update strategies to mitigate congestion based on performance measures with guidance from the CMP Advisory Committee.
12. Collect, prepare, and analyze non-recurring congestion events from Regional Integrated Transportation Information System (RITIS) and TRANSCOM databases, such as traffic incidents, adverse weather, and construction to better understand where these events are occurring on the transportation network, and the causes of

congestion. Coordinate with PennDOT, NJDOT, planning partners, and other DVRPC staff.

13. Perform before and after traffic evaluation studies of projects intended to mitigate congestion to help understand the effectiveness of the strategies. Incorporate archived operations data, and consult with project stakeholders and the CMP Advisory Committee. Analyze pre- and post-pandemic travel data to monitor shifts in travel.

14. Use existing CMP analysis and other studies to refine CMP strategies to manage congestion by subcorridor, especially TDM and transit strategies.

15. Maintain CMP website.

#### Use the CMP in Project Development

16. Help develop and advance problem statements consistent with the CMP.

A. Participate in internal DVRPC processes to implement high priority recommendations from NJDOT problem statement reports. Participate in NJDOT Complete Team, Congested Places, and CMS-21 programs, and conduct field work or prepare draft problem statements, as necessary, for submission to NJDOT staff as requested and track results.

B. Participate in the PennDOT problem statement development process as applicable for major SOV capacity-adding projects, which is now partially facilitated through the PennDOT Connects process, and work with PennDOT and DVRPC Subject Matter Experts.

17. Review TIP and LRP projects with respect to consistency with the CMP objective measures and perform any other multimodal alternative analyses. Coordinate results using TIP and Long-Range Plan benefit evaluation criteria for prioritizing projects.

18. Facilitate development of supplemental strategies for projects that will add road capacity to get the most long-term value from the investment.

19. Support progress of supplemental CMP projects through coordinating with multimodal partners, and tracking the progress being made in keeping with regulations. Update the CMP Supplemental Projects Status Memorandum report that provides the current status on supplemental project commitments for major SOV capacity-adding projects. Maintain an online database that provides access to Supplemental Strategies report information.

#### Stay Current with CMP Practices

20. Stay engaged with the fast-evolving use of archived operations and origin/destination data for planning. Important areas include: calculating travel times and traffic delay from INRIX and other sources; facilitating how estimated traffic counts can be derived from travel time data; creating corridor performance reports; and integrating origin/destination trips data into the CMP to understand better where shorter and longer trip patterns are occurring to help in identifying mitigation strategies for different corridor areas. This can be done in part through engagement with The Eastern Transportation Coalition, and with DOT partners.

21. Continue to improve understanding of the effectiveness of individual CMP strategies through sketch-level models, cost/benefit studies, and before-and-after analysis.

22. Participate in CMP-related efforts by regional and national partners based on

invitations and time available.

**Products:**

1. Publication of regional CMP final report, including presentation to DVRPC RTC and Board. This will include information on top intersection bottlenecks, along with specific implementation strategies. It will also include CMP web content with mapping.
2. Reporting of biennial PM3 reliability and traffic congestion measures and targets. Coordinate work with DOTs and other planning partners for presentation to the RTC and DVRPC Board, as applicable.
3. Reporting on the latest travel time, speed, and other delay measures by CMP corridor to identify trends in performance by roadway facility. Create corridor performance reports to indicate how performance measures are used to identify and prioritize improvements. Publish this and other travel trend information on the DVRPC planning assistance center webpage.
4. Documentation of the status of supplemental projects.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$232,250	\$174,549	\$56,451	\$1,250	\$0
2024	\$242,250	\$179,943	\$61,057	\$1,250	

## **PROJECT: 24-34-050 Air Quality Planning**

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

**Program Coordinator:** Sean Greene

**Project Manager:** Stacy Bartels

### **Goals:**

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

### **Description:**

DVPRC's air quality program has three main components:

1. Technical Analysis, which includes Transportation Conformity and Congestion Mitigation and Air Quality Program (CMAQ) Performance Measures,
2. Public Education and Outreach including through the Air Quality Action program, and
3. Air Quality Planning Coordination with regional stakeholders.

#### Technical Analysis

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

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

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

#### Public Education and Outreach

DVRPC administers the Air Quality Action (AQA) program through the Air Quality Partnership. The AQA is used to inform the public, employers, and the media of

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

#### Air Quality Planning Coordination

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

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

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

#### **Tasks:**

Tasks:

Technical Analysis

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

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

#### Public Education and Outreach

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

#### Air Quality Planning Coordination

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



**Products:**

Technical Analysis

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

Air Quality Action

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

Air Quality Planning Coordination

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$254,250	\$191,172	\$61,828	\$1,250	\$0
2024	\$264,250	\$196,370	\$66,630	\$1,250	

**PROJECT: 24-34-060 Performance-Based Planning and Programming**

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

**Program Coordinator:** Brett Fusco

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

**Goals:**

Performance-based planning fulfills and coordinates federal Transportation Performance Management (TPM) requirements by applying performance management principles that measure, evaluate, and report on the impacts of resource allocation decisions on transportation performance of the multimodal transportation network. Transportation Asset Management (TAM) procedures and data can be used to maintain and improve the region's transportation network by identifying the region's transportation assets, monitoring conditions, and advancing improvements in a systematic manner that will minimize life cycle costs and forward regional and statewide goals. Assets include roads, bridges, rails, transit vehicles and stations, transit administration and maintenance facilities, signals, and various roadside features.

**Description:**

A number of factors are straining our transportation network: increased congestion, more truck travel, growing population, aging infrastructure, higher customer expectations, demands to apply new technologies, and limited funding. These factors threaten the transportation network's viability unless the region is able to more effectively and efficiently deploy financial resources to maintain and upgrade our existing assets.

Performance-based planning is a strategic approach that uses transportation network information to guide investment and policy decisions to meet desired performance objectives. A performance-based process includes coordination and collaboration with external partners along with transportation network data collection and analysis. Performance-based plans identify strategic objectives, set targets, make programming recommendations, undertake monitoring and adjustment, and report and communicate outcomes.

Performance-based planning was one of the most transformative elements of the MAP-21 federal transportation legislation, which was continued and reinforced in the FAST Act and Infrastructure Investment and Jobs Act. The IJA includes additional regulations related to TPM. Through these regulations, state DOTs, MPOs, and transit operators are held to a higher-level of performance accountability.

Through the use of TAM systems and engineering and economic analysis tools, the region, in concert with the infrastructure owners and operators, can more comprehensively view the big picture and evaluate system data to guide performance-based decision making on how limited financial resources can best be

deployed in the Long-Range Plan (LRP) and the Transportation Improvement Programs (TIPs). Asset management plans should guide a lowest lifecycle cost (LLCC) for the maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state-of-good repair; and project selection to help meet TPM performance goals. An LLCC approach will improve decision-making on resource allocation and utilization.

A key reason to develop performance-based plans and TAMs is to better inform the capital programming process, whether short-term (TIPs) or long-term (LRP). DVRPC works closely with NJDOT, PennDOT, SEPTA, NJ TRANSIT, and DRPA/PATCO to establish strategic objectives for managing and improving their assets. DVRPC prioritizes system preservation in the Plan, the Congestion Management Process (CMP), and project benefit evaluation criteria for the Plan and TIPs. In New Jersey, the Capital Investment Strategy is the mechanism that NJDOT uses to link asset management to the capital programming process. In Pennsylvania, PennDOT Connects links asset management with the capital programming process.

Staff will work with the DOTs, transit operators, and authorities as they use performance-based planning and programming to advance their TAM plans, safety plans, and develop and implement the TPM requirements. DVRPC will be involved in the development of these processes, working cooperatively with stakeholders to obtain agreement on data structures, performance measures, strategic funding allocation methods, local system data collection, and data sharing and reporting procedures. DVRPC will continue to provide input and guidance to our partners as they develop and expand on performance-based planning and TAM processes and utilize them to identify cost-effective improvements to maintain and enhance the region's transportation network. Our partners hope to extend these systems to cover all owners and operators in the region, including turnpikes and authorities, as well as counties and municipalities. The commission has built a website, <https://www.dvrpc.org/TPM/>, which tracks the various TPM metrics and performance relative to associated targets. Staff will consider ways to integrate this website with the Tracking Progress dashboard that compares how the region is doing relative to Long-Range Plan goals. Staff will use DOT and transit agency asset management data for system-level investment analysis, as needed.

It is essential that the asset owners and operators establish an internal asset management agenda and a willingness to share with DVRPC their data on asset age, design, condition, and improvement costs by treatment type. The parties recognize that data does not currently exist for all asset categories or that it may exist in formats that are not readily usable by an asset management system. For TAM to be used as a decision-support tool, it is critical to know what assets are in place, their current condition, their expected performance over time, and how the data can be linked to engineering and economic performance measures.

The Pennsylvania Local Asset Data Collection initiative, whereby MPOs assisted PennDOT in establishing an inventory of locally-owned (initially bridges and

roadways) assets, also links planning goals and investments. This project contains funds to assist in the development of local transportation asset inventories, if requested.

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

**Tasks:**

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

1. Engage and coordinate with planning partners to identify transportation asset categories, strategic objectives, and measurable performance and/or service levels to meet those objectives.
2. Participate in the development and use of the various partner performance-based plans (including safety and system performance) and asset management systems to track information on asset inventory, condition, needs, and performance for various asset categories as required to comply with the Transportation Performance Management requirements identified in MAP-21 and reinforced in the FAST Act and IIJA. This will include working with state DOTs and transit agencies to develop and maintain Transportation Asset Management Plans (TAMP).
3. Participate in NJDOT Problem Intake Process meetings and tasks.
4. DVRPC will also coordinate with PennDOT, and member counties and cities, on the collection and validation of data on local transportation assets, if requested.
5. Assist asset owners to utilize their performance-based plans and 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 asset data to determine when to implement the most cost-effective action for a specific asset using an LLCC approach.
  - E. Coordinate with the CMP, including sharing data and methods.
  - F. Utilize the asset system processes and data to develop draft TIP and Plan updates.
6. Assist TAM owners in the development and production of system performance reports.
7. Track how technology and process innovations are changing the nature of asset management and transportation infrastructure design, project delivery, lifespans, and maintenance needs.

8. Work with planning partners to update USDOT TPM performance measures and targets, analyze current conditions and project likely future conditions, monitor and report on performance through DVRPCs TPM webpage.

A. Coordinate with the Office of Safe Streets on the development and adoption of regional safety performance targets.

B. Coordinate with the Congestion Management Programs and Office of Freight and Clean Transportation on the development and adoption of urbanized area CMAQ Congestion and CMAQ Emissions targets.

9. Develop new long-range plan project intake form tied to the major regional project database, including detailed information about each candidate with any relevant sponsor supplied project evaluation criteria data.

10. Evaluate proposed transportation projects using the TIP-LRP Project Benefit Evaluation Criteria, as well as using bridge, pavement, and transit asset management system data as part of project selection.

**Products:**

1. New or updated memorandum(s) of agreement with planning partners.

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

3. Update to Transportation Performance Management website, and possible integration into the Tracking Progress dashboard.

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

**Beneficiaries:**

Member counties, state DOTs, and transit operators.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$312,500	\$217,241	\$70,259	\$25,000	\$0
2024	\$327,500	\$225,862	\$76,638	\$25,000	

**PROJECT: 24-34-070 Socioeconomic and Land Use Analytics (SLUA)**

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

**Program Coordinator:** Benjamin Gruswitz

**Goals:**

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

**Description:**

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

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

The SLUA program area develops, enhances, and maintains DVRPC's UrbanSim land use model. UrbanSim is used to develop the population and employment forecasts and allocates the forecast for use in the agency's travel demand model. SLUA staff coordinates with travel model staff to seek advancements in model integration and support common analysis needs. UrbanSim can be used in corridor and station area plans or to test policy impacts on regional development. This

program area may also develop and utilize models such as Impacts 2060, Vision Eval, ITHIM, and others. This research is intended to better understand uncertainties in long-range planning and how to adapt to them; while highlighting (both quantitatively and qualitatively) the benefits of implementing DVRPC recommendations such as transit-oriented development, reinvestment in older communities, and agricultural and natural resource protection. The program also supports DVRPC staff use of UrbanSim for other commission projects.

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

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

### **Tasks:**

- 1) Maintain and update UrbanSim platform based on new data and ongoing improvements to the model's capabilities. Work with the Socioeconomic and Land Use Analytics Committee (SLUAC) on model components such as a regional real estate development pipeline, and demographic and employment statistics.
- 2) Develop 2050.2 population and employment forecasts, focusing on the years 2020-2050, in light of the 2020 Census and other future observed data from the COVID-19 pandemic.
- 3) Publish new Land Use Inventory analytical data report, as data is made available.
- 4) Maintain and enhance Tracking Progress indicator website, which contains more than 20 criteria related to the goals set in the long-range plan.
- 5) Manage and oversee the SLUAC made up of county planning partners.
- 6) Aid and advise on agency data needs and efforts in collaboration with the Data Coordination program, the Data Innovation Team, Information Technology, and other agency staff.
- 7) Work with DVRPC staff on studies and products involving UrbanSim modeling, socioeconomic, and other data analysis, as needed.
- 8) Respond to socioeconomic and other data requests from planning partners, media, and public.
- 9) Monitor developments and policy changes at statistical and planning partner agencies; and participate in collaborative efforts of peer agencies and partners.

### **Products:**

- 1) Ongoing Tracking Progress data updates.
- 2) UrbanSim land use model maintenance and enhancements.
- 3) Land Use 2020 Inventory Analytical Data Report (ADR).
- 4) 2050.2 Population and Employment Forecasts.

### **Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$225,000	\$154,903	\$50,097	\$20,000	\$0
2024	\$235,000	\$175,463	\$59,537	\$0	



**PROJECT: 24-34-080    Transportation Improvement Program (TIP)**

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

**Program Coordinator:** Jesse Buerk

**Project Manager:** Richard Murphy

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

The TIP selection process is ultimately based on consensus, but performance-based measures have been incorporated into benefit criteria which will proactively position the region to address requirements of federal transportation authorizations and further link to goals of the Long-Range Plan. Universal project benefit criteria are used to evaluate new project proposals of various modes and project types (roadway, transit, bike, pedestrian, freight), and are used in Pennsylvania and New Jersey counties in the DVRPC region. The following factors are currently considered in determining benefits of project proposals: Safety, Facility/Asset Condition and Maintenance, Reliability and Congestion, Centers and the Economy, Multimodal Use, Equity, and the Environment. Program development occurs through a TIP subcommittee comprised of regional stakeholders who consider schedules and costs of existing projects, as well as potential for new projects, all constrained by the level of funding available. All project costs and schedules are updated by DOT Project Managers or Project Sponsors, as appropriate. A series of subcommittee meetings are held to further review costs and schedules, vet concerns, and negotiate. A constrained draft program is released for a 30-day public comment period prior to presenting to the DVRPC Board for adoption.

DVRPC will undertake an extensive public participation program that responds to the requirements of federal transportation legislation and environmental justice

concerns as it relates to this project. Coordination with DOTs' program and project development, and delivery activities, including PennDOT Connects in PA, and Concept Development in NJ, will also occur. Staff will continue to investigate innovative financing techniques and emerging federal regulations and state policies, particularly as they pertain to funding and capital programming. For more information, see: <http://www.dvrpc.org/tip>

### **Tasks:**

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

- Planning and Programming activities.
12. Assist in developing financial estimates for the transportation element of the Long-Range Plan, when appropriate.
  13. Participate in special project solicitations (e.g., CMAQ, HSIP, Local Bridges, Local Concept Development), including consideration of federal performance measure targets and equity considerations.
  14. Investigate and explain to the Board, its committees and the public, the laws and regulations related to federal funding programs and planning requirements, as well as state funding programs.
  15. Research and share information pertaining to new federal competitive and formula funding programs.
  16. Provide support letters and technical assistance to member governments applying for federal competitive grant programs.
  17. Assist with planning/implementation efforts for new federal programs including Carbon, PROTECT, and NEVI funding.
  18. Research innovative funding techniques and assess for local applicability.
  19. Make presentations to committees and public groups and respond to public questions.

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$661,250	\$498,711	\$161,289	\$1,250	\$0
2024	\$761,250	\$567,456	\$192,544	\$1,250	

**PROJECT: 24-52-010    Regional Transit Planning Program**

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

**Program Coordinator:** Amy Bernknopf

**Project Manager:** Cassidy Boulan, Joanna Hecht

**Goals:**

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

**Description:**

The Regional Transit Planning Program funds a coordinated program of transit planning projects requested annually by DVRPC's member governments, including evaluations of proposed services or facilities, corridor level transit analysis, evaluations of enhancements to transit access, studies to improve bicycle and pedestrian connectivity with transit, and examinations of the relationship between land use and transit for specific sites or corridors. To the degree appropriate for a given task or project, work will be approached in an integrated way, drawing on staff expertise across DVRPC offices or partner agencies to best meet the needs of the planning partner. Work tasks may range from data/quantitative analysis to concept-level facility, service design and visualization, and project wrap-up. In addition, DVRPC will act as a convener and coordinator to share ideas, education, and training with our partners. Some of these activities may also require DVRPC to purchase equipment and/or services to meet program goals. During FY2024, this program area will support a regional effort to update DVRPC's Equity Through Access plan.

Central to this program is the development of data-driven tools to inform investment decisions and local decision making by making technical concepts more accessible to nontechnical audiences. Prior examples of this type of work include: the Network Gap Analysis and other tools created through the Regional Transit Screening Platform project, the Transit Signal Priority (TSP) Favorability Score, and AccessScore. Each of these efforts has expanded our regional toolkit to assist planning partners and members of the public in understanding and prioritizing investments.

This program also supports data collection, processing, and sharing activities wherever possible: passenger intercept, parking shed, and station-area observations are essential for the analysis of transit in the region. This data collection and analysis may include information about transit stations and their surrounding land use, ridership, parking, and related data. Surveys conducted in

coordination with DVRPC's Office of Travel Monitoring, Office of Modeling and Analysis, and our planning partners may support specific planning studies as well as transportation modeling efforts and the evaluation of transit alternatives in the region.

Federal and state guidance puts an emphasis on the regional coordination of investments made to improve transportation access by disadvantaged populations. This may include projects formerly funded under the Federal Transit Administration (FTA)'s Job Access and Reverse Commute (JARC) program, which may now be funded under the FTA Section 5307 Urbanized Area Formula Program or state level New Jersey JARC program, and the FTA Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) program. The Regional Transit Planning Program supports DVRPC participation in project development and prioritization for Coordinated Human Services Transportation Planning (CHSTP) programs in Pennsylvania and New Jersey, as well as regional analysis and Coordinated Plan updates, including the Equity Through Access (ETA) program.

### **Tasks:**

1. In collaboration with the Office of Communication and Engagement and other DVRPC staff as needed, prepare an update to the regional Coordinated Human Services Transportation Plan (CHSTP), also known as Equity Through Access (ETA). Of primary importance will be updating the Equity Through Access Map Toolkit with current data sources and new analyses. Project is also funded out of 24-23-040, Title VI and Environmental Justice.
2. Coordinate and convene relevant stakeholders in order to assist Bucks County in creating a successful application for state funding to support recommendations from the Upper Bucks County Public Transportation Plan.
3. Coordinate with SEPTA to assess upcoming discretionary program rounds to identify opportunities for SEPTA to sponsor and oversee the advancement of stop/station access improvement projects off SEPTA property, and advance efforts as appropriate to help more transit access projects to get funded and delivered.
4. Identify and share best practices in the region on research and practical experience with regional partners, as appropriate.
5. Provide technical and coordination support for transit agencies as they endure and recover from the drop in ridership throughout the Coronavirus global pandemic.
6. Provide continuing support to SEPTA and other local partners on issues related to SEPTA's trolley modernization program for the City of Philadelphia and Delaware County.
7. Provide ongoing DVRPC participation in and project support for City of Philadelphia-SEPTA "Connect"/Transit First efforts, including participation in collaborative committees.
8. Provide Subject Matter Expert (SME) review for potential transit facilities and connections for PennDOT projects through the PennDOT Connects program.
9. Review, assess, generate, and apply innovative or state-of-the-art planning practices. Develop new means of analyzing data to meet the changing requirements of integrated transit, bicycle/pedestrian, and land use planning.
10. Ensure that appropriate technical resources (such as new software) are available

for staff use as new best practices develop.

11. Work with state and regional planning partners (PennDOT, SEPTA, PATCO, and NJ TRANSIT) to participate in regional CHSTP project development, prioritization, and selection rounds as appropriate.

**Products:**

1. Member government and planning partner outreach and coordination in identifying, scoping, and conducting new studies in support of partner goals.
2. Coordination with planning partners to provide specific expertise in support of planning efforts, including Alternatives Analyses, and other evaluation or project support.
3. Planning/policy documents, technical reports, white papers, and/or memorandums with findings and recommendations.
4. Data from survey and other data collection efforts in support of agency projects.
5. As-needed meetings and communications with member governments to coordinate transit projects and initiatives throughout the region.
6. Updated coordinated plan Equity Through Access (CHSTP) on website and/or technical report or memorandums related to the plan.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$419,250	\$0	\$285,000	\$44,250	\$90,000
2024	\$433,750	\$0	\$315,000	\$28,750	\$90,000

FY2024 Other Funding Details:  
PennDOT PL FTA Supplemental

## **PROJECT: 24-52-020    Bicycle and Pedestrian Planning Program**

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

**Program Coordinator:** Cassidy Boulan

**Project Manager:** Amy Bernknopf, Sarah Moran, Thomas Stead

### **Goals:**

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

### **Description:**

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

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

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

### **Tasks:**

1. Provide technical analysis and facilitation to support regional partners as they pursue planning and implementation of pedestrian and bicycle networks in the region.
2. Convene regional partners to share information and discuss trail design and policy in response to the growing prevalence of electric bicycles (e-bikes).
3. Continue development of the Regional Sidewalk Technical Assistance Program and better condition and coverage of region sidewalk networks by:

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

**Products:**

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



**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$331,750	\$234,621	\$75,879	\$21,250	
2024	\$346,750	\$254,235	\$86,265	\$6,250	

## **PROJECT: 24-52-030    Mobility Analysis and Design Program**

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

**Program Coordinator:** Sarah Moran

**Project Manager:** Kelsey McElduff, Mark Morley, Thomas Stead

### **Goals:**

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

### **Description:**

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

This program will support DVRPC's participation in the PennDOT Connects process to improve the coordination and efficiency of project implementation and make the best use of available transportation funds. DVRPC will continue to assist PennDOT with project screenings through the Project Initiation Form (PIF) process. In New Jersey, DVRPC will continue to support NJDOT CPC review requests.

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

### **Tasks:**

#### 1. Delaware County Trail Crossings Study

In the interest of improving trail connectivity throughout Delaware County, DVRPC will conduct an analysis to identify existing and future locations where trails cross or will cross major roads, highways, or railroads, creating hazardous conditions for trail

users, or an obstacle to overcome in the development of a potential new trail.

- a. Research best practices in trail crossing design and safety
- b. Collect and analyze relevant spatial data to identify and categorize trail crossings
- c. Identify specific trail crossing locations for concept plan development. The number of locations will depend on the complexity of required designs, and will not exceed 5. Care will be taken to ensure that the locations selected will provide a variety of different types of crossing design examples that could be used in other similar locations across the County.
- d. Provide relative planning-level cost estimates for concept locations.

## 2. Philadelphia Speed Management Plan

In collaboration with the Office of Safe Streets this program will support a project to develop a comprehensive speed management plan for the City of Philadelphia using data and best practices. Activities would include:

- Form a working group including representatives from PennDOT, City of Philadelphia, and DVRPC
- Reviewing existing speed limit setting methods and relevant PA state law
- Develop a matrix with data requirements and availability for each method
- Select a set of corridors within the City on which to collect data and test speed limit setting methods
- Developing a plan to gather this data for specific corridors and apply the various methods; compare the results of each method
- Work with the working group to identify an acceptable method for speed limit setting and outline a plan for collection and maintenance of data needed to apply this method across the City.

This program supplements the work outlined in Transportation Safety (24-52-040).

3. This program area will supplement the Pottstown Area Regional Plan Development project (24-52-140) in support of the Pottstown Metropolitan Regional Planning Committee (PMRPC).

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

### **Products:**

1. Memorandums and reports that identify deficiencies and recommendations to address them. Steering committee and public participation processes will also be documented.
2. Coordination of plan elements with affected state departments of transportation, local governments, operating agencies, and other groups.
3. Findings and lessons learned from the identified studies will be incorporated into DVRPC's continuing planning work.

### **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 PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$672,250	\$476,798	\$154,202	\$25,250	\$16,000
2024	\$702,250	\$508,470	\$172,530	\$5,250	\$16,000

FY2024 Other Funding Details:  
PennDOT PL FTA Supplemental

**PROJECT: 24-52-040    Transportation Safety**

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

**Program Coordinator:** Kevin Murphy

**Project Manager:** Kaylen Phillips

**Goals:**

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

**Description:**

The Regional Safety Task Force (RSTF) is a multi-disciplinary forum for agencies and organizations to improve road safety by exploring crash safety topics. The RSTF serves as the safety culture mechanism for Regional Vision Zero 2050. The quarterly meeting structure promotes progress toward regional safety goals through facilitated action item development; action items are tracked and updated by staff. Meetings are typically focused on a crash safety emphasis area from the Transportation Safety Analysis and Plan—the region's guiding document for safety. Staff manages the RSTF and its progress toward meeting goals and objectives, and serves as facilitator.

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

OSS provides assistance to city, county and state partners in developing and

advancing safety projects using the federal Highway Safety Improvement Program (HSIP) and other funds, and tracks progress toward safety objectives. Specific activities include program management, crash analyses to support funding applications, and problem identification. This work supports Regional Vision Zero 2050, DVRPC's Long-Range Plan, and state Strategic Highway Safety Plans. In 2020, OSS staff led regional partners in the adoption of regional targets to comply with federal Transportation Performance Management safety measures, which require annual updating and progress tracking. Work in this task is done in collaboration with DVRPC's Offices of Capital Programming, Long-Range Planning, and Project Implementation.

Speed is the number one factor determining crash severity. Traffic speeds balanced with multi-modal demands, suited to context, promote safe roads for all users. The Philadelphia Speed Limit Setting project will explore speed limit setting approaches for the City of Philadelphia using data and best practices. This project takes inspiration from and will follow a similar approach to that used in the Arterial Typology and Speed Management Decision-Making Framework for the City of Philadelphia, designed to advance both Philadelphia's Vision Zero goals and support Regional Vision Zero 2050. Managing travel speeds involves a multi-pronged approach that includes traffic calming, and also speed limit setting. Current speed limit setting practices are often responsive to observed driver behavior which may not promote safe speeds especially given the land use and physical context. This effort will research current best practices and innovations for speed limit setting, summarize existing policy, and identify suitable applications for the various roadway contexts of Philadelphia. This work is supplemented by the Office of Mobility Analysis and Design (24-52-030).

DVRPC will continue to support PennDOT District 6 in their pursuit of safety and multi-modalism through the Regional Road Diet Prioritization project, begun in FY 2023. This project is detailed in the Increasing Safe and Accessible Transportation Options project (24-52-130) which OSS is coordinating, though funded separately.

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

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

## **Tasks:**

### 1. Regional Safety Task Force

- A. In collaboration with the RSTF co-chairs, prepare for and hold quarterly meetings focused on the emphasis areas identified in the Transportation Safety Analysis and Plan story map, hold one or more special meetings per cycle (i.e., via collaboration with another DVRPC task force or committee) as appropriate.
- B. Complete full-meeting summaries and DVRPC Board highlights, and maintain an archive of all RSTF work and meetings.
- C. Track progress toward safety objectives and manage volunteer action items and other tasks that emerge from RSTF meetings.
- D. Continue to use the RSTF to promote a positive safety culture and advance Regional Vision Zero 2050 by expanding the membership and developing more relationships with non-traditional partners, highlighting equity considerations, and prioritizing a focus on vulnerable users.
- E. Promote safety best practices and partner initiatives via social media, and expand opportunities for RSTF members to foster discussion, share resources, and keep members engaged.

### 2. Crash Data Management System

- A. Coordinate the crash data updates to DVRPC's databases, GIS safety layers, and the DVRPC data navigator, and coordinate with DOTs on data quality issues.
- C. Participate in statewide crash records coordinating committees, and stay engaged with state partner crash data systems like NJDOT's Safety Voyager.
- C. Respond to data, mapping, and analysis requests from inside and outside of DVRPC.
- D. Work with staff to develop new applications that increase access to and use of crash data, continue to expand the functionality of the DVRPC Crash Data Viewer web tool, and coordinate the integration of new data and maintenance as needed.

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

- A. Support the New Jersey HSIP Local Safety Program to help county and municipal partners identify data-driven safety projects in collaboration with DVRPC's Offices of Project Implementation and Capital Programs by sharing and interpreting network screenings, supporting development of safety projects using FHWA's proven safety countermeasures, participating in state-funded and partner-led RSA's, and HSM support where applicable.
- B. Support PennDOT District 6-0 in advancing their HSIP program through safety data mapping, liaison with county partners to advance safety projects, work with District 6-0 partners to track HSIP spending and plan for out years, and facilitate collaboration between District 6-0 and PennDOT Central Office to advance regional and statewide safety goals.
- C. Coordinate with state and federal partners on Transportation Performance Management safety performance measure tracking, support state SHSP updates and advancement of plan priorities, and support achieving Regional Safety Targets through inclusion of safety in all projects.
- D. Coordinate with Office of Long Range Planning on the TIP project benefit criteria,

collaborate on project safety review and score.

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

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

G. Continue development of a regional High Injury Network, and updating Crashes and Communities of Concern.

H. Coordinate support for regional partners awarded Safe Streets and Roads for All grants as needed.

#### 4. Philadelphia Speed Limit Setting

A. Assemble a steering committee: City of Philadelphia (OTIS/Streets Department), PennDOT D6

B. Review best practices for comprehensive speed management focused on speed limit setting and relevant PA state law.

C. Develop a matrix with data requirements and availability for each method.

D. Identify and test first round of corridors using new speed limit methodologies and compare results.

E. Build consensus with steering committee on preferred methodology.

F. Outline a plan for collection and maintenance of data needed to apply this method across the City.

This project is also supplemented by the Mobility and Design Analysis Program (24-52-030).

5. Provide supplemental funding support for the Regional Road Diet Prioritization project as needed (included in 24-52-130 Increasing Safe and Accessible Transportation Options).

#### 6. Special Studies & Coordination Efforts

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

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

C. Collaborate with the Office of Communications and Engagement on project-specific and general safety messaging via social media; work with NJTPA on advancing the Streets Smart statewide program locally; attend NJ Complete Streets Working Group as time allows; respond to new safety opportunities as they arise.

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



**Products:**

1. RSTF meeting materials and summaries, volunteer actions and outcomes tracking.
2. Crash databases, tools, and related electronic products.
3. Potential HSIP projects, supporting analyses.
4. Summary report and recommendations; matrix of data needs.
5. Summary of locations identified to advance for road diets from the Regional Road Diet Prioritization.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$399,250	\$300,738	\$97,262	\$1,250	
2024	\$419,250	\$312,101	\$105,899	\$1,250	

## **PROJECT: 24-52-050    Transportation Operations**

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

**Program Coordinator:** Christopher King

**Project Manager:** Justin Neff, Kayla Bancone

### **Goals:**

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

### **Description:**

Federal metropolitan planning regulations require MPO's to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Program (24-52-170) highlight key activities undertaken by these programs. The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

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

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

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

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

DVRPC will hold a Regional IMTF Conference in FY 2024 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

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

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

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. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management

programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

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

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

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

### **Tasks:**

#### Incident Management Task Forces Tasks

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces as an on-going training program.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, conduct Post-Incident debriefings a.k.a. After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, electrical vehicle fire response, emerging technologies, severe weather preparedness and work zone traffic management.
5. Educate Responders regarding Active Traffic Management strategies, including working with PennDOT project managers to bring responders and design consultants together to engage responders in identifying issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.

8. Social Media awareness campaigns for quick clearance.
9. Hold Regional TIM Conference. Identify topics and speakers, prepare all materials, and arrange training demonstration.
10. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
11. Provide technical support, including mapping services, GIS, and other assistance as requested.

#### Traffic Signal Optimization Tasks

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

#### Transportation Operation Task Force

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

#### TSMO Planning Efforts

1. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
2. Update and/or maintain the Transportation Systems Management and Operations Master Plan as needed in coordination with the Long Range Plan updates.
3. Perform as needed any data collection and analysis of various travel data to identify trends in system performance across the network.
4. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements.
5. Continue to incorporate TSMO, including ITS investments, into the transportation

planning process. Evaluate capital projects for their consistency with the Transportation Systems Management and Operations Master Plan and assist agencies to advance projects identified in the Plan, PennDOT's Regional Operations Plan, or in the Regional ITS Architecture.

6. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

### **Products:**

#### Transportation Operations Task Force Products

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

#### Incident Management Task Force Products

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

#### Traffic Signal Optimization Products

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

#### TSMO Planning Efforts

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

### **Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$572,950	\$137,297	\$44,403	\$1,250	\$390,000
2024	\$597,950	\$154,333	\$52,367	\$1,250	\$390,000

FY2024 Other Funding Details:

PA TIP - MPMS #115964 - \$208,000 CMAQ/\$52,000 PA State 581;NJ TIP -

DB #D02004 - \$130,000 STBGP-PHILA

## **PROJECT: 24-52-060 Competitive Program and Project Management**

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

**Program Coordinator:** John Coscia

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

### **Goals:**

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

### **Description:**

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

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

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

For more information, see the following website:

<http://www.dvrpc.org/ProjectImplementation/>

### **Tasks:**

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials in coordination with the DOTs.



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

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$1,054,500	\$64,500	\$0	\$0	\$990,000
2024	\$1,334,500	\$144,500	\$0	\$0	\$1,190,000

FY2024 Other Funding Details:  
 PA TIP - MPMS #115965 - \$712,000 STU/\$178,000 PA State 581; MPMS #115966 - \$120,000 CMAQ/\$30,000 PA State 581; NJ TIP - DB #X30A - \$150,000 STBGP-PHILA

**PROJECT: 24-52-070 PA TDM Base Program Administration and Commuter Services**

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

**Program Coordinator:** Stacy Bartels

**Project Manager:** Amy Bernknopf

**Goals:**

To manage the work of the seven SE PA TMAs and two contractors that serve employers implementing commute alternatives programs that encourage commuters to choose travel alternatives to the single-occupancy vehicle (SOV). The programs include educational offerings, promotional materials, and relevant services and programming within specific service areas through the tasks listed below, ultimately serving to help reduce traffic congestion and improve accessibility to a variety of safe and affordable modes of travel in the region.

**Description:**

The Transportation Management Associations (TMAs) and other related partners in southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and programs for over two decades, in the form of two grants funded by PennDOT – the TMA Assistance Grant (one available to all TMAs in PA), and the Mobility Alternatives Program (MAP) grant (available only in SE PA). For FY2023, DVRPC and PennDOT developed a new TDM grant program that combines these two “legacy” grants into one new “base” TDM grant for each organization previously funded through one or both of the legacy grants; this work program carries that structure into FY24. Each organization was awarded an amount of funding to perform standard TDM-related activities like education and outreach on TDM options, implementing TDM strategies, and the advantages for both employers and employees to establish or use these strategies or options. DVRPC will contract with and oversee the work program development and approval for each subrecipient receiving these grants, and work with their respective county planning department(s) as well as PennDOT (Central Office and District 6) and FHWA in this development, as well as in tracking progress and results from their efforts.

This program supports DVRPC staff activities for planning, marketing, procurement and accounting, as well as funding to lease software for and manage the regional Share-A-Ride (SAR) ride match and the Emergency Ride Home (ERH) programs, and to develop and provide necessary materials, schedules and tools to help contractors promote TDM with a unified message and look, in the SE PA region. This program is part of the larger coordinated regional TDM effort that includes the Travel Options Program (TOP) competitive grant program. Completion of this work may require the purchase of equipment or services.

**Tasks:**

1. Work with TMAs/Contractors to develop Work Programs for “base” TDM efforts.
2. Convene the PA TMA Policy Subcommittee of the Regional TDM Advisory Committee at least 3x/year.
3. Ensure this work involves outreach to both employers and the general commuting public.
4. Oversee TMA/Contractor TDM education and outreach efforts and development, and placement of relevant materials; encourage cooperative efforts whenever possible.
5. Operation of the Share-A-Ride (SAR) ride match program, including annual software lease agreements, database management and quarterly reporting, registrant communications and contractor training.
6. Creation and administration of contracts with each of nine subrecipients.
7. Review and payment of monthly or quarterly invoices and reports for each of nine subrecipients.

**Products:**

1. Contractor Work Programs.
2. Regional outreach and advertising materials and plans.
3. SAR software lease and updates; ERH program administration.
4. Contracts for/with each organization.
5. Quarterly activity summaries and year-end report.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$325,000	\$0	\$0	\$0	\$325,000
2024	\$325,000	\$0	\$0	\$0	\$325,000

FY2024 Other Funding Details:

PA TIP - MPMS # 117930 - \$325,000 STU/Toll Credit

## **PROJECT: 24-53-010    Travel Monitoring**

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Cassidy Boulan, Christopher Mulroy, Jonathan Ferullo

### **Goals:**

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

### **Description:**

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

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

### **Tasks:**

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

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

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$739,500	\$594,500	\$0	\$0	\$145,000
2024	\$764,500	\$619,500	\$0	\$0	\$145,000

FY2024 Other Funding Details:  
 PA TIP - MPMS #115968 - \$145,000 STU/Toll Credit



CHAPTER 2B

# DVRPC Project Descriptions





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**PROJECT: 24-33-100      Regional Transportation GIS Coordination**

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

**Program Coordinator:** Christopher Pollard

**Project Manager:** Sean Lawrence

**Goals:**

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

**Description:**

The focus of this continuing project will be to integrate transportation data developed by federal, state, and local governments and DVRPC into a regional database that allows for the open exchange of data. This project benefits all member governments and agencies by providing support to DVRPC to develop and coordinate transportation data development and data sharing and includes the continued growth of DVRPC's transportation GIS, including the update and maintenance of its geospatial data sharing capabilities and web mapping applications. Efforts are being coordinated with NJDOT, PennDOT, member governments, and operating agencies to maximize the investments made in technology and data.

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

**Tasks:**

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

**Products:**

1. Regional transportation-related data available to all member governments in support of their GIS programs.
2. Hardware, software, and training for DVRPC and participating organizations, as necessary.
3. Enhancements and improvements to DVRPC's GIS Open Data Portal, ArcGIS Online organization, and GIS enterprise infrastructure.

4. Updates to and development of web mapping and data visualization applications.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$400,000	\$0	\$0	\$0	\$400,000
2024	\$400,000			\$0	\$400,000

FY2024 Other Funding Details:

PA TIP - MPMS #115969 - \$200,000 STU/Toll Credit; NJ TIP - DB #X30A - \$200,000 STBGP-PHILA

**PROJECT: 24-33-110      Local Technical Assistance Program (LTAP)**

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

**Program Coordinator:** Najah Jackson

**Goals:**

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

**Description:**

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

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

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

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

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

**Tasks:**

1. Partner with PennDOT and the Pennsylvania State Association of Township Supervisors (PSATS) to market LTAP classes to municipalities, County Associations, and other similar organizations in the four suburban counties of

southeastern Pennsylvania.

2. Find venues for LTAP classes and, when requested, roadshows, webinars, and other educational programs.
3. Work with municipal representatives and PennDOT personnel to identify training needs and opportunities, encourage participation among municipalities that have not participated in the past, and maximize class attendance.
4. Submit quarterly and annual reports to PennDOT.
5. Attend annual LTAP Planning Partner conference.

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$30,000				\$30,000
2024	\$30,000			\$0	\$30,000

FY2024 Other Funding Details:  
PA Local Technical Assistance Program (LTAP)

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Amy Verbofsky**Goals:**

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

**Description:**

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

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

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

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

**Tasks:**

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

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$50,000	\$0	\$0	\$0	\$50,000
2024	\$50,000			\$0	\$50,000

FY2024 Other Funding Details:  
PA Department of Environmental Protection (DEP)



**PROJECT: 24-33-130      Healthy Communities Planning**

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

**Program Coordinator:** Amy Verbofsky

**Project Manager:** Karin Morris, Patricia Elkis

**Goals:**

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

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

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

**Description:**

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

Healthy Communities Task Force (HCTF)

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

### Regional Health Data Exploration

Staff will investigate the availability of health behavior and health outcomes data at various geographic levels across the region. This may entail deepening or building new partnerships with health departments and/or academic institutions. Staff will explore ways to compile, analyze, and display the data that support Connections 2050. Data availability will dictate products and may include updates to existing products, a potential web dashboard, webmaps, and/or an analysis of the health of the region.

Depending on data availability, staff may conduct an analysis of the region's health, focusing on the social determinants of health. This will include researching and visualizing data on different socioeconomic and environmental factors that shape community health such as air quality, education, economic status/resources, health care access, housing, and transportation. A composite scoring system may be developed to compare neighborhoods and counties across the region in an effort to identify disparities and help to prioritize investments, resources, and programming in neighborhoods where health needs are the greatest.

### Technical Assistance and Coordination

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

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

### **Tasks:**

1. Provide technical assistance to member governments and stakeholders.
2. Convene up to 4 Healthy Communities Task Force.
3. Represent DVRPC and provide support and content to other projects throughout the region.
4. Update webpages with new content on a regular basis.
5. Participate in and coordinate with government agencies, institutions, foundations, and non-profit organizations to support healthy communities, including national, regional, and local partners focusing on active transportation, air quality, safety, complete streets, age-friendly communities, and access to healthy food.
6. Provide subject matter expertise to staff and stakeholders.
7. Explore the availability of publicly-accessible health behavior and health outcomes data.
8. Identify and obtain additional sources of health data.
9. Compile, analyze, and display the available health data in ways that support and implement Connections 2050.

**Products:**

1. Supporting materials related to technical assistance, as appropriate.
2. Supporting materials and highlights from Healthy Communities Task Force meetings.
3. Meetings with constituents and stakeholders.
4. Healthy communities, food system planning, and age-friendly communities webpages.
5. Regional Health Data Exploration deliverable.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$137,500	\$79,340	\$25,660	\$6,500	\$26,000
2024	\$142,500	\$82,178	\$27,822	\$6,500	\$26,000

FY2024 Other Funding Details:  
PennDOT PL FHWA Supplemental

**PROJECT: 24-33-140      PA/NJ Local Planning Initiatives**

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

**Program Coordinator:** Patricia Elkis

**Project Manager:** Christopher Linn

**Goals:**

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

**Description:**

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

The funds under this code are generally intended to be used to provide subsidies to municipalities within the nine DVRPC counties for the below fee-for-service projects, conducted by DVRPC staff. Projects may also include assistance in obtaining funding through grant proposals for part of the costs of the projects. Specific projects may include:

- Master Plan Climate Change Hazard Vulnerability Assessment Elements
- Environmental Resource Inventories
- Municipal Public Access Plan
- Master Plan Sustainability Elements
- Open Space and Recreation Plans
- Farmland Preservation Plans
- Master Plan Conservation Elements
- Conservation Design Zoning/Subdivision Ordinances
- Climate Change Mitigation and Adaptation Plans
- Alternative Energy Ordinances
- Energy Efficiency Assessments for Municipal Operations
- Greenhouse Gas Inventories
- Transit Oriented Development Studies
- Form Based Codes
- Local Food Access and Nutrition Strategies
- Green Infrastructure Plans
- Trail Development Plans
- Community Forestry Plans

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

This project also provides for DVRPC to partner with non-profit organizations for projects that implement the Long-Range Plan.

**Tasks:**

1. Advertise the program to municipal leaders, especially environmental commissions/environmental advisory councils, sustainability teams, public works departments, and planning boards.
2. Assist municipalities in obtaining funding for part of the project by preparing draft grant proposals. Funding may come from foundations and a variety of programs run by state and federal agencies.
3. Meet with appropriate committees and municipal staff to gather information for the project and to obtain review and approval of the final product.
4. Write and produce a printed summary document, plan, implementation brochure, etc., for distribution by the municipality, including publication on its local website.
5. Participate in municipal public hearings pertaining to the projects, as needed.
6. Provide technical support to the municipality on obtaining and processing data to support planning analysis.
7. Include the municipality in DVRPC-sponsored education programs on natural resource protection, open space/farmland preservation, climate change mitigation and adaptation, and livability initiatives.
8. Work with non-profit organizations on other efforts as needs are identified and opportunities arise.

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$90,000	\$0	\$0	\$40,000	\$50,000
2024	\$90,500	\$0	\$0	\$40,500	\$50,000

FY2024 Other Funding Details:  
PA/NJ Local Municipalities

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

**Program Coordinator:** Amy Verbofsky

**Goals:**

To assist municipalities to meet their stormwater permitting requirements and improve water quality throughout the Delaware Estuary Coastal Nonpoint Pollution area, DVRPC will continue to investigate the potential for multi-municipal MS4 planning and implementation.

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

**Description:**

A municipal separate storm sewer system (MS4) is a water conveyance system owned or operated by a public entity that does not connect to the sanitary sewer system and does not lead to a water treatment plant. A MS4 typically collects stormwater that runs off of streets and buildings and discharges it into local waterways. The federal Clean Water Act of 1972 requires that certain owners of MS4s obtain an National Pollutant Discharge Elimination System (NPDES) permit for their stormwater discharges, implement a Stormwater Management Plan, and put measures in place to prevent discharges of pollutants in stormwater runoff. In Pennsylvania, the PA Department of Environmental Protection (PADEP) manages the MS4 program. In addition to MS4 requirements noted above, PADEP also requires municipalities to prepare Pollutant Reduction and Total Maximum Daily Load Plans for each of their impaired streams.

Municipalities within the Delaware Estuary Coastal Nonpoint Pollution area may struggle to meet some of the MS4 requirements. For some elements of stormwater management, particularly the design and installation of larger stormwater BMPs, it may make more sense to implement on a multi-municipal scale. In other words, while an individual stormwater BMP may be located in one municipality, both the time and cost and the pollution reductions achieved by the BMP would be shared among multiple municipalities. This type of multi-municipal cooperation can achieve economies of scale and result in cost saving, which may be even more important than usual due to the strains of the Covid-19 pandemic.

Staff will support multi-municipal stormwater efforts, building off of previously

conducted municipal interviews and research. Staff will engage with municipal officials by organizing meetings to jointly explore MS4 needs, creating educational materials on the benefits of multi-municipal stormwater efforts, and/or researching the development of policies that incentivize municipal collaboration, with the ultimate goal of exploring the possibility of joint procurement for professional services to design and implement green stormwater infrastructure in future years.

**Tasks:**

1. Engage municipalities about their current MS4 structure and interest in multi-municipal collaboration.
2. Organize meetings to jointly explore the MS4 needs.
3. Explore formal mechanisms to operationalize multi-municipal efforts.
4. Create educational and/or public outreach materials on the benefits of multi-municipal stormwater efforts, as needed.
5. Research potential state and county policies that incentivize multi-municipal collaboration.

**Products:**

1. Process and findings memo.
2. Educational and/or outreach materials.
3. Project summary report for PADEP.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$50,000				\$50,000

FY2024 Other Funding Details:  
PA Department of Environmental Protection (DEP)



**PROJECT: 24-33-160      Regional Energy Transition Plan for Southeast PA**

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

**Program Coordinator:** Elizabeth Compitello

**Goals:**

To develop one or more stakeholder-driven energy transition plans that evaluate strategies to achieve a regional transition to 100% renewable energy.

**Description:**

All four suburban PA counties and many municipalities in the region have passed the Sierra Club's Ready for 100 Resolution committing to transitioning to 100% clean renewable electricity by 2035 and 100% renewable energy for heating and transportation by 2050. A regional energy transition plan will help the counties and municipalities evaluate energy use and cost across sectors, project future energy use, and develop strategies for achieving a transition to renewable energy. Strategies will be created that stakeholders can implement that will achieve energy consumption reduction (energy efficiency and conservation), electrification of buildings and vehicles, and accelerated use of carbon-free energy sources among households, businesses, institutions, and local governments in southeastern Pennsylvania. This regional plan will highlight implementationable actions that rely on cooperation and coordination between various levels of government, private, and institutional partners. The plan will detail pathways for an equitable and just transition away from fossil fuels for the region's residents and businesses, and will highlight the regional economic and environmental impact of the transition compared to the status quo. The plan will involve modeling, stakeholder and public engagement, and will likely rely on the support of an outside private consultant.

**Tasks:**

1. Research strategies to meet renewable energy goals.
2. Facilitate discussions with counties, municipalities, and other stakeholders about prioritization of strategies to meet renewable energy goals.
3. Form and manage a Regional Energy Transition Plan Working Group.
4. Research program models to achieve regional project development and implementation pathways.
5. Identify sources of funding and financing.
6. Hire and manage consultants.

**Products:**

- 1 Meeting materials, notes and presentations on energy transition planning
2. Educational and/or outreach materials
3. Project report
4. Updated relevant DVRPC webpages

**Beneficiaries:**

Counties, municipalities, residents, and businesses in the DVRPC region

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$185,000				\$185,000

FY2024 Other Funding Details:

DVRPC local funds and other applicable project sponsors or Agencies.

**PROJECT: 24-33-170      Carbon Reduction Program**

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

**Program Coordinator:** Christopher Linn

**Goals:**

This project will facilitate coordination and engagement among regional stakeholders and planning partners to define and document regional priorities and strategies to reduce transportation emissions as part of a regional Carbon Reduction Strategy (CRS). The regional CRS will support the goals and strategies identified in the New Jersey and Pennsylvania state CRSs and DVRPC will work with partners to create and document a transparent project selection process for the Carbon Reduction Program (CRP).

**Description:**

The Carbon Reduction Program (CRP) created under the BIL aims to reduce transportation greenhouse gas emissions by funding projects designed to reduce transportation emissions. The CRP will provide approximately \$52 million and \$31 million in funding annually to Pennsylvania and New Jersey respectively for fiscal years 2022-2026. Funds will be distributed across each state according to formulas set in the BIL. Under the program, state DOTs are required to develop a statewide Carbon Reduction Strategy in consultation with MPOs by November 15, 2023. The purpose of the Carbon Reduction Strategy is to identify and prioritize projects and strategies to reduce transportation-related greenhouse gas emissions and inform the distribution of CRP funds. Broadly speaking, eligible CRP activities include projects and strategies that facilitate the use of single-occupancy vehicle (SOV) alternatives such as public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips; facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled (i.e., EVs, etc.); and facilitate approaches to reduce emissions from the construction of transportation assets.

This project will develop an overall approach to, and identify priorities for, CRP funding in consultation with PennDOT and NJDOT. Staff will provide outreach toward traditional regional transportation planning partners, and focus additional outreach to traditionally underserved and underrepresented populations in transportation planning, such as minority and low-income populations that face challenges engaging with the transportation planning process. This engagement will assist with the identification of projects and strategies that support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in this program and others are distributed to disadvantaged communities. Other considerations include how CRP funds can be used in conjunction with (or flexed to) other Federal-aid apportioned programs with similar goals, such as CMAQ, to create appropriately scaled funding awards that meaningfully reduce carbon while achieving other regional planning goals.

Through tasks outlined in this project area, staff will develop a regional Carbon Reduction Strategy supportive to both Pennsylvania and New Jersey's statewide Carbon Reduction Strategies. Given the limited amount of funding available, an important outcome of this effort will be to achieve some level of regional consensus on priority project categories and/or project types for funding. For example, the region may choose to prioritize specific shared priorities such as continued development of the regional sidewalk maintenance and street tree planting program, the expansion of EV charging infrastructure, or completion of transportation-focused bicycle infrastructure priority projects, among other projects.

This regional (PA and NJ) task is funded with federal Carbon Reduction Program Urban (CRPU), federal Planning (PL) and federal Transit PL funds.

### **Tasks:**

1. Engage with PennDOT and NJDOT to incorporate and reflect regional priorities in each state's Carbon Reduction Strategy (CRS).
2. Convene a committee of member governments and regional stakeholders to guide the project.
3. Conduct public outreach to traditionally underserved communities with assistance from committee members.
5. Integrate regional priorities with the statewide CRS.
6. Establish regional priority project types or areas of emphasis for CRP funding.
7. Establish criteria and a process for competitive project scoring and selection.

### **Products:**

1. Meeting agendas and minutes.
2. Memo documenting the region's process for evaluating carbon reduction benefits from individual projects.
3. Summary of CRP priority project types, categories, or individual projects.
4. A Carbon Reduction Strategy document for the region that documents regional priorities, outlines a regional project selection or identification process, and references each state's CRS.

### **Beneficiaries:**

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

**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$200,000	\$62,589	\$37,411	\$0	\$100,000

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FY2024 Other Funding Details:

PA TIP- MPMS # 119495 Carbon Reduction/Toll Credit

**PROJECT: 24-33-180      Regional Affordable and Accessible Housing**

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

**Program Coordinator:** Andrew Svekla

**Project Manager:** Brian Carney, Derek Lombardi, Karin Morris, Spencer Gober

**Goals:**

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

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

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

**Description:**

Staff will conduct research, analyze data, and engage stakeholders to diagnose and understand the housing affordability and accessibility challenges facing communities. This work includes assessing the housing needs of the region and inventorying a broad array of strategies and policies that local governments can implement to enhance the supply and variety of housing options within their communities. Staff will participate in idea and data sharing through meetings of the Philadelphia Housing Research Working Group, comprised of state, city, and nonprofit housing organizations working toward the same goals.

Furthermore, staff will explore a new technical assistance and/or grant program to assist local governments and key stakeholders such as nonprofits, engage in planning and/or implementation activities that improves housing choice, reduce regulatory barriers to development, promote economic opportunity, and/or protect against displacement and poor housing conditions.

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

**Tasks:**

1. Conduct research on specific housing policy topics of interest to our planning partners.
2. Investigate the feasibility and impact of state-level housing policy reforms.
3. Explore the feasibility of a technical assistance and/or grant program designed to address housing affordability challenges.
4. Collaborate and share information with housing researchers working for various organizations through the Philadelphia Housing Research Working Group.

**Products:**

1. Memos, digital products, and presentations for and to stakeholders evaluating various housing policy issues and strategies.
2. Events designed to share information and facilitate conversations between local and county government officials about housing challenges and potential solutions.
3. Memo outlining the potential creation of technical assistance and/or grant funding programs dedicated to housing affordability.

**Beneficiaries:**

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

**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$210,000	\$156,884	\$53,116	\$0	\$0

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**PROJECT: 24-33-190      Economic Development District (EDD) Program**

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

**Program Coordinator:** Karen Cilurso

**Project Manager:** Brian Carney, Karin Morris, Spencer Gober

**Goals:**

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

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

**Description:**

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

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

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



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

**Tasks:**

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

**Products:**

1. Comprehensive Economic Development Strategy (CEDS).
2. Meeting minutes/highlights from CEDS committee.
3. Progress reports to EDA, as requested.
4. Relevant data updates, as needed.

**Beneficiaries:**

Counties, municipalities, US EDA, economic development organizations.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$140,000			\$70,000	\$70,000

FY2024 Other Funding Details:  
 U.S. Economic Development Administration (EDA)

**PROJECT: 24-33-200      Regional Trails Program**

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

**Program Coordinator:** Shawn Megill Legendre

**Project Manager:** Christopher Linn, Emily Goldstein, Melat Musie

**Goals:**

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

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

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

**Description:**

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

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

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

E-Micromobility Event: At the request of the City of Philadelphia, staff will host and

facilitate an educational event on e-microtransit and implications for bicycle and pedestrian infrastructure. E-micromobility devices, such as electrically powered bicycles and scooters, are similar to human-powered versions, but may present new policy and design considerations. In coordination with the Office of Transit, Bicycle, and Pedestrian Planning, staff will assemble a panel of experts to share their knowledge and experience in creating policy and designing for e-micromobility.

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

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

### **Tasks:**

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

### **Products:**

1. Trail maps, including the Circuit Trails.
2. Trail use counts web viewer.
3. Materials from up to two meetings of county and city trail planning staff to coordinate trail implementation initiatives.
4. Materials from an e-micromobility event.
5. Up to two meetings of the Pennsylvania Committee for the East Coast Greenway.
6. Publications, webinars, and other materials as appropriate to assist trail development partners.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$89,000				\$89,000
2024	\$269,000	\$111,962	\$68,038	\$0	\$89,000

FY2024 Other Funding Details:  
William Penn Foundation

**PROJECT: 24-34-100      Aircraft Operations Counting Program**

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Jonathan Ferullo

**Goals:**

Provide current and accurate operations activity data for aviation system planning to encourage preservation and improvement of regional aviation facilities.

**Description:**

Aircraft operations counting is an important ongoing regional effort designed to support Greater Philadelphia's network of airports and heliports, and regional air travel. Objectives and tasks include the collection of aircraft operations counts at non-towered airports; the provision of technical assistance to various stakeholders; and the identification of continuing and new studies.

The primary component of this project will continue DVRPC's long-standing non-towered aircraft operations counting program. Working with the Federal Aviation Administration (FAA) and its aviation partners from the 12-county area that makes up the Delaware Valley Regional Airport System, DVRPC has been conducting non-towered aircraft operations counts since 1986. The aircraft counting program is largely based on a rotating schedule, with the greatest emphasis placed on those airports which are designated National Plan of Integrated Airport Systems (NPIAS) facilities. This counting cycle will conduct counts for Summit (EVY), Wings Field (LOM), Chester County (MQS), Penridge (CKZ) airports.

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

**Tasks:**

1. Provide assistance to states, local governments, operators, and consultants on issues pertaining to regional facilities and the interpretation of operations counting data.
2. Annual operations counting at selected regional general aviation airports.
  - A. Deploy and monitor aircraft counting equipment in consultation with airport operators.
  - B. Review interim data and provide regular updates on counting activity to partners and airports throughout the count year.
  - C. Download the collected data to the aircraft counting system software and review the data for possible errors.
  - D. Use the collected operations data to project estimates of seasonal and annual operations.
  - E. Collect relevant weather, based aircraft, facility inventory, and helicopter activity data for each airport.
  - F. Prepare summary figures and tables and a narrative synopsis of annual

operations for each airport.

G. Compile all relevant materials into a final report, and update the existing aviation database and web portal with outputs.

H. Circulate final report to interested parties and members of the DVRPC Regional Aviation Committee.

**Products:**

1. Airport operations counting reports for the identified airports.
2. Updated operations data to the aviation database and online tool.

**Beneficiaries:**

Member governments, regional and local airports, and regional residents and businesses.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$220,000	\$0	\$0	\$0	\$220,000
2024	\$110,000	\$0	\$0	\$3,000	\$107,000

FY2024 Other Funding Details:

Federal Aviation Administration (FAA) \$99,000; PA Aviation \$3,000; Local match \$5,000

**PROJECT: 24-34-110      Central Jersey Transportation Forum (CJTF)**

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

**Program Coordinator:** Karen Cilurso

**Project Manager:** Spencer Gober

**Goals:**

Collaborate and coordinate on regional land use and transportation issues to improve the quality of life in Central Jersey. The CJTF supports NJDOT MPO Transportation Priorities by continuing to support greater coordination with other MPOs, NJDOT, transit agencies, TMAs, and subregions in mobility and land use.

**Description:**

The Central Jersey Transportation Forum (CJTF) convenes a wide range of public, non-profit, and private organizations to facilitate a regional, cooperative approach to solving land use and transportation challenges primarily along the US 1, US 130, and US 206 corridors in the Central Jersey area.

The Forum has a formal voting structure to speak as a strong and effective regional voice for central New Jersey. Local membership includes representatives from 24 different municipalities in Mercer, Middlesex, and Somerset counties. Guided by a Steering Committee and supported by an ad-hoc Action Team, the CJTF elects a Chairperson among the voting members to provide leadership. The Steering Committee consists of the Forum Chair; Action Team co-Chairs; representatives from Mercer, Middlesex, and Somerset counties; NJDOT and NJ TRANSIT; DVRPC and North Jersey Transportation Planning Authority (NJTPA); Keep Middlesex Moving TMA and Greater Mercer TMA; and a municipal representative. Membership of the entire Forum meets up to four times per year. Prior to each meeting, the Steering Committee develops an agenda to address any recent legislation, and projects or issues that might require additional action. An Action Team meets separately on an as-needed basis.

DVRPC provides staff support to the CJTF in consultation with NJTPA staff. Activities include preparing materials for meetings and coordinating with outside organizations. Staff shares information of interest to the Forum membership through the web, social media, and other email digests as required. If requested by the CJTF Forum membership, completion of this project may require the purchase of equipment and/or services.

**Tasks:**

1. Provide staff support to the Forum, Steering Committee, and Action Team by arranging meetings, preparing materials, setting agendas, and coordinating with other organizations.
2. Build municipal and county ownership of the Forum by facilitating delegation of tasks to committee members.

- 3. Communicate with Forum members via the web, social media and email digests containing timely news, legislation, events, resources, and funding opportunities.
- 4. Communicate with Forum participants and serve as a liaison to related projects as requested and as time allows.
- 5. Collaborate with staff at NJTPA and county organizations to address transportation-related concerns, as necessary.

**Products:**

- 1. Meeting materials and highlights.
- 2. Website and social media content.
- 3. Email digests.

**Beneficiaries:**

NJDOT; NJ TRANSIT; New Jersey Business Action Center; Transportation Management Associations (Greater Mercer TMA, Ridewise, and Keep Middlesex Moving); counties (Mercer, Middlesex, and Somerset); municipalities (15 voting plus 9 additional eligible); state and regional organizations; and businesses, residents and employees of Central Jersey. A complete list of partner organizations that benefit from participation in the Forum can be found at <https://centraljerseytf.org/resources/partner-orgs>.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$125,000	\$0	\$0	\$0	\$125,000
2024	\$125,000	\$0	\$0	\$0	\$125,000

FY2024 Other Funding Details:  
 NJ TIP - DB #X30A - \$125,000 STBGP-PHILA



**PROJECT: 24-34-120      I-95 Planning Assistance**

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

**Program Coordinator:** Jesse Buerk

**Goals:**

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

**Description:**

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

**Tasks:**

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

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

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$100,000				\$100,000
2024	\$100,000			\$0	\$100,000

FY2024 Other Funding Details:  
 PA TIP# 115972 \$80,000 NHPP, \$20,000 PA State 581

**PROJECT: 24-34-130      Enhance and Maintain Travel Forecasting Tools**

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

**Program Coordinator:** Fang Yuan

**Project Manager:** Benjamin Loeb

**Goals:**

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

**Description:**

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

In FY 2023, DVRPC completed updating its travel simulation models, including the conventional trip-based model (TIM2x) and the new activity-based model (TIM3x), from the 2015 base-year conditions to the 2019 (pre-COVID) base-year conditions, and migrating its modeling platform from VISUM 18 to VISUM 2023. The base-year model inputs, including transportation networks, transit schedules, road tolls, parking charges, transit fares, zonal demographic and employment data, and the model validation targets, including VMT, transit ridership, highway volume, and travel speed, have been collected for the 2019 conditions. The trip-based model, still the faster production model, was first updated and re-validated to a 2019 base year. The TIM2x model software and scripts were also upgraded to VISUM 2023 and Python 3 to take advantages of new software development. The activity-based model was also updated to the 2019 base year. The 2019 model data were transferred from TIM2.5 to TIM3.2, and additional data will be collected and developed specifically for TIM3x, including 2019/20 microzone data, PUMA data, population control totals for population synthesizer, and other inputs for DaySim. TIM3x model tools (PopSim and NetBuffer) and scripts were updated and revamped as transitioning to VISUM 2023 and Python 3. In FY 2024, the new 2019-based

TIM3.2 will continue be validated in details, tested for sensitivity, and customized for regional needs. TIM3.2 will be fully integrated with other auxiliary travel models, including truck and airport models which will also be upgraded and validated to 2019 conditions in FY 2024.

In FY 2023, a new tour-based truck model development was completed, using the 2017/18 INRIX data and the FAF5 data (with a 2017 base year). The new truck model was still validated to the 2015 conditions, with a focus on heavy and medium trucks due to the nature and limitation of data sources. In FY 2024, the tour-based truck model will also be updated and re-validated to the 2019 base year. The 2019 employment estimates, truck tolls, truck counts, truck speeds, truck restrictions, and estimated truck VMTs will be collected and used for the truck model updates. Additional model improvement, re-calibration, validation and sensitivity tests will be needed, with more focuses on light trucks considering the increasing truck activities due to e-commerce. Data purchase may be required for improving the light truck model. The new truck model uses the FAF data as inputs to truck tour generation from ports and externals. The FAF5 forecasts (2020- 2025) will be collected, as they become available, and disaggregated from FAF zones to the port zones and externals in the regional models. The tour-based truck models will be integrated with new 2019-based TIM3.2 models. Scripts and tools will be developed for visualizing truck activity and tour patterns in VISUM 2023. Sensitivity tests will be also conducted after the 2019 model updates and revalidation.

In FY2024, DVRPC will continue to monitor COVID-related travel and behavior changes and collect data as needed. While updating and revalidating the models to the 2019 (pre-COVID) conditions is the most viable approach to keep the model inputs up to date, it will be critical to adjust the model more frequently, as travel behaviors is likely changing in a more permanent way since COVID. Re-collecting traffic counts at key screenline locations, continuously collecting travel time data on main corridors in the region, and reviewing National Household Travel Survey data and other MPO's household and on-board survey results are effective ways to understand the extent of travel changes and recovery, and provide necessary basis to adjust models for short-term and long-term forecasting. In FY 2024, model re-calibration and adjustments will be made as needed, to reflect long-term changes in work-from-home patterns, land use, trip rates by purpose, the diurnal distribution of travel, destination choices, and mode choices including non-motorized modes. Future-year socio-economic forecasts and transportation projects from DVRPC's 2050 Long Range Plan will be incorporated into VISUM's Scenario Manager for use in both the trip- and activity-based models and anticipated opening years will be adjusted when necessary to reflect up-to-date project schedules. New Synthetic Populations for 2019, 2020, 2025, 2030, 2035, 2040, 2045, and 2050 will be developed for the AB model. Conformity Determinations will be made for the 2050 LRP each time it is amended.

New reporting tools to support DVRPC's and its member governments Equity Analysis, policies, and programs will be developed for TIM3.x. Tables, figures, and visualization of model outputs will be developed for defined disadvantaged

communities and other historically underserved populations.

DVRPC's recently completed enhanced, tour-based freight model will be used to provide future-year truck origin destination, and route choice data to support the development of a primary truck network.

Last but not least, updated model data will be integrated and published using the TIM viewer, a web tool for planning partners to access and visualize the model data (inputs, outputs, and validation data) outside the VIUSM platform. The TIM viewer was tested for presenting the 2015 TIM data and special applications such as the Philadelphia Trip Generation model. It will be further improved and used for sharing the new 2019 data in the regional level.

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

### **Tasks:**

1. Develop 2025-2050 control targets for population synthesizer (PopSim)
2. Develop 2025-2050 inputs for DaySim
3. Transition TIM3.2 to VISUM 2023, including all its scripts and tools (PopSim and NetBuffer) to work with Python 3.
4. Customize and fully validate TIM3.2 to 2019 conditions
5. Conduct sensitivity tests with TIM3.2
6. Update TIM3x model documentation and validation report
7. Develop TIM3x based tools for equality analysis
8. Collect and disaggregate FAF5 forecasts for tour-based truck models
9. Validate the tour-based truck models to 2019 conditions
10. Conduct sensitivity tests with the updated truck tour model.
11. Develop visualization tool for the tour-based truck model and data.
12. Update truck tour model documentation and validation report
13. Monitor COVID-related travel changes, collect data and adjust mode assumptions as needed
14. Update VISUM Scenario Manager for 2050 Long Range Plan
15. Develop demographic and employment forecasts based on 2050 LRP, as updated and amended.
16. Update the airport model with 2019 data
17. Update TIM viewer
18. Prepare future-year estimates of truck origins, destinations, and route choices.

### **Products:**

1. Validated ABM model with 2019 base year.
2. Validated tour-based truck model with 2019 base year, integrated with TIM 3.x
3. Visualization tools for tour-based passenger and truck models and data.

4. Updated tools to interact with MOVES3.0, User Benefits, and Land Use model
5. Updated VISUM Scenario Manger for 2050 Long Range Plan.
6. Updated model documents

**Beneficiaries:**

State DOTs, transit operators, member governments.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$665,000			\$5,000	\$660,000
2024	\$665,000			\$5,000	\$660,000

FY2024 Other Funding Details:

PA TIP - MPMS #115973 - \$454,400 STU/Toll Credit; PA PL FHWA Supplemental \$20,000; NJ TIP - DB #X30A - \$185,600 STBGP-PHILA

**PROJECT: 24-34-140      District 6 Modeling Assistance**

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

**Program Coordinator:** Keith Hartington

**Project Manager:** Matthew Gates

**Goals:**

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

**Description:**

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

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

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

**Tasks:**

1. Coordinate with PennDOT and their consultants; attend meetings and make presentations as needed.
2. Focus and calibrate regional travel demand model on the I-95 corridor, and other facilities as needed.
3. Conduct computerized traffic assignments to determine horizon year traffic volumes under No-Build and Build scenarios.
4. Prepare average weekday daily traffic (AWDT) traffic volumes for I-95 mainline, ramps, and selected facilities impacted by the I-95 scenarios throughout Sectors A, B, C, and D.
5. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements for the No-Build and Build scenarios, as needed.

6. Collect, tabulate, and/or process origin-destination and travel time data, as needed.
7. Prepare forecasts to evaluate the impact of new or improved transit connections on highway patterns, volumes, and interchange operations, as needed.
8. Prepare forecasts to evaluate the impacts of new land uses and/or redevelopment on travel patterns, volumes, and interchange operations, as needed.
9. Prepare maps and tables for transmittal of the data and travel forecasts to PennDOT and their consultants.
10. Prepare technical memorandums documenting the results of the travel forecasting; incorporate any comments from PennDOT and their consultants.

**Products:**

1. Traffic forecasts with supporting maps, tables, and figures.
2. Process memos as needed.

**Beneficiaries:**

PennDOT

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$460,000				\$460,000
2024	\$460,000			\$0	\$460,000

FY2024 Other Funding Details:

PA TIP MPMS # 115974 - \$368,000 NHPP, \$92,000 PA State 581



**PROJECT: 24-34-150 Philadelphia Trip Generation Model**

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

**Program Coordinator:** Matthew Gates

**Project Manager:** Brad Lane, Fang Yuan

**Goals:**

Develop a tool that can accurately quantify the impact of new, mixed-use development in terms of:

- A. Total person-trips generated;
- B. Vehicle, transit, bicycle, and pedestrian mode share; and
- C. Parking demand.

Collect the necessary data, and then estimate, validate/calibrate, and apply the model for Philadelphia County.

**Description:**

There is a widespread belief that the available tools for estimating travel demand from urban development are not as accurate as they could be, particularly at the individual site level. The implications are that cities may be hindered in developing appropriate travel impact mitigations; that cities lack good information to communicate to existing residents regarding the potential travel impacts of proposed development; and that cities, with better tools, would be able to make stronger policy based on a more reliable understanding of travel demand and development impacts.

Assessments of the impact of new land use development on the transportation network often rely on the Institute of Transportation Engineers (ITE) Trip Generation and Parking Generation informational reports. Current ITE rates generally represent travel behavior for separated, single-use developments in low-density suburban areas. However, a more compact urban form, access to transit, and a greater mix of uses are known to generate fewer and shorter vehicle trips. This project will develop multimodal trip generation rates that better reflect the relationship between land use, transportation, and travel demand for specific land use types located in heavily urbanized settings. The research conducted for this project will account for how the built environment (e.g., both land use and transportation) influences travel behavior (number of trips, trip length, mode choice), and determine trip and parking rates that reflect the entire activity spectrum of different development/place typologies. The research will also account for the relationship between parking and trip generation.

This project is inspired by a similar tool that was built for Washington, DC. However, their approach will be modified in order to leverage several existing DVRPC tools, datasets, and studies. These include DVRPC's TIM Data Viewer, its Bicycle Level of Traffic Stress application, its sidewalk inventory and other GIS datasets, its Transit Score methodology, the Co-Star real estate and NETS Employment databases, and the its recent work to develop Trip Generation Rates for Smart Growth and Transit-Oriented Developments.

The project will be undertaken in three phases. The first phase will design and build the tool's software and user interface, assemble various transportation and land use datasets, and create a data collection plan and tablet-based survey instrument. It is assumed that the software will be an extension and modification of DVRPC's TIM data viewer and the geographic level of analysis will be the travel models Traffic Analysis Zones (eg, Census Block Groups in Philadelphia).

Phase II will focus on site selection and data collection. This phase will be deferred until FY2023 to avoid any temporary travel behavior changes due to the COVID-19 pandemic. The final phase will analyze the collected data, develop the relationships between input and output variables, and validate the tool for mixed-use developments in Philadelphia. A User's Guide with instructions for using the tool will be written as part of Phase III. This phase may begin in FY2023 and continue into FY2024. Later phases could be added to extend the tool to urban areas in other counties in the DVRPC region.

This project may require the purchase of goods and/or services, including temporary survey workers.

### **Tasks:**

#### Phase I – Software Development Tasks:

1. Coordinate with Philadelphia Planning Commission and Office of Transportation, Infrastructure, and Sustainability to identify the tool's functions and outputs.
2. Review relevant literature on adjustments to ITE Trip Generation Rates.
3. Specify software design including functionality, interface, background layers and tiles, input data, calculations to perform, output data, graphics and reports, and results for download and export results.
4. Prepare GIS and other existing datasets including retail employment, accessibility measures, transit score, distance to transit stations, parking availability and cost, occupied housing units, land-use mix/entropy variable, level of bicycle traffic stress, sidewalk connectivity, density, and real estate characteristics.
5. Prepare ITE Trip Generation Rate and TIM3.1 travel model data for comparisons to model outputs.
6. Populate PostGRES database by exporting GIS and VISUM datasets.
7. Modify TIM Data Viewer and add functions to view existing input datasets, to modify input data to account for proposed developments, and to calculate and report person trips by vehicular, transit, bicycle, and pedestrian modes for AM and PM peak periods.
8. Modify Data Viewer's Tile Server to display additional layers.
9. Create Python scripts to facilitate data import and calculations.
10. Modify zonal reporting, downloading, and exporting functions.

#### Phase II – Data Collection Tasks:

1. Coordinate with Philadelphia Planning Commission and Office of Transportation, Infrastructure, and Sustainability to identify candidate sites to survey. Coordinate

with neighborhood groups and improvement districts on outreach to building owners and managers.

2. With assistance from PCPC and oTIS, create data collection plan, specify site characteristics, and identify candidate sites.
3. Interview, hire, and train temporary surveyors.
4. Prepare data collection schedules and itineraries.
5. Create intercept survey form and code survey onto tablet computers.
6. Execute Survey
7. Tabulate and process survey data, clean data, and expand survey results.

**Phase III – Model Estimation and Validation Tasks:**

1. Perform regression analyses and other calculations to determine AM and PM peak period person trip rates for mixed-use developments in Philadelphia as a function of location, dwelling units, parking supply, and retail employment.
2. Perform regression analyses and other calculations to determine AM and PM peak period mode shares for vehicular, transit, bicycle, and pedestrian trips.
3. Incorporate calculated relationships into Philadelphia Trip Generation Tool
4. Configure Tool to be hosted on City of Philadelphia’s server and website..
5. Test and validate tool’s predictions by predicting trip rates for additional sites, collecting data at those sites, and comparing predicted to observed results.
6. Modify model as needed.
7. Prepare User’s Guide and Instructions.

**Products:**

1. Philadelphia Trip Generation Tool.
2. User’s Guide

**Beneficiaries:**

Philadelphia County, commercial developers, public

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$150,000				\$150,000
2024	\$150,000			\$0	\$150,000

FY2024 Other Funding Details:

PA TIP - MPMS #117935 - \$150,000 STU/Toll Credit

**PROJECT: 24-34-160      I-95 Traffic Forecasts**

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

**Program Coordinator: Matthew Gates**

**Goals:**

To support the implementation of all I-95 and I-295 Projects by providing traffic data, modeling and forecasting services throughout the I-95/I-295 corridor, and along other facilities as needed.

**Description:**

PennDOT is currently undertaking a long-term, multi-phase initiative to reconstruct and improve Interstates 95 and 295 in Pennsylvania. Projects are underway that will reconstruct approximately eight miles of I-95 north of Center City Philadelphia, known as Sector A. These projects include the Cottman/Princeton Interchange area, the Bridge Street Interchange area, the Betsy Ross Bridge/Aramingo Avenue Interchange area, the Allegheny Avenue Interchange area, and the Girard Avenue Interchange area. Planning and design work is proceeding for Sector B between the Girard Point Bridge and Spring Garden Street to improve the Broad Street, Walt Whitman Bridge, and Penn's Landing area interchanges. Additional planning activities are occurring in both Sector C (Delaware State line to Girard Point Bridge) and Sector D (Academy Road to NJ State line).

Over the last several years, DVRPC prepared traffic data and forecasts throughout the I-95/I-295 corridor to analyze the traffic volume impacts of alternative interchange configurations, support the screening of construction staging and closure alternatives, mitigate congestion along detour routes, address community concerns, and support point-of-access studies.

During the next several years, new traffic data and forecasts will be needed for additional tasks, as planning, design, and construction occurs throughout the corridor. A wide range of data collection, analysis, and forecasting is anticipated. These include collecting traffic volumes, compositions, and travel times; processing origin-destination data; analyzing freight movements; preparing travel model inputs to micro-simulation models; updating traffic forecasts with new long-range demographic and employment projections; preparing transit ridership forecasts; analyzing local street network impacts associated with I-95/I-295 construction; and providing data collection and forecasting services to support coordination and planning activities associated with the Bellwether District, Penn's Landing, Philadelphia International Airport, Sports Complex, Navy Yard, and waterfront ports.

This is an annual project may require the purchase of goods or services.

### **Tasks:**

1. Coordinate with PennDOT and their consultants on all aspects of the project. Attend meetings and make presentations as needed.
2. Collect ATR and turning movement traffic counts, as needed, at selected locations along I-95, I-295, their interchanges, and local streets and arterials throughout the corridor.
3. Collect, tabulate, and/or process origin-destination and travel time data, as needed.
4. Focus and calibrate regional travel demand model on the I-95/I-295 corridor.
5. Prepare updated travel demand model inputs for 2045 and 2050 horizon years.
6. Prepare average weekday daily traffic (AWDT) traffic volumes for I-95 mainline, ramps, and selected facilities, as needed.
7. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements, as needed.
8. Prepare forecasts to evaluate the impact of new or improved transit connections on I-95/I-295 travel patterns, volumes, and interchange operations, as needed.
9. Prepare forecasts to evaluate the impacts of new redevelopment on I-95/I-295 travel patterns, volumes, and interchange operations, as needed.
10. Coordinate with freight industry representatives on construction activities and detour routes.
11. Prepare maps, tables, and figures for transmittal of the data and forecasts to PennDOT and their consultants.
12. Prepare technical memorandums documenting the results of the travel forecasts, as needed.

### **Products:**

1. Maps, tables, and figures displaying traffic volumes and forecasts.
2. Technical memorandums.

### **Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$155,000				\$155,000
2024	\$155,000			\$0	\$155,000

FY2024 Other Funding Details:

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

**PROJECT: 24-34-170 PA Air Quality Action Supplemental Services**

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

**Program Coordinator:** Sean Greene

**Project Manager:** Stacy Bartels

**Goals:**

Improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

**Description:**

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers) and place-based advertisements.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast to be unhealthy for people susceptible to ozone and PM 2.5 pollution.

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index.

**Tasks:**

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

**Products:**

1. Advertisements and educational literature.
2. Materials to support the Flags for Schools and anti-idling initiatives
3. Event and organization sponsorships.

**Beneficiaries:**

Member governments and residents of the region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$125,000	\$0	\$0	\$0	\$125,000
2024	\$125,000	\$0	\$0	\$0	\$125,000

FY2024 Other Funding Details:

PA TIP - MPMS #115970 - \$100,000 CMAQ/\$25,000 PA DEP State Match



**PROJECT: 24-34-180 NJ Air Quality Action Supplemental Services**

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

**Program Coordinator:** Sean Greene

**Project Manager:** Stacy Bartels

**Goals:**

Improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

**Description:**

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers) and place-based advertisements.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast to be unhealthy for people susceptible to ozone and PM 2.5 pollution.

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index.

**Tasks:**

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials.
2. Contract for the placement of advertising on radio, television, online, or newspapers.

**Products:**

1. Advertisements and educational literature.
2. Materials to support the Flags for Schools and anti-idling initiatives
3. Event and organization sponsorships.

**Beneficiaries:**

Member governments and residents of the region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$50,000	\$0	\$0	\$0	\$50,000
2024	\$50,000	\$0	\$0	\$10,000	\$40,000

FY2024 Other Funding Details:  
NJ TIP - DB #D0407 - \$40,000 CMAQ

**PROJECT: 24-34-190      Regional Electric Vehicle Planning Program**

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

**Program Coordinator: Sean Greene**

**Goals:**

Provide leadership to the region on the transition to an electrified transportation system, including:

- proffering guidance, advice and assistance to municipalities on how to effectively and efficiently support residents, business, and visitors to their municipalities in their use of electric vehicles
- encouraging and supporting municipal, county, regional, state, and transit agency officials in developing policies and practices to help transition their vehicles to electric or zero-emission vehicles.
- assisting in developing and disseminating information on regional energy use, energy costs, and GHG emissions in regards to electric vehicles.
- representing DVRPC's regional/MPO perspective at appropriate policy venues, including PA and NJ state committees/meetings and TRB-related activities.
- facilitating regional coordination by drawing on and strengthening relationships among state, regional, county, and municipal officials throughout the region, as well as relationships with other key stakeholders, including transit authorities, utilities, businesses, institutions, and non-profit organizations. This work will foster continued cooperation and coordination across MPO and state boundaries where appropriate to ensure a regional approach to addressing these issues.

**Description:**

This project leads planning efforts to prepare the region for the anticipated increase in the number of battery electric vehicles (EVs) in the DVRPC region by assisting with planning for, and funding of, electric vehicle charging equipment (EVSE).

The past few years have seen tremendous growth in the use of electricity in transportation. This includes private passenger vehicles, public transit buses, and delivery vehicles. The electrification of the transportation sector presents a wide range of planning challenges. DVRPC will leverage existing planning tools and data to assist planning partners in identifying logical locations for investing in EV infrastructure. DVRPC will offer data and technical support to assist in funding applications and EVSE deployment plans.

This project supports both states' National Electric Vehicle Infrastructure (NEVI) deployment plans as well as the goals of the State of New Jersey P.L. 2019, c. 362, and PennDOT and PA DEP programs and policies that serve to increase electric vehicles including passenger vehicles, medium and heavy duty vehicles and transit vehicles. In addition, this project supports the region's transit agencies' goals of increasing the role of battery electric buses in its fleet.

Both Pennsylvania and New Jersey have dedicated significant resources to vehicle

electrification.

### **Tasks:**

1. Use the available data from "Planning for Electric Vehicles - Mapping Vehicle Distribution and Workplace Charging Demand" tool to assist planning partners in identifying locations for public EVSE.
2. Work with both states to update electric vehicle registration data and make this data available for planning purposes.
3. Work with municipalities and counties to provide guidance on EVs through online municipal resource guides, workshops, technical assistance, and charging infrastructure analyses.
4. Facilitate EV coordination and discussion among partner organizations within the region.
5. Participate in relevant local, regional, state, and national efforts related to electric vehicles and electric vehicle charging, including work with PA DEP, PennDOT, NJ DEP, NJ DOT, and NJ BPU. Coordinate as needed with NJTPA and SJTPO to assure that messaging in NJ counties is consistent.
6. Participate in conversations regarding implementation of the "Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Memorandum of Understanding" signed by the governors of Pennsylvania and New Jersey.
7. Manage the Interagency Battery Electric Bus Dialogue, which brings ten of the largest transit agencies in the U.S., including SEPTA and NJ Transit, together in a monthly call to share their challenges and successes with battery electric buses.
8. Investigate and promote funding opportunities for EV fleet replacement and publicly accessible EVSE. Share case studies and recommendations for procurement from online municipal guidance with county and municipal partners.

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

### **Products:**

1. Updated online EV guidance for municipalities, including new and updated case studies, expanding information on financial and other resources, and revising the scope of the resource as appropriate.
3. Responses to advice and technical assistance requests from counties and municipalities in the region.
3. EV charging infrastructure analyses for DVRPC counties.
4. Workshops and presentations for planning partners on electric vehicles.
5. Support for PennDOT NEVI funding program, assisting with program planning and funding applications.

### **Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$150,000				\$150,000
2024	\$150,000			\$0	\$150,000

**FY2024 Other Funding Details:**

PA TIP - MPMS #117936 \$75,000 STU/Toll Credit; NJ TIP- DB# X30A-  
\$75,000 STBGP-PHILA

**PROJECT: 24-34-200      2025 On-Board and Household Travel Survey Planning**

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

**Program Coordinator:** Matthew Gates

**Project Manager:** Brad Lane, Fang Yuan, Joshua Rocks

**Goals:**

Develop a comprehensive and efficient data collection methodology and plan for DVRPC's next Household Travel Survey and Transit On-Board Survey.

**Description:**

On-Board and Household Travel Surveys are necessary both to understand the travel behavior of a region's residents and workers, and also to build and validate travel models that reflect that behavior. They provide up-to-date trip and tour rates by purpose and household or person type; insights into the interactions between transportation and land use; origin, destination, and trip length frequency data; detailed statistics on the factors that affect mode choice and transit ridership; and information on how auto operating costs, tolls, fares, and parking charges impact the transportation system. As the COVID pandemic recedes, several structural changes that impact trip making behavior and the transportation system are likely to endure, including a greater propensity to work-from-home, a greater reliance on e-commerce, and less of a traditional downtown / CBD focus for work trips. Long-term impacts to transit ridership and trip rates by purpose and time-of-day are less well understood.

DVRPC conducted Household Travel Surveys in 2001 and 2012 and a comprehensive transit On-Board survey in 2015. The target date for our next set of surveys is 2025, for several reasons. We expect that pandemic-related travel behavior changes will have stabilized into a "new normal" by then. Additionally, 2025 will also be the next validation year for our travel models, so that is an ideal time to do the data collection. The SEPTA Key program is fully rolled-out and their Bus Revolution services changes are scheduled to occur in 2024.

Planning for new federal, state, and local transportation policies and programs would also benefit from new survey data. These include the federal Carbon Reduction Program and Justice40 Initiative, expanded efforts to improve equity through transportation projects, and Vision Zero programs to improve safety. All of these are likely to lead to changes in the types and locations of transportation programs and projects that are pursued for the next several decades. Accurate, up-to-date data on the characteristics of the users of the system and how they use the system will be essential to forecast the impacts of, and plan for the implementation of these projects.

There are several new and emerging technologies that may offer significant benefits over traditional pen and paper surveys in terms of easier facilitation and implementation of the data collection process, higher survey response rates, and

more accurate survey results. These include the use of smartphone applications and tracking devices by survey respondents, purchasing trip data from Location Based Services from one or more of several vendors, add-ons to the National Household Travel Survey program, and mining SEPTA Key data. It is anticipated that the most effective and efficient data collection program would combine elements of these programs with traditional survey diaries and on-board interviews.

This project would develop a data collection plan during FY2024 for both a comprehensive On-Board Survey and a Household Travel Survey. A consultant would be hired with extensive expertise and experience with designing both Household and On-Board surveys throughout the country. They would review the current best practices in conducting these surveys and the new emerging and feasible methods to use location based data for travel survey behavior analysis and/or supplementing traditional surveys, and recommend data collection plans to meet the unique needs of the Delaware Valley region, leverage existing data sources, such as SEPTA's Key program, and ensure that DVRPC's travel models have the data they need to accurately analyze future transportation plans, policies, programs, and projects.

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

### **Tasks:**

1. Review Next Generation Household Survey questionnaire, methodology, and details regarding pooled-fund and add-on survey programs.
2. Review national examples of Household and On-Board surveys conducted by peer MPOs and/or state DOTs.
3. Review available data products from INRIX, StreetLight, Replica, and other transportation analytics data providers.
4. Review available data sources internal to DVRPC and its planning partners
5. Create steering committee comprised of representatives from member governments and transit operators.
6. Draft RFP for consultant assistance.
7. Review and evaluate proposals.
8. Select consultant and execute contract.
9. Supervise and review consultant's work and products.
10. Review, edit, and finalize Household Travel Survey data collection plan.
11. Review, edit, and finalize On-Board Survey data collection plan.

### **Products:**

1. Household Travel Survey data collection plan.
2. Transit On-Board Survey data collection plan.

### **Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$200,000			\$0	\$200,000

FY2024 Other Funding Details:

PA TIP - MPMS #119496 \$140,000 STU/Toll Credit; NJ TIP- DB# D2303  
\$60,000 STBGP-PHILA



**PROJECT: 24-52-100      Regional TOP Competitive Program Administration  
(PA and NJ)**

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

**Program Coordinator:** Amy Bernknopf

**Project Manager:** Stacy Bartels

**Goals:**

This project supports ongoing administration, strategic planning, and priority-setting work for the regional competitive Travel Options Program (TOP), which funds implementation of TDM projects in Southeastern PA and NJ. This program also supports efforts to incorporate TDM more frequently into DVRPC and partner plans and projects, and encourages cooperation among partners on these efforts—contributing to more efficient and affordable use of our region’s multimodal transportation infrastructure for improved access and equity overall.

**Description:**

In FY2021, DVRPC convened a new Regional TDM Advisory Committee with partner agencies, which developed and helped reach regional consensus on goals, objectives, and an initial vision for a new regional approach to prioritizing and funding the development of new ways to incorporate TDM strategies in the DVRPC region, and to implement new efforts and promote TDM in different ways. This Committee also helped develop and prioritize strategies to guide the selected pilot projects for testing, and helped determine ways to measure performance and impact.

Since then, this committee oversaw a reconstitution of regional TDM efforts at DVRPC into two programs: a Regional TDM base program that funds ongoing work for long-time grantees, and the Travel Options Program (TOP) competitive program which is intended to fund experimental or pilot initiatives. This project supports ongoing planning, evaluation, and program development work for TOP, including administration and evaluation of current projects, and development and oversight of the next competitive program round. DVRPC manages the contracts and invoicing activities with each of the selected grantees under this program.

This work also includes ongoing peer/best practice assessment for successful historic and current TDM plans and programs, here and in other regions, and evaluation of current plans and data that can be used to inform new priorities. A performance-based and outcome-driven approach to developing, evaluating, selecting, and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and determine new longer-term initiatives that can serve as a foundation for the regional TDM portfolio in future years. Completion of this work may require the purchase of equipment or services.

### **Tasks:**

1. Convene regular meetings and/or workshops of the Regional TDM Advisory Committee, comprised of DVRPC member governments, State DOTs, transit agencies, partner MPOs and others, as appropriate, to continue providing input to and support for the Regional TDM Program.
2. Manage administrative functions associated with grants and reporting, as well as contract management and accounting activities.
3. Based on the outcomes of funded projects, further develop and prioritize strategies and pilot programs for broader testing in the DVRPC region, as well as ways to measure performance.
4. Document historic and ongoing TDM activities, in our region and nationally, as applicable, and consider relevant, available plans and data that can be used to inform new regional priorities for action. Share this information with committee members as relevant.
5. Review and revise, if necessary, the Regional TDM Plan (vision, goals, outcomes, and strategies) as a guide for our approach to TDM in the DVRPC region.
6. Document TDM projects that build on current activities and success, and also cultivate new strategies for trial, evaluation, and growth.

### **Products:**

1. Progress reports; meeting summaries; technical briefs/white papers.
2. Maintain the strategic plan for regional TDM activities, that can be updated as needed and required.
3. Application materials, releases, and evaluation materials.
4. Contracting and reporting materials as appropriate.
5. Ongoing updates to the program's web pages on the DVRPC web site for applicants to view information on upcoming applications and previous projects and case studies.

### **Beneficiaries:**

DOTs; State, County, and City partners; transit agencies; TMAs; employers; commuters; residents.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$300,000			\$20,000	\$280,000
2024	\$300,000			\$20,000	\$280,000

**FY2024 Other Funding Details:**

PA TIP - MPMS # 117931 - \$50,000 STU/Toll Credit; NJ TIP- DB# D02005- \$50,000 STBGP-PHILA; DVRPC local -\$100,000; PennDOT PL FHWA Supplemental- \$80,000.

**Responsible Agency: Delaware Valley Regional Planning Commission****Program Coordinator:** Betsy Mastaglio**Project Manager:** Amy Bernknopf, Cassidy Boulan, Christopher Mulroy**Goals:**

Assist communities (counties, municipalities, community/neighborhood groups, or partnerships therein) in the region with implementing innovative solutions to transportation problems through demonstration, pop-up, and/or quick build projects. The program will work with communities to design, implement, and measure projects that apply various pedestrian, bicycle, transit, and roadway strategies that address safety, access and placemaking in their respective communities.

**Description:**

Communities are increasingly moving toward planning and engineering projects that can be implemented without unduly long project timelines and high costs. These projects, sponsored by community groups, activists, municipalities, and counties, aim to raise awareness of safety, mobility, and/or placemaking issues and solutions by demonstrating a proposed design in context. By piloting and building lightweight projects, communities can:

- Test a design strategy;
- Engage and educate stakeholders;
- Spark attention and conversation around a civic issue;
- Shorten project delivery timelines;
- Minimize disruption and cost;
- Conduct data-driven analysis; and
- Gather community support for future funding applications.

DVRPC staff will work with selected communities to advance a design intervention that addresses safety, mobility, and/or placemaking goals on local roads (non-state, non-federal aid). DVRPC assistance may take many shapes. Staff may work directly with a community coalition to provide technical assistance in developing concept design(s) for the project, identifying and coordinating with appropriate agencies, assisting with public outreach, creating educational and promotional materials, identifying performance measures, and creating and implementing data collection through intercept surveys, online polling, and/or multimodal traffic counts. DVRPC will lead a project through some, or all of these tasks based on project sponsor capacity and the needs of the project. Following the implementation, DVRPC will summarize the project in an easy-to-understand format, either as a memo, webpage, slide show, handout, or brochure. Summaries can be used by project sponsors to pursue permanent installation and to share with other regional partners that may be considering similar strategies. DVRPC may also take an advisory or participatory role while the project is led by others.

These projects and their outcomes will engage and educate the public, agency staff, and elected leaders throughout the DVRPC region so that they may advance their own pedestrian, bicyclist, and placemaking strategies. This program aims to become a long-term program that best serves the region. Part of DVRPC's role will also be to share lessons learned from regional projects with or without DVRPC's involvement, in order to increase awareness of demonstration projects. Some of these activities may require DVRPC to purchase materials and supplies or other services to meet program goals.

### **Tasks:**

1. Identify at least two community partnerships with whom DVRPC can provide technical assistance from project start to finish aiming for one demonstration project in both PA and NJ. Projects must: have a motivated project sponsor, have a direct transportation or placemaking solution to be tested/piloted, and can be designed and implemented within 6-9 months with available community/stakeholder resources (materials and funding).
2. As capacity and interest among communities warrants, provide support to regional demonstration projects through design and process feedback, travel monitoring counts, marketing and sharing of resources.
3. Identify and purchase materials to support the goals, outreach, education and analysis of the project.
4. Share lessons learned from regional projects that summarize demonstration project processes and outcomes.

### **Products:**

Project summaries including plans, photos, and performance measures of projects. Memorandums, webinars, presentations and/or a dedicated web page sharing regional demonstration project processes and outcomes.

### **Beneficiaries:**

DVRPC partners, community and arts groups, traveling public, residents, and local businesses.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$200,000				\$200,000
2024	\$200,000			\$0	\$200,000

FY2024 Other Funding Details:

PennDOT Connects \$100,000, NJ TIP DB #X30A \$100,000 STBGP-PHILA

**PROJECT: 24-52-120      SEPTA Regional Rail TSCD and Station Area Planning**

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

**Program Coordinator:** Andrew Svekla

**Project Manager:** Amy Bernknopf, Sarah Moran

**Goals:**

To support the key policies of Connections 2050 by creating more walkable, bikeable, and transit-oriented communities.

Support SEPTA's Transit Supportive Communities Development (TSCD) Program by evaluating the development potential of SEPTA-owned land at three Regional Rail stations located in Bucks, Montgomery, and Delaware counties respectively.

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

**Description:**

TOD is a promising strategy to address declining ridership levels and the prospect of decreasing public funding. SEPTA initiated a Transit Supportive Community Development (TSCD) program to bolster the support for TOD in a variety of ways. Staff collaborated with SEPTA to screen agency-owned property near its rail stations in an effort to identify potential development sites, which identified more than 40 SEPTA-owned properties as having "Moderate/High" or "High" TOD potential based on a variety of physical, market, and regulatory factors.

Staff will use the rail station screening and take a deeper dive into three stations: Bristol (Trenton Line), Wynnewood (Paoli Thorndale Line), and Clifton-Aldan (Media Wawa Line). The Bristol and Wynnewood stations are currently listed on SEPTA's Capital Program, but have not yet entered the agency's design process. Meanwhile, transit operations near the Clifton-Aldan Station may be revised in the future as part of the Trolley Modernization Program. Staff will focus on how existing zoning, market conditions, local accessibility concerns, and parking considerations may influence the development of these sites.

**Tasks:**

1. Develop conceptual land use, design, access, and parking scenarios for selected SEPTA properties.
2. Inventory the land use regulations, site constraints, and operational considerations governing development of SEPTA-owned land.
3. Facilitate conversations about land use and development scenarios between SEPTA and local government officials.
4. Assist SEPTA with the creation of an internal process for evaluating the development potential of existing surface parking lots.

**Products:**

1. Summary documents and presentations describing potential development scenarios and implications.
2. Stakeholder engagement activities designed to promote collaboration between SEPTA and local government officials.
3. Data and analysis on SEPTA-owned properties to be used for internal SEPTA planning purposes.

**Beneficiaries:**

SEPTA, Bristol, PA, Bucks County, Lower Merion Township, PA, Montgomery County, Aldan, PA, Clifton Heights, PA, Delaware County

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$200,000			\$0	\$200,000

FY2024 Other Funding Details:  
PennDOT Connects



**PROJECT: 24-52-130      Increasing Safe and Accessible Transportation Options**

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

**Program Coordinator:** Kevin Murphy

**Project Manager:** Amy Bernknopf, Betsy Mastaglio, Kelsey McElduff, Mark Morley, Sarah Moran, Thomas Stead

**Goals:**

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

**Description:**

In November 2021, President Joe Biden signed into law the new Infrastructure Investment and Jobs Act (IIJA), insuring greater levels of investment into our roads, bridges, transit, rail, ports, broadband, and drinking water and wastewater infrastructure. Included in the act was an increase in federal PL, or planning, funds, for Metropolitan Planning Organizations (MPOs) to carry out eligible transportation planning activities. A new set-aside program for PL funds was created: Increasing Safe and Accessible Transportation Options (ISATO). This program aims at supporting planning activities that increase the safe and accessible options of multiple travel modes for users of all ages and abilities.

This project will address regional issues of safety and access on our roadways and include participation from multiple DVRPC offices familiar with driver, bicyclist and pedestrian safety. While issues of safety and access are a part of several projects and programs, the ISATO project will formalize and advance several programs desired by partners.

**PennDOT Road Diet Prioritization**

A DVRPC FY2023 project is helping the Pennsylvania Department of Transportation (PennDOT) find screen options, and prioritize segments, for PennDOT roads where road diets may be viable; which would reduce the number and/or width of vehicular travel lanes to address safety issues and reallocate roadway space to pedestrians, bicyclists, landscaping, or green stormwater infrastructure. Once the screening framework and prioritization are developed, PennDOT roads that will be repaved or redesigned are planned to be screened by DVRPC and PennDOT staff as candidates for road diets. Under ISATO, this project will seek to formalize the working methodology for identifying road diet candidate locations and explore opportunities to coordinate this work with the ongoing PennDOT Connects Bicycle Friendly Resurfacing project. This will again be a collaborative effort of DVRPC's offices of Safe Streets and Mobility Analysis and Design.

**New Jersey Bike Friendly Resurfacing**

DVRPC staff is experienced at screening, conceptually-designing, and modeling impacts of reallocating roadway space to create bicycle facilities through roadway

resurfacing projects. Under the ISATO project, staff will expand this work to the New Jersey counties, including Burlington and Mercer counties who have requested this assistance for FY2024, with a focus on county routes. If successful and desirable, the bike-friendly resurfacing work could expand to Gloucester and Camden counties in future years.

#### Level of Traffic Stress (LTS) and Connectivity Analysis

DVRPS's Bicycle Level of Traffic Stress (LTS) and Connectivity Analysis web platform is a regional screening tool that estimates the level of traffic stress (degree of comfort while riding) and identifies and rank roads where bicycle facilities would have the greatest local and regional impact on connectivity. This first edition is ready to be updated to consider more "hands on" utility for individual use, and to include new attributes and data about the location. This update will make the web viewer more customizable and include more information.

The activities in the ISATO project may include the purchase of services and equipment to complete tasks.

#### **Tasks:**

1. Road Diet Prioritization, continued support for PennDOT
  - a. In collaboration with PennDOT, formalize suitability criteria (e.g.: infrastructure characteristics, traffic volumes, etc.) and process (e.g.: GIS procedures, coding, capacity analysis) resulting from the FY2023 work.
  - b. Update the spreadsheet and GIS layers in the PennDOT D6 Safety Web Map.
  - c. Cross-reference with appropriate PennDOT maintenance schedules.
  - d. Work with PennDOT to identify opportunities to integrate this analysis and screening with the bike-friendly resurfacing process.
  - e. Using established criteria flag candidates that require a capacity analysis before being approved for a road diet.
  - f. Collect traffic counts and conduct a capacity analysis for a short list of candidate locations, as project capacity allows, to estimate practical impacts on local networks.
  - g. Support District 6 implementation with local coordination as needed.

#### 2. New Jersey Bike Friendly Resurfacing for Mercer and Burlington Counties

##### Mercer County:

- a. Identify study locations for analysis by DVRPC staff.
- b. Perform a crash analysis, speed study, and conduct field work as appropriate to better understand existing issues.
- c. Conduct turning movement traffic counts at key intersections to be used in modeling efforts.
- d. Identify and document existing or planned transportation infrastructure (roadway geometry, signals, transit) in the area.
- e. Prepare a microsimulation model including roadway and intersection geometry, traffic control and signal timing plans.
- f. Determine potential alternatives for analysis and concept design.
- g. Evaluate the impact of proposed treatments on traffic flow, producing performance

measures such as delay/level of service and queuing.

h. Evaluate the impact of proposed treatments on multimodal network accessibility, safety, and quality.

i. Develop conceptual plans and diagrams for roadway configuration alternatives and other treatments that incorporate bicycle striping and other infrastructure.

j. Prepare planning-level cost estimates for proposed treatments.

k. Identify opportunities for implementation, including funding opportunities and stakeholder/agency roles.

Burlington County:

a. Coordinate priority and feasibility screening process with county planners, other local partners like Cross County Connection TMA and the Bicycle Coalition of Greater Philadelphia, and DVRPC staff for segments on Burlington County's county route resurfacing program list.

b. Work with Burlington County to identify segments (depending on scale and complexity, this project is expected to accommodate 1-2 locations in the County) in need of traffic modeling to determine whether bike-friendly improvements that would impact vehicle capacity will result in acceptable levels of service in the corridor. If the County has no pressing need for a road diet analysis based on the current screening round, they have the option to identify a segment of County owned roadway for analysis, in an effort to have results ready to support future repaving efforts.

c. For selected segments, collect data and provide traffic analysis and modeling support to evaluate the facility and network level traffic impacts of the concepts.

d. Assist Burlington County with outreach to municipalities and coordination with projects as needed. Develop tools and collect information to assist with these efforts.

e. Create a project tracking database based on user feedback and evolving program needs.

f. Develop conceptual designs for priority segments using Remix

### 3. Level of Traffic Stress and Connectivity Analysis Web Platform Update

Building on the local, island-based connectivity analysis developed for specific project areas in FY2023, this program will support the development of an interactive webmap where users can select and analyze their own project segments and learn about the potential benefits of improved bicycle facilities. This is the next step in improving the usefulness and applicability of the existing connectivity analysis as shared via <https://www.dvrpc.org/webmaps/Bike-lts/>.

Staff will define the goals and user stories for the new tool, build and update necessary datasets, identify the appropriate tools, and outline a plan for development. This will involve updating the regional bicycle network dataset and may require the purchase of hardware, software, and/or services. Staff will develop a plan for regular updates.

### **Products:**

1. Road Diet Prioritization, continued support for PennDOT

Update GIS layer in PennDOT's safety web map, memoranda documenting capacity analysis process and outcomes for priority corridors.

## 2. New Jersey Bike Friendly Resurfacing for Mercer and Burlington Counties

-Mercer County:

Memo providing analysis results and concept plans for recommended designs.

-Burlington County:

- a. A project tracking database for Burlington County roads
- b. For segments selected for capacity analysis, memoranda documenting each evaluated corridor's proposed configuration, traffic impacts, and anticipated benefits, as appropriate.
- c. Identification of resurfacing projects, with demonstrated benefit and local support, that are good candidates for new striping plans.

3. LTS and Connectivity Analysis Web Platform Update: Updated web tool for local project analysis

### **Beneficiaries:**

Drivers, bicyclists and pedestrians throughout the DVRPC region, and roadway owners: NJ DOT, PennDOT, Philadelphia, Montgomery, Chester, Bucks, Delaware, Mercer, Burlington, Gloucester and Camden counties and the municipal roadway owners within those counties.

### **Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$426,072			\$0	\$426,072

FY2024 Other Funding Details:

PA Safe and Accessible funds \$268,100, NJ Safe and Accessible funds \$157,972

**Responsible Agency:** Delaware Valley Regional Planning Commission**Program Coordinator:** Sarah Moran**Project Manager:** Kelsey McElduff, Mark Morley**Goals:**

Assist the PMRPC and Montgomery County in improving active transportation options throughout the Pottstown area, prioritizing safe connections to selected schools. The project will:

- Evaluate existing connections to selected schools in the PMRPC region,
- Develop and prioritize recommendations for improved, safer connections to schools, and
- Identify funding opportunities and provide information to assist in the preparation of grant applications

**Description:**

This work program element is dedicated to continuing efforts that cooperatively support the PMRPC's work on identifying, prioritizing, and developing transportation studies and improvement projects in and around the Borough of Pottstown in Chester and Montgomery counties. Each year, a study or project is selected for DVRPC to complete.

For FY24, the PMRPC would like DVRPC to analyze and develop recommendations for safe routes to area schools. Building on recent work by the Pottstown Area Health and Wellness Foundation (PAHWF) and DVRPC's 2018 Circle of Progress Tri-County Trails Feasibility Study, this work would evaluate where sidewalks/trails/roadway crossing improvements are needed to make safe connections and improve access to schools for both students during the day and the general public to use parks/trails after school hours. The project team will work with the steering committee to select schools to study, either choosing one in each municipality or using the PAHWF analysis. The study could also be integrated with any recent and upcoming MCPC school walk audits.

**Tasks:**

1. Convene a group of stakeholders including Montgomery County, Chester County, PMRPC, municipal representatives, and other identified stakeholders to select the schools upon which to focus recommendations (up to 8, leaving room for one in each municipality).
2. Conduct an existing conditions analysis including: the street connectivity between the schools and adjacent land uses, crash analysis with a focus on those involving pedestrians and cyclists, and gaps in the sidewalk network.
3. Engage with the students, families, and school districts as available/interested to identify issues and perceptions about existing connections to the selected schools.

- 4. For each of the selected schools, develop alternatives to strengthen the physical and perceptual connectivity between the school and its surrounding community.
- 5. Coordinate with DVRPC Project Implementation staff on potential funding programs for recommended concepts and review programmatic requirements for those programs with stakeholders.
- 5. Convene stakeholders to review alternatives and potential funding for each of the selected locations.
- 6. Document recommendations and outline next steps including projects for engineering design, capital programming, and preparation of grant applications.

**Products:**

- 1. Materials for Steering Committee meetings and engagement efforts
- 2. Summary report
- 3. Other data sharing, graphics, or memorandums as appropriate

**Beneficiaries:**

Montgomery County; Chester County; Pottstown Metropolitan Regional Planning Committee; Pottstown Borough; Douglass Township; East Coventry Township; Lower Pottsgrove Township; North Coventry Township; Upper Pottsgrove Township; West Pottsgrove Township; and local residents, institutions, and businesses.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$70,000	\$52,894	\$17,106	\$0	\$0
2024	\$75,000	\$56,030	\$18,970	\$0	\$0

**PROJECT: 24-52-150      PennDOT Connects Bike-Friendly Resurfacing Program**

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

**Program Coordinator:** Sarah Moran

**Project Manager:** Betsy Mastaglio, Jesse Buerk, Kendra Nelson, Thomas Stead

**Goals:**

Work with planning partners to identify and prioritize bicycle improvement projects that can be implemented as part of regularly scheduled resurfacing projects. Coordinate screening and analysis processes, assist with outreach efforts, and support implementation of new on-road bicycle facilities.

**Description:**

PennDOT paving projects provide the City of Philadelphia and the surrounding suburban counties an opportunity to re-evaluate the operations, safety, and striping configurations of state roads. This project supports two parallel, ongoing PennDOT Connects project development pipelines: one in the City of Philadelphia, and one in the suburban counties. Design for suburban projects is funded through a TIP line item (MPMS #63406).

In the City of Philadelphia, DVRPC will support continued expansion of the bicycle network and renewed focus on safety through Vision Zero street redesigns by first, assisting the City and PennDOT in identifying roadways on the PennDOT resurfacing plan that are the best candidates for bike-friendly redesign. This will be based on factors like timing, favorability for redesign based on an initial screening-level review, and role in the planned network. Next, staff will conduct technical work to develop planning-level design concepts. Staff will collect data about existing conditions through traffic counts and fieldwork, which will be used to inform model calibration. Depending on the characteristics of a given corridor, concept refinement typically requires capacity analysis in Synchro to assess the impacts of lane configuration changes on traffic movements, and sometimes network analysis to assess the likely impact of capacity changes on other roadways. An initial scoping review in collaboration with City and PennDOT staff will determine the complexity of the priority projects and level of analysis required, which will in turn determine the number and extents of locations to be evaluated--with a target of 2-4 projects to be evaluated in detail during the course of the fiscal year.

In the suburban counties, DVRPC will continue to support PennDOT District 6 in coordinating communication between the District, county planners, the Bicycle Coalition of Greater Philadelphia (BCGP), and municipalities to identify, prioritize, and screen segments for bike-friendly improvements. DVRPC will also work with program partners to identify segments that require more detailed analysis to determine the traffic impact of the proposed bike-friendly treatments. For selected segments, DVRPC will collect data and provide traffic analysis and modeling

support to evaluate these impacts. DVRPC will also assist PennDOT and the counties with outreach to municipalities to facilitate the process of submitting an official request to implement bike-friendly improvements. Some of these activities may also require DVRPC to purchase equipment and/or services to meet program goals.

Priority bicycle facility improvements identified through this process that are beyond the scope of a resurfacing/restriping project will be shared with the DVRPC Office of Project Implementation. DVRPC staff will coordinate with PennDOT, County partners, and project sponsors to identify appropriate funding opportunities, develop high-quality projects, and submit grant applications to pursue these projects.

### **Tasks:**

#### 1. City of Philadelphia Program

- a. Work with City and PennDOT staff to identify candidates for bike-friendly redesign on PennDOT's 5-year paving plan.
- b. Work with City and PennDOT staff to develop initial concept plans or build scenarios for these candidate corridors.
- c. Collect data and provide traffic analysis and modeling support to evaluate the facility and network-level traffic impacts of the initial concepts, as necessary.
- d. Refine initial concepts as appropriate based on traffic analysis findings.
- e. Prepare memos for City and PennDOT staff review and documentation of each evaluated corridor's proposed configuration, traffic impacts, and anticipated benefits.

#### 2. Suburban Program

- a. Coordinate priority and feasibility screening process with PennDOT District 6, county planners, the BCGP, and DVRPC staff for segments on PennDOT's 5-year resurfacing program.
- b. Work with program partners to identify segments (depending on scale and complexity, this project is expected to accommodate one location in each County) in need of traffic modeling to determine whether bike-friendly improvements that would impact vehicle capacity will result in acceptable levels of service in the corridor. If a County has no pressing need for a road diet analysis based on the current screening round, they have the option to identify a segment of PennDOT owned roadway for analysis, in an effort to have results ready to support future repaving efforts.
- c. For selected segments, collect data and provide traffic analysis and modeling support to evaluate the facility and network level traffic impacts of the concepts.
- d. Assist PennDOT and counties with outreach to municipalities and coordination with projects as needed. Develop tools and collect information to assist with these efforts.
- e. Enhance project tracking database based on user feedback and evolving program needs.

#### 3. Support partner agencies in using the Bicycle LTS and Connectivity Analysis webtool, with continued updates and enhancements.



**Products:**

1. Continued maintenance of suburban project tracking database.
2. For segments selected for capacity analysis, memoranda documenting each evaluated corridor’s proposed configuration, traffic impacts, and anticipated benefits, as appropriate.
3. Identification of resurfacing projects, with demonstrated benefit and local support, that are good candidates for new striping plans funded by MPMS #63406, “Retrofit for Bike Lanes and Shoulders” prior to resurfacing.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$250,000				\$250,000
2024	\$250,000				\$250,000

FY2024 Other Funding Details:  
PennDOT Connects

**PROJECT: 24-52-160      Transportation Planning and Project Development  
Support for Disadvantaged Communities**

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

**Program Coordinator:** Gregory Krykewycz

**Project Manager:** Jesse Buerk, Matthew Gates

**Goals:**

Conduct analysis and outreach work at various scales to identify, develop, and implement transportation projects which are suitable for available federal funding, consistent with regional planning principles, and which would particularly benefit historically marginalized communities.

**Description:**

DVRPC and its member governments are committed to centering Equity in planning projects. Based on ongoing discussions at DVRPC Board Meetings, there is consensus that our region should work to be more proactive in prioritizing transportation investments to directly benefit disadvantaged communities. However, before a project can be considered under DVRPC's TIP and Long-Range Plan project benefit evaluation criteria and successfully emerge as a funding priority in the context of financial constraint, a project typically must first be studied, or at least identified as a local priority in a planning document. Many communities with high concentrations of disadvantaged populations do not always have the resources to study potential transportation projects, and their municipal plans may not adequately identify specific transportation projects or needs, which puts them at a disadvantage in competitive funding situations, such as the TIP or IIJA competitive grant programs.

At the regional level, this program will apply DVRPC's technical capacity to partner with communities and identify recommended transportation projects of various types that would particularly benefit disadvantaged populations. This regional analysis and priority setting will be paired with outreach to municipal officials and staff, in collaboration with county partners, as well as direct outreach to community residents, for reaction to these recommendations and identification of other community priorities that could be appropriate for available federal funding programs. Additional work with municipalities could include examination of existing plans, writing new plan documents or memos, technical data collection, site-specific feasibility assessment, or any other necessary technical assistance to result in an adequate planning process that helps advance projects for funding. Finally, DVRPC planning staff from across the organization, including DVRPC Capital Programs staff and program management staff for various discretionary funding programs, will collaborate with state, county, and municipal partners to identify strategies (including funding options) to advance a mix of local priorities found suitable for available funding programs.

As this will be a new program and approach to advancing local projects, it will be necessary to pilot an initial round that includes particular project types, funding sources, and communities. Some of these activities may also require DVRPC to purchase equipment or professional services to meet program goals.

### **Tasks:**

1. Form a steering committee composed of relevant stakeholders, including county planning commissions, PennDOT, NJDOT, and local organizations as appropriate.
2. Work with the steering committee to identify types of projects or funding programs that will be an initial area of focus for this new program. Reach consensus among partners on a detailed sequence of work.
3. Review available regional screening tools to identify which tools and datasets will be most useful for prioritizing projects or locations on the basis of equity for those initial areas of focus, and apply those tools to conduct an initial screening analysis.
4. Work with the steering committee to define categories of disadvantaged communities and measures of effectiveness for project evaluation.
5. Create customized scripts, tables, and figures to summarize travel demand model outputs for equity analysis and project evaluation.
6. In collaboration with county partners, identify several communities to focus on for this initial round of work, and work with counties to gather existing planning documents and have conversations with municipal officials and staff about transportation improvement priorities.
7. Conduct direct public outreach in those communities, building on the approach and applying lessons learned from the FY2022 Mobility Choices study, which included surveys, interviews, and focus groups, to understand resident preferences for transportation investments.
8. Identify specific project recommendations where regional analysis and available funding programs match municipal and resident priorities, and work to advance these projects.

### **Products:**

Memos, maps, datasets, and new work pipelines to sustain this new approach to developing and advancing locally-prioritized improvements.

### **Beneficiaries:**

Pennsylvania and New Jersey counties, municipalities, and residents and workers throughout the DVRPC region.

**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$250,000	\$50,000		\$0	\$200,000

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FY2024 Other Funding Details:  
PennDOT Connects

**PROJECT: 24-52-170      Transportation Systems Management and Operations (TSMO)**

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

**Program Coordinator:** Christopher King

**Project Manager:** Justin Neff, Kayla Bancone

**Goals:**

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

**Description:**

Federal metropolitan planning regulations require MPOs to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two longstanding related initiatives. The Transportation Operations Program Area (24-52-050) and the Transportation Systems Management and Operations Project highlight key activities undertaken by these programs. The Transportation Systems Management and Operations (TSMO) Project incorporates strategies to help proactively manage the transportation system by addressing recurring and nonrecurring congestion. Strategies such as traffic incident management, traveler information services, safety service patrols, work zone management, and freight management improve system efficiency, enhance public safety, help reduce traveler delays and improve information access. Successful integration of these and other TSMO strategies will help to make the region more cohesive, and enhance communications and collaboration among transportation partners.

DVRPC's TSMO program encompasses a wide range of activities including the coordination of multi-agency regional initiatives. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an information exchange network functioning as the communications backbone among transportation operation centers throughout the region. A virtual video wall component allows operations center and field personnel to view traffic video feeds in the region.

RIMIS became operational in 2010 and since it 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. DVRPC has continued to roll 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 as requested. Assistance in using RIMIS in local municipalities for Integrated

Corridor Management (ICM) purposes is offered, especially with respect to the I-76 ICM Project in Pennsylvania. Recent efforts are exploring the use of RIMIS by counties and municipalities to document local road closures during severe weather events.

In FY 2024, the primary emphasis will be operating and maintaining RIMIS software, continuing to expand the number of agencies participating in RIMIS, continued exploration of the RIMIS SPATEL tool, and working with the agencies to ensure quality control of RIMIS data. As the number of RIMIS users has grown, it is becoming more essential to coordinate with our RIMIS users, monitor usage, and rapidly address any issues that they may be encountering.

Other focus areas of DVRPC's TSMO program include updating DVRPC's Interactive Detour Route Mapping (IDRuM) application, providing training programs for ITS operators and emergency response personnel, monitoring performance measures, security planning, and providing technical assistance to agencies.

IDRuM has been enhanced and updated into a new online web version. IDRuM is designed to give emergency responders access to the detour routes that allow them to be prepared when an incident occurs on a nearby highway. Typically traffic is diverted off the highway onto the arterial network and those arterials often become congested. By planning these routes and identifying key control points, local police can provide traffic control assistance to help ease the flow of traffic in their communities.

There continues to be emphasis placed on integrating the use of performance measures into strategic and operations planning. One of the primary outcomes that operations programs strive for is reduced congestion, and typical performance measures include travel times and travel time reliability, which tell us that conditions are better or worse than in the past. DVRPC will continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our region's performance measures.

Activities listed below fall under two broad categories: RIMIS and Other TSMO 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 support programs for greater integration among the region's TSMO stakeholders, and more general activities. Some of these activities may require DVRPC to purchase equipment and/or services.

### **Tasks:**

#### RIMIS Software Vendor Tasks

1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the system administrator, 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 periodically meet with DVRPC and the users to review RIMIS's status and discuss and resolve operational issues.

#### DVRPC RIMIS Tasks:

1. Coordinate software vendor's activities with the RIMIS users and the Transportation Operations Task Force.
2. Supervise the RIMIS software vendor's adherence to its 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. Perform system administration functions, such as modifying agency and user accounts, installing RIMIS software for users, developing video walls for users, and assisting the RIMIS software vendor in performing some of the other minor administration functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure that information entered into RIMIS is accurate and timely, and that agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arises.

#### Other TSMO Tasks

1. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies.
2. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Make necessary updates to the detours to reflect changes to any routes or construction activity.
3. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
4. Continue to maintain the region's ITS Infrastructure Inventory.
5. Participate in appropriate security planning efforts by attending external meetings, webinars and other events such as the Delaware Valley Intelligent Center (DVIC) security roundtable quarterly meetings.
6. Continue to promote and provide training programs on TSMO and ITS strategies. 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.
7. Continue coordination and participation with local and regional partners and their committees, such as The Eastern Transportation Coalition, Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee.
8. Continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report

on our region's performance measures.

**Products:**

1. Operation and maintenance of RIMIS software.
2. Management of RIMIS software vendor.
3. Operation and maintenance of IDRUM.
4. Implementations of programs to foster interagency cooperation.
5. Technical assistance to agencies.

**Beneficiaries:**

ITS operators, emergency responders, motorists, and transit users. Member governments and agencies, including PennDOT, NJDOT, transit operators, County Emergency Management and Planning Agencies; and citizens served by a more efficient and reliable transportation network.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$554,000				\$554,000
2024	\$554,000				\$554,000

FY2024 Other Funding Details:

PA TIP - MPMS #115971 - \$310,400 STU/\$77,600 PA State 581; NJ TIP - DB #01300 - \$166,000 STBGP-PHILA



## **PROJECT: 24-53-020/025 HPMS and Functional Classification System (PA & NJ)**

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Jonathan Ferullo

### **Goals:**

Improve efficiency of the region's transportation system by providing an updated Highway Performance Monitoring System and Functional Classification System to meet FHWA requirements and determine improvement.

### **Description:**

This project will collect and update traffic characteristics of the HPMS links and Highway Functional Classification System. HPMS is a database system designed to annually assess the physical and operational characteristics of approximately 300 selected non-interstate highway links. This and other urban area information will be used at the national level to assess system condition and usage and to allocate highway funding.

The Highway Functional Classification is a system of highway designations by area type and facility type. One use of a link's classification is to determine federal funding eligibility for improvement projects. DVRPC works with member governments and state DOTs in updating the highway classifications to reflect changing conditions.

### **Tasks:**

1. Collect traffic information, geometric, and operational characteristics for approximately 300 sample links of the HPMS network in the Pennsylvania portion of the region.
2. Gather volume/classification counts for 100 non-interstate links.
3. Prepare field forms and collect traffic counts for 40 links on the New Jersey portion of the region.
4. Enter counts collected during the year into the DVRPC Traffic Count system.
5. Transmit data to PennDOT and NJDOT by specified dates.
6. Review, coordinate, and process requests for functional classification changes from state, county, and local governments.
7. Revise the functional classification system based on these requests.

### **Products:**

1. Updated HPMS data files of physical and operational characteristics.
2. Database of counts taken in New Jersey and Pennsylvania.
3. Record of requests for functional classification changes.
4. Updated functional classification maps.

**Beneficiaries:**

States, counties, and cities.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$190,000	\$190,000	\$0	\$0	\$0
2024	\$200,000	\$200,000	\$0	\$0	\$0

**PROJECT: 24-53-030 PennDOT District 6-0 Traffic Volume Data**

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Jonathan Ferullo

**Goals:**

Improve efficiency of the region's transportation network by providing travel mode volume data to design highway improvements in the Pennsylvania portion of the Delaware Valley region.

**Description:**

This continuing project provides PennDOT District 6-0 with specific volume data at locations in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties for studies primarily related to traffic signals and controls. Depending on the location and type of information required, these data may include one or more of the following: manual vehicle classification counts; turning-movement counts; bicycle counts; pedestrian counts; physical characteristics of the intersection; descriptions of adjacent land use, particularly schools; and other appropriate information. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations.

**Tasks:**

1. Review PennDOT District 6-0 requests and prepare assignments for field personnel to collect data.
2. Collect data for one of the following types of studies : (a) video or manual intersectional vehicle turning movements recorded in 15-minute time increments; (b) 48-hour portable traffic recorder counts by hour; (c) video or manual truck classification hourly counts; and (d) weeklong bicycle/pedestrian counts in 15-minute time increments.
3. Review, process, and tabulate field count data. Convert recorder counts to average annual daily traffic (AADT) (motorized) and average annual daily bicycles (AADB) and average annual daily pedestrians (AADP) (non-motorized).
4. Enter counts into DVRPC Traffic Count System and transmit to PennDOT and member governments.
5. Transmit appropriate field data to PennDOT District 6-0 office and other entities as appropriate.

**Products:**

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

**Beneficiaries:**

PennDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$300,000				\$300,000
2024	\$300,000				\$300,000

FY2024 Other Funding Details:  
PA State Appropriation 582 Funds

**PROJECT: 24-59-700      Member Government Special Studies**

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

**Program Coordinator:** Patricia Elkis

**Goals:**

Improve the efficiency of the region's transportation network by preparing special sub-regional studies to supplement core planning efforts.

**Description:**

Through the Supportive Regional Highway Planning Program (SRHPP) and Transit Support Program (TSP), DVRPC passes through federal funds to member governments to support their core planning functions and their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs and data which helps inform the development of regional plans and programs such as the TIP, Long-Range Plan, and Congestion Management Program. In addition to providing direct support, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients. In some cases, the recipients pass back the Special Study funding and request that the studies be conducted by DVRPC staff because of some specific expertise or staff capacity. Detailed individual scopes of work for each Special Study are found in Chapters Three and Four of this document. This project represents the tasks and combined budgets of those Special Studies.

**Tasks:**

1. City of Philadelphia Traffic Counting Program (24-60-051)
2. Camden County Traffic Counting Program (24-61-070)
3. Gloucester County Traffic Counting Program (24-61-080)
4. Mercer County Traffic Counting Program (24-61-090)
5. Burlington County Traffic Counting Program (24-61-100)
6. Technical Assistance in Support of SEPTA Forward (24-63-007)
7. Southeastern Pennsylvania Transit Planning and Technical Assistance (24-63-008)
8. Transit Survey Program for Southeastern PA (24-63-009)
9. Trenton Safe Streets for All Implementation (24-61-060)
10. PATCO Knights Crossing Ridership Forecasts (24-63-025)
11. Transit Survey Program for NJ (24-63-026)

**Products:**

1. Technical memo, database, mapping or report for each study.

**Beneficiaries:**

Member governments and other agencies.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$991,944				\$991,944
2024	\$991,944			\$0	\$991,944

FY2024 Other Funding Details:  
TSP and SRHPP special studies projects

**PROJECT: 24-59-701      New Projects and Misc. Carryover**

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

**Program Coordinator:** Patricia Elkis

**Goals:**

Improve the efficiency of the region's infrastructure by preparing special studies for collecting data, improving the existing transportation system and other infrastructure, environmental clearance process, and related planning and coordination needs as required.

**Description:**

This project represents work that was initiated in FY23 and will carryover into FY24 as well as new projects that come in during the year after the final UPWP has been approved by the DVRPC Board. Each new project that comes in, includes a specific funding source which is additional funding to DVRPC's budget and is presented to the RTC and Board for approval as a Work Program amendment. These projects may include development of traffic forecasts on a specific facility, a grant from a state or federal agency that supports a program or project, or a grant from a foundation or non-profit organization to provide technical services or guidance.

**Tasks:**

1. Conduct studies or provide services as required.

**Products:**

1. Technical memo or report for each study.

**Beneficiaries:**

Member governments and other agencies.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$818,442				\$818,442
2024	\$466,633			\$234,833	\$231,800

FY2024 Other Funding Details:  
Projects to be defined



CHAPTER 3A

# PA Supportive Regional Highway Planning Program (SRHPP)



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**Table 6: PA Supportive Regional Highway Planning Program**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>Cash Amount</b>
24-60-010	Bucks County	Supportive Regional Highway Planning	\$104,200
24-60-020	Chester County	Supportive Regional Highway Planning	\$155,300
24-60-030	Delaware County	Supportive Regional Highway Planning	\$84,200
24-60-040	Montgomery County	Supportive Regional Highway Planning	\$156,700
24-60-050	City of Philadelphia Streets Department	Supportive Regional Highway Planning	\$247,600
24-60-051 <sup>1</sup>	City of Philadelphia/ DVRPC	Philadelphia Traffic Counting Program	\$50,000
<b>Subtotal</b>			<b>\$798,000</b>

<sup>1</sup> Project work will be performed by DVRPC staff.

**PROJECT: 24-60-010 Bucks County: Supportive Regional Highway Planning Program**

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**Responsible Agency:** Bucks County Planning Commission

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

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

**Tasks:**

Task I - Program Administration and Coordination

1. Participate in the development of DVRPC's Planning Work Program and Bucks County SRHPP for next fiscal year.
2. Review transportation reports and correspondence and provide responses.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
5. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

Task II - Transportation Planning Data and Analysis

1. Monitor traffic count data.
2. Disseminate transportation information and data.
3. Integrate traffic information into GIS databases. Provide periodic maintenance of these databases.
4. Maintain the online Transportation-related GIS Interactive Mapping Applications, and provide periodic maintenance of these Mapping Applications.
5. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.
6. Assist with local asset data collection, as requested.

Task III - Transportation Improvement Program (TIP)

1. Maintain an inventory of proposed transportation improvements in Bucks County for the TIP.
2. Review and evaluate new or existing proposals for inclusion in the TIP.
3. Inventory and prioritize all existing and new projects for the TIP.
4. Participate and assist in the TIP update and maintenance processes.
5. Assist PennDOT in the maintenance and update of the Twelve Year Program.
6. Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
7. Coordinate with DVRPC, PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements
8. Participate and assist PennDOT and DVRPC with PennDOT Connects.
9. Participate in competitive project selection and evaluation processes, as appropriate.

#### Task IV - Transportation System Program

1. Work with DVRPC and PennDOT on congestion management strategies (CMP).
2. Provide technical assistance to municipalities concerning CMP implementation.
3. Promote inter-municipal coordination for transportation planning and other development-related issues.
4. Provide technical guidance to municipalities concerning the need for access controls along arterial highways.

#### Task V - Transportation Plan Maintenance

1. Maintain a comprehensive transportation plan.
2. Determine a strategy to implement transportation plan objectives that meet transportation improvements and clean air standards.
3. Coordinate with municipalities and regional planning agencies to implement transportation and clean air standards.
4. Provide input to DVRPC for short-range and long-range transportation planning studies.

#### **Products:**

1. Quarterly progress and expenditure reports and invoices.
2. Up-to-date inventory of proposed highway improvements.
3. Recommendations to DVRPC for regional TIP submissions and to PennDOT's Twelve Year Program.
4. Maintained regional TIP.
5. Input on various transportation task forces.
6. Input to municipal requirements for new development.
7. Participate in municipal transportation planning efforts.
8. GIS databases and Mapping Applications.
9. Sample corridor evaluation and recommended improvements.
10. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
11. County project proposals for consideration in next year's UPWP, if available.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$94,200	\$0	\$0	\$0	\$94,200
2024	\$104,200	\$0	\$0	\$0	\$104,200

FY2024 Other Funding Details:

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

**PROJECT: 24-60-020    Chester County: Supportive Regional Highway Planning Program**

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**Responsible Agency:** Chester County Planning Commission

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

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

**Tasks:**

**Task I - Program Administration and Coordination**

1. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
2. Participate in the development of the DVRPC Planning Work Program and Chester County SRHPP for next fiscal year.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
5. Respond to information requests, including those from the public.
6. Perform public participation as appropriate.
7. Review transportation reports and correspondence and provide responses.

**Task II - Transportation Improvement Program (TIP)**

1. Maintain an inventory of proposed transportation improvements in Chester County for the TIP.
2. Review and evaluate new and/or existing proposals for inclusion in the TIP.
3. Inventory and prioritize all existing and new projects for the TIP.
4. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.
5. Coordinate with DVRPC, PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
6. Monitor transportation funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
7. Participate and assist PennDOT and DVRPC with PennDOT Connects.



8. Participate in competitive project selection and evaluation processes, as appropriate.

**Task III - Transportation Plan Maintenance**

1. Participate in DVRPC committees and provide input to DVRPC for studies concerning short-range and long-range transportation planning.
2. Maintain the county transportation plan and other county-wide plans or studies related to transportation.
3. Assist in the development of local transportation plans and studies. Coordinate with municipalities, DVRPC, PennDOT, TMAs, and developers.
4. Review traffic impact studies, land development plans, zoning changes, and Comprehensive Plans that impact the county and regional transportation plans.
5. Assist with local asset data collection, as requested.

**Products:**

1. Quarterly progress and expenditure reports and invoices
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. County project proposals for consideration in next year's UPWP, if available
4. Inventory of proposed transportation improvements
5. Twelve Year Program and TIP submissions, including an updated regional TIP.
6. Input on various transportation plans and studies
7. Correspondence on meetings and seminars attended related to highway planning.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$136,300	\$0	\$0	\$0	\$136,300
2024	\$155,300	\$0	\$0	\$0	\$155,300

FY2024 Other Funding Details:

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

**PROJECT: 24-60-030 Delaware County: Supportive Regional Highway Planning Program**

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**Responsible Agency:** Delaware County Planning Department

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

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

**Tasks:**

**Task I – Program Administration and Coordination**

1. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
2. Participate in the development of the next fiscal year's DVRPC Planning Work Program and Delaware County SRHPP.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Respond to information requests, including those from the public.
5. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies, such as DVRPC and Delaware County TMA meetings that are not for specific projects or studies.
6. Perform public participation as appropriate.
7. Review transportation reports and correspondence and provide responses.

**Task II – Transportation Improvement Program (TIP)**

1. Maintain an inventory of proposed transportation improvements in Delaware County for the TIP.
2. Review and evaluate new or existing proposals for inclusion in the TIP, and participate in competitive project selection and evaluation processes, as appropriate
3. Inventory and prioritize all existing and new projects for the TIP.
4. Survey municipalities every two years for potential TIP funded projects.
5. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.
6. Monitor transportation funding programs and opportunities, inform municipalities

of funding programs and provide assistance to them, and advocate Delaware County's position on this issue.

7. Provide programming information to county council, county executive director, legislative delegation, and municipal officials.
8. Coordinate with PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements.
9. Participate and assist PennDOT and DVRPC with PennDOT Connects.

#### Task III – Transportation Plan Maintenance

1. Participate in DVRPC Long-Range Plan discussions, as needed.
2. Prepare highway/bicycle/pedestrian components of Delaware County Comprehensive Plan.
3. Work with a consultant to prepare Delaware County Vision Zero Plan.
4. Work with a consultant to prepare Route 291 Road Diet Feasibility Study.
5. Prepare highway, bicycle, and pedestrian mobility components of municipal comprehensive plans (under contract with municipalities); review highway/bicycle/pedestrian components of draft municipal comprehensive plans (under Act 247 reviews).
6. Review land developments and traffic impact studies and provide comments on highway, bicycle, and pedestrian access to the Delaware County Planning Commission.
7. Participate in Delaware County, DVRPC, PennDOT, and municipal highway, bicycle, and pedestrian studies and planning efforts.
8. Assist with local asset data collection, as requested.
9. Develop a Complete Streets model ordinance and work with municipalities to customize to their needs.
10. Prepare an Active Transportation Plan.

#### **Products:**

1. Quarterly progress and expenditure reports and invoices
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. Inventory of proposed transportation improvements.
4. Updated TIP and 12 Year Program submissions.
5. Correspondence on meetings and seminars attended related to highway planning.
6. Comments on land development plans.
7. Input on various transportation plans and studies.
8. County project proposals for consideration in next fiscal year's UPWP, if available.
9. Model Complete Streets Ordinance.
10. Active Transportation Plan

#### **Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$68,200	\$0	\$0	\$0	\$68,200
2024	\$84,200	\$0	\$0	\$0	\$84,200

FY2024 Other Funding Details:

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

**PROJECT: 24-60-040    Montgomery County: Supportive Regional Highway Planning Program**

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**Responsible Agency:** Montgomery County Planning Commission

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

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

**Tasks:**

**Task I – Program Administration and Coordination**

1. Perform general administrative duties, including liaison and interagency coordination.
2. Review transportation reports and correspondence and provide responses.
3. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
4. Participate in the development of the DVRPC Planning Work Program and Montgomery County SRHPP for next fiscal year.
5. Respond to information requests, including those from the public.
6. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
7. Perform public participation as appropriate.

**Task II – Transportation Improvement Program (TIP)**

1. Maintain an inventory of proposed transportation improvements in Montgomery County for the TIP.
2. Review and evaluate new or existing proposals for inclusion in the TIP.
3. Inventory and prioritize all existing and new projects for the TIP.
4. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program
5. Monitor funding programs and opportunities, and provide programming information to county officials, legislators and local officials.
6. Coordinate with DVRPC, PennDOT, municipalities, and other project sponsors on the implementation of programmed improvements
7. Participate and assist PennDOT and DVRPC with PennDOT Connects.

Task III – Transportation Plan Maintenance and Implementation

1. Review traffic impact studies, zoning changes and new/revised comprehensive plans that impact the county and regional transportation plans.
2. Participate in various transportation study task forces and competitive project selection and evaluation processes, as appropriate
3. Enforce the county comprehensive plan, as well as Walk Montco and Bike Montco plans, and assist in the preparation of the upcoming new county comprehensive plan.
4. Assist with local asset data collection, as requested.
5. Organize and lead meetings among departments to implement the county’s Complete Streets policy.

**Products:**

1. Updated regional TIP.
2. County Comprehensive plan implementation.
3. Public participation and outreach activities for Transportation Planning and Programming
4. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
5. Quarterly progress reports, closing report, and invoices.
6. County project proposals for consideration in next fiscal year's UPWP, if available.
7. Correspondence on meetings and seminars attended related to highway planning.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$141,700	\$0	\$0	\$0	\$141,700
2024	\$156,700	\$0	\$0	\$0	\$156,700

FY2024 Other Funding Details:

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

**PROJECT: 24-60-050 Philadelphia: Supportive Regional Highway Planning Program**

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

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

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

**Tasks:**

Task I: Program Administration and Coordination

1. Review and comment on the Commission's staff reports.
2. Continue development of Certification Acceptance or Modified Certification Acceptance documents, standards, and/or procedures.
3. Identify and resolve differences among city and regional highway planning agencies.
4. Develop a work program for future "pass through" funds.
5. Participate in the development of the Philadelphia SRHPP and DVRPC Planning Work Program for the next fiscal year.
6. Attend monthly DVRPC Board and Regional Technical Committee meetings and other meetings with federal, state, and local transportation agencies.
7. Perform general administrative duties, including liaison and interagency coordination.
8. Perform contract administration, including the preparation and submission of Quarterly Progress Reports/Invoices.
9. Respond to information requests, including those from the public.
10. Perform public participation as appropriate.
11. Review transportation reports and correspondence and provide responses.

Task II: Transportation Improvement Program (TIP)

1. Participate and assist in the update and maintenance of the DVRPC TIP and PennDOT Twelve Year Program.
2. Develop, collect, and maintain information and data on individual transportation projects under construction for inclusion in the TIP and maintain an inventory of projects for capital program consideration.

3. Assist in developing project descriptions.
4. Coordinate preparation of the TIP with local community groups, elected officials, DVRPC, state agencies, and the public for the purpose of developing a regional TIP. This includes participation in various competitive funding programs.
5. Coordinate candidate projects with other city agencies to ensure that transportation capital projects are consistent with overall city and regional goals and objectives.
6. Develop a prioritization of projects and facilities under consideration for inclusion in the Capital Program.
7. Review and comment on the TIP with federal, state and regional agencies.
8. Coordinate city involvement for PennDOT's Twelve-Year Program.
9. Monitor and update the TIP as it relates to county and regional transportation objectives.
10. Coordinate and review projects with implementing agencies, including PennDOT and DVRPC.
11. Review certain "milestone" data for city federal-aid projects and provide updates to PennDOT.
12. Review and coordinate project cost estimates and breakdowns for programming with the PennDOT Program Management Committee (PMC).
13. Monitor funding programs and opportunities, and provide programming information to city officials and legislators.
14. Participate and assist PennDOT and DVRPC with PennDOT Connects.

#### Task III: TSMO Planning

1. Develop, maintain and prioritize an inventory of TSMO-type projects.
2. Identify TSMO deficiencies and candidate projects.
3. Review literature on TSMO planning.
4. Coordinate the City of Philadelphia TSMO programs.
5. Coordinate and participate in TSMO public forums.
6. Review and comment on TSMO studies and proposals for the county and region. Provide county input to the regional TSMO effort.
7. Review and comment, as required, on the recommended TSMO Plan report and assist and coordinate with DVRPC in the adoption of the plan, as may be appropriate.
8. Participate, coordinate, and assist in the implementation of regional TSMO strategies.
9. Assist and coordinate in the maintenance of the Regional TSMO plan through periodic update and plan amendments.
10. Assist and coordinate corridor-level analysis of a selected TSMO corridor for incorporation in the TIP in cooperation with PennDOT and DVRPC.

#### Task IV: Transportation Plan Maintenance/Technical Coordination

1. Analyze and evaluate the impact of proposed developments on transportation facilities.
2. Coordinate the city highway network with the regional highway network.
3. Identify and update those links of the city highway system that augment the regional system.



4. Review existing functional classification system.
5. Participate in development and implementation of a county and regional transportation planning work program, including participation at intra-city planning strategy meetings.
6. Participate in regional transportation study meetings, committees, community meetings, teams, panels, etc. Review and comment on data and reports developed as part of these studies.
7. Participate in the corridor analysis of locations, corridors, neighborhood commercial streets, and other highways.
8. Participate in local and regional intermodal improvement efforts such as "Transit First" and park/ride facilities, pedestrian/bicycle facilities and goods movement strategies.
9. Manage and oversee selected competitive grant awards.

#### Task V: Transportation Facilities/Data Files

1. Collect, coordinate, update and process traffic flow/volume information.
2. Review, analyze and evaluate traffic flow/volume data.
3. Inventory and assemble appropriate physical transportation facility data and put such information into an easily accessible and usable form.
4. Process automatic traffic recorder information through the MPO to ensure compatibility of data collection efforts with those in the surrounding areas.
5. Provide federal, state, county and regional agencies with traffic flow/volume data.
6. Assemble traffic information files that accurately reflect existing physical conditions resulting in more efficient revisions to the functional classification system and an equitable allocation of funding.
7. Expand traffic counting coverage throughout the city.
8. Perform technical coordination of studies, plans, committee reports, analyses, etc. concerning the city's highways and highway program.
9. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.
10. Assist with local asset data collection, as requested.

#### **Products:**

1. Correspondence on meetings and seminars attended related to highway planning.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. Successful completion of capital improvements.
4. An up-to-date highway capital improvement program for the City of Philadelphia.
5. Advancement of high-priority TSMO projects.
6. A plan showing any updated transportation facility data, functional class revisions, or other transportation system changes.
7. County project proposals for consideration in next fiscal year's UPWP, if available.
8. Quarterly progress reports, closing report, and invoices.
9. A program TIP document for use by the Commission and others.

**Beneficiaries:**

City of Philadelphia, state, region, and public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$207,600	\$0	\$0	\$0	\$207,600
2024	\$247,600	\$0	\$0	\$0	\$247,600

FY2024 Other Funding Details:

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

**PROJECT: 24-60-051 Philadelphia Traffic Counting Program**

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Jonathan Ferullo

**Goals:**

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

**Description:**

The City of Philadelphia has requested that DVRPC perform a travel mode counting program. This information will be used for the city's transportation, planning, engineering and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian and crosswalk count information as well as speed studies at locations determined by the City's planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in the City of Philadelphia.

**Tasks:**

1. Schedule meetings with City of Philadelphia representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle, crosswalk counts and speed studies where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send count data to Philadelphia City Planning Commission, Streets Department, and Office of Transportation, Infrastructure, and Sustainability.

**Products:**

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

**Beneficiaries:**

Philadelphia City Planning Commission, City of Philadelphia Streets Department, City of Philadelphia Office of Transportation, Infrastructure, and Sustainability (OTIS), PennDOT, residents, and businesses, and DVRPC project managers.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$50,000	\$0	\$0	\$0	\$50,000
2024	\$50,000	\$0	\$0	\$0	\$50,000

FY2024 Other Funding Details:

PA TIP- MPMS# 117912- \$50,000 STU/Toll Credit

CHAPTER 3B

# NJ Supportive Regional Highway Planning Program (SRHPP)





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**Table 7: NJ Supportive Regional Highway Planning Program**

<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>Cash Amount</b>
24-61-010	Burlington County	Supportive Regional Highway Planning	\$39,755
24-61-020	Camden County	Supportive Regional Highway Planning	\$44,015
24-61-030	Gloucester County	Supportive Regional Highway Planning	\$39,100
24-61-040	Mercer County	Supportive Regional Highway Planning	\$34,130
24-61-050	City of Camden	Supportive Regional Highway Planning	\$24,000
<b>Subtotal</b>			<b>\$181,000</b>
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>Cash Amount</b>
24-61-060 <sup>1</sup>	Trenton/DVRPC	Trenton Safe Streets for All Implementation	\$78,000
24-61-070 <sup>1</sup>	Camden County/DVRPC	Traffic Counting Program	\$60,000
24-61-080 <sup>1</sup>	Gloucester County/DVRPC	Traffic Counting Program	\$60,000
24-61-090 <sup>1</sup>	Mercer County/DVRPC	Traffic Counting Program	\$60,000
24-61-100 <sup>1</sup>	Burlington County/DVRPC	Traffic Counting Program	\$60,000
<b>Subtotal</b>			<b>\$318,000</b>
<b>Program Total</b>			<b>\$499,000</b>

<sup>1</sup> Project work will be performed by DVRPC staff.



**PROJECT: 24-61-010 Burlington County: Supportive Regional Highway Planning Program**

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**Responsible Agency:** Burlington County - Land Development

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

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

**Tasks:**

**Task I - Program Administration and Coordination**

1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit Biannual progress reports/invoices.
3. Participate in the development of the DVRPC Planning Work Program and Burlington County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

**Task II - Transportation Improvement Program (TIP)**

1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
4. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
5. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
6. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests
7. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

### Task III - Transportation Plan Maintenance

1. Coordinate local governments land use and transportation policies.
2. Periodically review and update the Burlington County Transportation Plan.
3. Review proposed development to ensure compliance with the transportation plan and to assess its impact on existing and proposed transportation systems.
4. Update the priority list of projects generated by the transportation plan.
5. Participate in the development of Transportation Development Districts to further the goals of the transportation plan.
6. Produce and review maps and conceptual plans to be used for transportation planning.
7. Review regional, state and municipal transportation plans for consistency with the transportation plan.

### Task IV - Transportation Planning Data and Analysis

1. Update and maintain the County Traffic Volume Map using data supplied by DVRPC as well as counts taken by the county.
2. Maintain accident files and analyze accident reports as a data source for the transportation planning effort.
3. Take traffic counts at selected locations to support transportation studies, to gauge the effectiveness of implemented or proposed transportation improvements, and to maintain the county's traffic count map.
4. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

### **Products:**

1. Biannual progress and expenditure reports and invoices
2. Correspondence on meetings and seminars attended related to highway planning.
3. County project proposals for consideration in next fiscal year's UPWP, if available.
4. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
5. Commentary on transportation reports when appropriate.
6. A federally approved TIP to maintain with DVRPC.
7. Various maps and/or plans used in planning transportation improvements.
8. Coordination of various transportation studies and projects to ensure an integrated transportation system.
9. Traffic Volume Map, available for public use.
10. Updated accident files.

### **Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$39,755	\$0	\$0	\$0	\$39,755
2024	\$39,755	\$0	\$0	\$0	\$39,755

FY2024 Other Funding Details:

NJ TIP - DB #X30A - \$39,755 STBGP-PHILA;

**PROJECT: 24-61-020 Camden County: Supportive Regional Highway Planning Program**

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

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

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

**Tasks:**

**Task I - Program Administration and Coordination**

1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices.
3. Participate in the development of the DVRPC Planning Work Program and Camden County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

**Task II - Transportation Improvement Program (TIP)**

1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
4. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
5. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
6. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests
7. Participate in project selection and evaluation processes, as appropriate, including

DVRPC competitive programs.

Task III - Transportation Plan Maintenance

1. Coordinate local governments' land use and transportation policies with the regional and state Long-Range Plans.
2. Prepare modifications, as required to update the county's transportation planning process and coordinate with DVRPC.
3. Monitor and evaluate the impact of existing and proposed residential, commercial, and industrial development in terms of short- and long-range transportation facility improvements, including social, economic and environmental considerations, population growth and business growth.
4. Evaluate proposed Senate and Assembly bills pertaining to highway planning.
5. Estimate future land use activities (e.g. corridor delineation) including identification of high growth areas. Coordinate the activity with the growth center development patterns during the New Jersey State Development and Redevelopment Planning (SDRP) process, and "Smart Growth" grants.
6. Assist with the development and update of CMS corridors and strategies.

Task IV - Transportation Planning Data and Analysis

1. Develop and maintain a GIS-based Highway Asset Management database.
2. Field collection of highway asset data.
3. Participate in DVRPC IREG, future Imagery Acquisition, and other steering committee meetings, as needed.

**Products:**

1. Quarterly progress and expenditure reports and invoices.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. A federally approved TIP to maintain with DVRPC.
4. Correspondence on meetings and seminars attended related to highway planning.
5. Inventory and status of TIP projects.
6. Aerial photographs, DVRPC CMS and PMS updates, sign and signal management data updates.

**Beneficiaries:**

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

**Project Cost and Funding:**

FY	Total	Highway PL Program	Transit PL Program	Comprehensive Planning	Other
2023	\$44,015	\$0	\$0	\$0	\$44,015
2024	\$44,015	\$0	\$0	\$0	\$44,015

FY2024 Other Funding Details:  
NJ TIP - DB #X30A - \$44,015 STBGP-PHILA

**PROJECT: 24-61-030 Gloucester County: Supportive Regional Highway Planning Program**

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**Responsible Agency:** Gloucester County Planning Department

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

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

**Tasks:**

**Task I - Program Administration and Coordination**

1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices.
3. Participate in the development of the DVRPC Planning Work Program and Gloucester County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

**Task II - Transportation Improvement Program (TIP)**

1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
4. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
5. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
6. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests
7. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

### Task III - Transportation Plan Maintenance

1. Coordinate county transportation policies with the regional and state long-range plans.
2. Monitor and evaluate the impact of proposed land development on existing and proposed highway and transit facilities.
3. Monitor certain state highway improvements and proposals.
4. Update the Gloucester County Official Map.
5. Maintain an update of the functional classification system.
6. Review regional, state, and municipal transportation policies for consistency with the county's plan.

### Task IV - Transportation Planning Data and Analysis

1. Prepare and maintain a traffic volume map using data supplied by DVRPC as well as counts taken by the county and share traffic count data with interested parties.
2. Maintain data files supplied by NJDOT as a data source for the transportation efforts.
3. Maintain information on Management Systems such as Bridge, Pavement, Safety, etc.
4. Take traffic counts at selected locations to support transportation studies and to maintain the county's traffic map.
5. Develop and maintain a GIS database for traffic counts.
6. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

### **Products:**

1. Quarterly progress and expenditure reports and invoices.
2. Correspondence on meetings and seminars attended related to highway planning.
3. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
4. A federally approved TIP to maintain with DVRPC.
5. A brief report on the activities that were undertaken in the planning/implementation of TIP projects.
6. Current and up-to-date version of the Official Map of County Highways and related transportation planning documents, as necessary.
7. Traffic Information available for public use.
8. Updated traffic counts at selected locations to support transportation planning efforts.
9. County project proposals for consideration in next year's UPWP, if available.

### **Beneficiaries:**

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

**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$39,100	\$0	\$0	\$0	\$39,100
2024	\$39,100	\$0	\$0	\$0	\$39,100

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FY2024 Other Funding Details:

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



**PROJECT: 24-61-040 Mercer County: Supportive Regional Highway Planning Program**

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**Responsible Agency:** Mercer County Planning Department

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

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

**Tasks:**

**Task I - Program Administration and Coordination**

1. Attend monthly DVRPC Board and Regional Technical Committee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare and submit the Quarterly Progress Reports/Invoices.
3. Participate in the development of the DVRPC Planning Work Program and Mercer County SRHPP for next fiscal year.
4. Perform general administrative duties, including liaison and interagency coordination.
5. Review transportation reports and correspondence and provide responses.
6. Respond to information requests, including those from the public.
7. Perform public participation as appropriate.

**Task II - Transportation Improvement Program (TIP)**

1. Participate and assist in the TIP update and maintenance processes.
2. Provide feedback to the state and DVRPC on the TIP and Statewide TIP (STIP).
3. Identify locations and mitigation concepts for safety- and congestion-related capital projects.
4. Maintain and provide to DVRPC an inventory of project candidates to be considered for inclusion of the local capital improvement program.
5. Maintain channels of communication with DVRPC, NJDOT, and the public regarding TIP project status.
6. Assist with the coordination of DVRPC Work Program projects as necessary (e.g. TCDI grant process).
7. Review and provide feedback on NJDOT Capital Program Screening Committee (CPSC) and Capital Program Committee (CPC) project requests

8. Participate in project selection and evaluation processes, as appropriate, including DVRPC competitive programs.

#### Task III - Transportation Plan Maintenance

1. Develop and maintain a master plan for improvements to transportation facilities under County jurisdiction.
2. Coordinate local governments' land use and transportation policies with the regional and state long-range plans.
3. Communicate with the public about the master plan.
4. Review master plans being updated by municipalities to determine their consistency with the county transportation plan and resolve any differences, and ensure alternative modes of transportation are considered and compatible with the regional transportation system.
5. Prepare modifications as required to the master plan and present to the planning board for public hearing and adoption.
6. Review regional, state and local plans, particularly with respect to long-range plans, as required.
7. Review land development proposals for conformity with the master plan and with the County's highway design standards.

#### Task IV - Transportation Planning Data and Analysis

1. Review and compile statistical data and inventories as provided by state agencies, DVRPC, and private sources.
2. Manage enterprise GIS to support transportation planning, transportation asset management, and land use planning.
3. Compile and analyze land use, economic and demographic data to support transportation planning.
4. Create and update transportation-related maps.
5. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

#### **Products:**

1. Quarterly progress and expenditure reports and invoices.
2. SRHPP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. A federally approved TIP to maintain with DVRPC.
4. Highway data and analysis to the county and other governmental agencies, developers and citizens.
5. Correspondence on meetings and seminars attended related to highway planning.
6. Highway project analyses as they relate to new highway construction, functional classification and future planning activities.
7. Selective reports and new technical data files.
8. County project proposals for consideration in next fiscal year's UPWP, if available.
9. Maps, data, and/or studies used in planning transportation improvements

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$34,130	\$0	\$0	\$0	\$34,130
2024	\$34,130	\$0	\$0	\$0	\$34,130

FY2024 Other Funding Details:

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

**PROJECT: 24-61-050 City of Camden - Supportive Regional Highway Planning Program**

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**Responsible Agency:** City of Camden

**Program Coordinator:** Amani Bey

**Project Manager:** Patricia Elkis

**Goals:**

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

**Description:**

Manage and maintain the general administration of the program and maintain coordination and cooperation with federal, state, regional, and local agencies. Maintain public participation in the transportation planning process. Identify, prioritize, and analyze a capital program of federal and state-funded transportation improvements reflecting local input and coordination with state and regional agencies. Monitor implementation of the capital improvements. Assess impact of proposed land use on transportation facilities and recommend Camden City's position on certain regional transportation improvements and programs. Maintain and update data files required for the comprehensive transportation planning effort. Monitor various transportation indicators (e.g., traffic counts and turning movements). Retrieve and disseminate information as required.

**Tasks:**

**Task I - Administration**

1. Perform general and contract administrative duties.
2. Prepare quarterly progress reports, expenditure reports, annual completion report, and participate in the development of the DVRPC Planning Work Program and Camden City SRHPP for the next fiscal year.
3. Perform public participation as appropriate.
4. Review transportation reports and correspondence and provide feedback.
5. Attend meetings, including DVRPC monthly RTC meetings, quarterly progress report meetings, Planning Work Program meetings, and special meetings as required. Present data to Camden City for its use.
6. Respond to information requests.
7. Conduct interagency liaison and coordination.
8. Attend Training Modules, Workshop, and Seminars – CEU opportunities.

**Task II - Transportation Improvement Program**

1. Monitor Federal Aid and STATE-DVRPC Program progress.
2. Maintain and inventory TIP projects and update project status. Maintain channels of communication with DVRPC, NJDOT, and the public regarding project status.
3. Participate and assist in the TIP update and maintenance processes.
4. Review and provide feedback on NJDOT Capital Program Screening Committee

(CPSC) and Capital Program Committee (CPC) project requests  
 5. Participate in project selection and evaluation processes, as appropriate.

**Task III – Transportation Plan Maintenance**

1. Monitor and evaluate the impact of proposed land development on existing and proposed highway and transit facilities.
2. Monitor certain state improvements.

**Task IV - Transportation Planning Data and Analysis**

1. NJDOT’s Safety Voyager or NJDHTS’s Numetric Crash Analysis tool. Maintain data supplied by NJDOT as a data source for transportation planning effort.
2. Maintain information on roadways and bridges, such as condition, cartway width, rights of way, age, etc.
3. Attend DVRPC IREG, future Imagery Acquisition, and other steering committee meetings.

**Products:**

1. Quarterly progress and expenditure reports.
2. Brief reports on meetings and seminars attended related to highway planning.
3. Annual completion report.
4. SRHPP for the subsequent fiscal year.
5. Adopted Transportation Improvement Program
6. City project proposals for consideration in next fiscal year's UPWP, if available.

**Beneficiaries:**

Camden City, Camden County, residents, businesses, and the region.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$24,000	\$0	\$0	\$0	\$24,000
2024	\$24,000	\$0	\$0	\$0	\$24,000

FY2024 Other Funding Details:  
 NJ TIP - DB #X30A - \$24,000 STBGP-PHILA

**PROJECT: 24-61-060 Trenton Safe Streets for All Implementation**

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

**Program Coordinator:** Cassidy Boulan

**Project Manager:** Amy Bernknopf, Christopher Mulroy, Kaylen Phillips

**Goals:**

Support the City of Trenton in advancing and implementing the Trenton Complete Streets Design Handbook, the Trenton Vision Zero Plan and Our Streets: A Trenton Bike Plan for All

**Description:**

Work conducted under this program will help to implement the planning goals and policies of Trenton250, Trenton's adopted comprehensive plan, by assisting Trenton City advance the goals of recent studies completed in Trenton designed to promote access, safety, equity, and multi-modalism. The purchase of materials, service, and/or equipment may be required to complete this project.

**Tasks:**

1. Finalize Our Streets: A Trenton Bike Plan for All planning process and any final products, including sharing with stakeholders, planning board, etc. Assist city staff with identifying initial implementation steps.
2. Provide technical analysis in support of the Trenton Vision Zero plan, bike plan (Our Streets), and Complete Streets implementation, as needed.
3. Support for the Safe Streets for All Committee. Tasks may include participating in the committee, facilitating process for identifying department actions, providing training on the role of committee members, how to utilize the Complete Streets Design Handbook, and other associated topics, assisting with producing annual report and other responsibilities as laid out in the Complete and Green Streets ordinance. Assistance may also include setting up systems, processes, and templates that will allow the committee to continue efficiently without support.
4. Advise City of Trenton staff on preparation of applications for funding and/or technical assistance to advance Vision Zero and Complete Streets in Trenton.
5. Support ongoing public outreach and engagement for the Vision Zero plan and the Our Streets plan.
6. Coordinate with assistance provided to advance the Trenton Trails Plan provided through the DVRPC Regional Trails Program.

**Products:**

Planning/policy documents, datasets, maps, white papers, training documents and/or presentations, promotional materials and/or memorandums with findings and recommendations, as appropriate.

**Beneficiaries:**

City of Trenton, bicyclists, pedestrians, transit users, and the traveling public

**Project Cost and Funding:**

---

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$78,000	\$0	\$0	\$0	\$78,000

---

FY2024 Other Funding Details:

NJ TIP - DB #X30A - \$78,000 STBGP-PHILA

**PROJECT: 24-61-070 Camden County Traffic Counting Program**

---

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Jonathan Ferullo

**Goals:**

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

**Description:**

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

**Tasks:**

1. Schedule meetings with Camden County representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send data to Camden County for their use.

**Products:**

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

**Beneficiaries:**

Camden County, Camden City, NJDOT, residents, businesses, and DVRPC project managers.



**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$60,000	\$0	\$0	\$0	\$60,000
2024	\$60,000	\$0	\$0	\$0	\$60,000

FY2024 Other Funding Details:

NJ TIP - DB #X30A - \$60,000 STBGP-PHILA

**PROJECT: 24-61-080 Gloucester County Traffic Counting Program**

---

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Jonathan Ferullo

**Goals:**

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

**Description:**

The Gloucester County Planning Division has requested that DVRPC continue to perform a traffic counting program within Gloucester County. This information will be used for the county's transportation, planning, engineering, and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian, and crosswalk count information at locations determined by the county's planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Gloucester County.

**Tasks:**

1. Schedule meetings with county planning and engineering representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send count data for the county's GIS file and prepare traffic count map showing new locations.
7. Update the county's GIS traffic count file and map.

**Products:**

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.
2. An updated traffic information file and GIS map.

**Beneficiaries:**

Gloucester County, municipalities, NJDOT, residents, businesses, and DVRPC project managers.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$60,000	\$0	\$0	\$0	\$60,000
2024	\$60,000	\$0	\$0	\$0	\$60,000

FY2024 Other Funding Details:

NJ TIP - DB #X30A - \$60,000 STBGP-PHILA

**PROJECT: 24-61-090 Mercer County Traffic Counting Program**

---

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Jonathan Ferullo

**Goals:**

Obtain new traffic count data and compare with existing data in GIS format for transportation, engineering, and pavement management studies.

**Description:**

To supplement existing counts in the Transportation Development District, the county needs DVRPC to annually collect approximately 200 counts throughout the county.

In addition to vehicular counts, DVRPC will provide requested bicycle, pedestrian and crosswalk count information at locations determined by the county's planning and engineering staff.

Additionally, the county will incorporate developer traffic study count data into the County's GIS system so that the traffic count data collected as a result of this project will be linked to that produced by others. In this way the county will obtain the most accurate representation of traffic flow in the county. Once compiled, this data will be shared with municipalities in order to enhance their transportation study efforts.

This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Mercer County.

**Tasks:**

1. Schedule meetings with county planning and engineering representatives to determine locations for conducting counts in addition to cyclical vehicle counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average annual daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Update the county's GIS traffic count file and map.
6. Prepare and send count data for the county's GIS file and prepare traffic count map showing new locations.

**Products:**

1. Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.
2. Maps, tables, and text for transportation element of the master plan.

**Beneficiaries:**

Mercer County, municipalities, NJDOT, residents, businesses, and DVRPC project managers.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$60,000	\$0	\$0	\$0	\$60,000
2024	\$60,000	\$0	\$0	\$0	\$60,000

FY2024 Other Funding Details:

NJ TIP - DB #X30A - \$60,000 STBGP-PHILA

**PROJECT: 24-61-100 Burlington County Traffic Counting Program**

---

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Jonathan Ferullo

**Goals:**

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

**Description:**

Burlington County has requested that DVRPC perform a travel mode counting program. This information will be used for the county's transportation, planning, engineering and pavement management studies. DVRPC will provide vehicular, bicycle, pedestrian and crosswalk count information at locations determined by the county's planning and engineering staff. This program also supports ongoing equipment needs and maintenance costs for permanent bicycle and pedestrian counting stations in Burlington County.

**Tasks:**

1. Schedule meetings with Burlington County representatives to determine locations for conducting counts.
2. Collect travel data at selected locations, for vehicle volume and intersection turning movement, pedestrian, bicycle and crosswalk counts where required.
3. Process data and develop annual average daily traffic volumes (AADT) based on a continuous 48 hours of an average week (motorized) or annual average daily bicycles (AADB) / annual average daily pedestrians (AADP) based on a week of data for non-motorized travel.
4. Check field data for accuracy.
5. Prepare annual summary data in tabular form and also present data individually by location with counts for individual hours.
6. Prepare and send data to Burlington County for their use.

**Products:**

Detailed tables showing hourly counts, turning movements, and AADT, AADB, or AADP for selected locations.

**Beneficiaries:**

Burlington County, NJDOT, residents, businesses, and DVRPC project managers.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$60,000	\$0	\$0	\$0	\$60,000
2024	\$60,000	\$0	\$0	\$0	\$60,000

FY2024 Other Funding Details:

NJ TIP - DB #X30A - \$60,000 STBGP-PHILA





CHAPTER 4A

# PA Transit Support Program (TSP)



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**Table 8: PA Transit Support Program**

<b>Core Projects</b>					
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2024 Budget</b>		
			<b>Cash</b>	<b>Match</b>	<b>Total</b>
24-63-001	Bucks County	Transit Planning and Programming	\$61,734	\$15,434	\$77,168
24-63-002	Chester County	Transit Planning and Programming	\$46,069	\$11,517	\$57,586
24-63-003	Delaware County	Transit Planning and Programming	\$87,504	\$21,876	\$109,380
24-63-004	Montgomery County	Transit Planning and Implementation	\$77,400	\$19,350	\$96,750
24-63-005	Philadelphia Office of Transportation, Infrastructure, and Sustainability	Transit Planning and Programming	\$98,535	\$24,633	\$123,168
24-63-006	Philadelphia City Planning Commission	Short-Range Planning	\$119,758	\$29,940	\$149,698
<b>Subtotal</b>			<b>\$491,000</b>	<b>\$122,750</b>	<b>\$613,750</b>
<b>Special Studies</b>					
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2024 Budget</b>		
			<b>Cash</b>	<b>Match</b>	<b>Total</b>
24-63-007 <sup>1</sup>	SEPTA/DVRPC	Technical Assistance in Support of SEPTA Forward	\$185,000	\$46,250	\$231,250
24-63-008 <sup>1</sup>	DVRPC	Southeastern PA Transit Planning and Technical Assistance	\$144,000	\$36,000	\$180,000
24-63-009 <sup>1</sup>	SEPTA/DVRPC	Transit Survey Program for Southeastern PA	\$80,000	\$20,000	\$100,000
<b>Subtotal</b>			<b>\$409,000</b>	<b>\$102,250</b>	<b>\$511,250</b>
<b>Program Total</b>			<b>\$900,000</b>	<b>\$225,000</b>	<b>\$1,125,000</b>

<sup>1</sup> Project work will be performed by DVRPC staff. An in-kind match (\$17,042) will be added to all PA core agreements.

**PROJECT: 24-63-001 Bucks County Transit Planning and Programming**

---

**Responsible Agency:** Bucks County Planning Commission

**Program Coordinator:** Joanna Hecht

**Goals:**

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

**Description:**

Examine the need for public transportation services, specifically in areas of rapid traffic volume increases and escalating traffic congestion. Advocate and coordinate the implementation of activities and services that support public transit usage and help improve suburban mobility.

Rapid development and minimal public transportation services have led to an overburdened highway network in Bucks County. The county's geographic location between the New Jersey to New York corridor to the east, Philadelphia to the south, and the Allentown-Bethlehem-Easton areas to the north guarantees that development pressures will continue. Bucks County's comprehensive plan aims to guide and coordinate development to minimize its adverse impacts.

This project will allow staff to examine opportunities to minimize traffic impacts and enhance suburban mobility through an expanded public transportation system. Public transportation objectives will be pursued through coordination with local governments, the business community, and area service providers.

**Tasks:**

Task 1: Administration

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

Task 2: Planning and Programming

1. Assist the business community in identifying unique transportation needs and provide information as to public transportation alternatives.

2. Review existing and proposed development to identify areas capable of supporting public transportation services or areas in particular need of expanded transit services.

3. Review county and municipal growth management policies to ensure that access to public transportation services are included where feasible.

4. Review existing paratransit services for evaluation and compliance with ADA Requirements.

Task 3: Coordination

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

**Products:**

1. Monthly and quarterly progress reports.
2. Quarterly invoices.
3. Expanded and/or modified transit service proposals.
4. Recommendations for improving transit services throughout the county.
5. Proposed TSP Work Program for next fiscal year.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$88,210		\$61,734		\$26,476
2024	\$94,210		\$61,734		\$32,476

FY2024 Other Funding Details:

\$32,476 Local SILOC Match (\$15,434 for 24-63-001, \$17,042 for special studies projects)

**PROJECT: 24-63-002    Chester County Transit Planning and Coordination**

---

**Responsible Agency: Chester County Planning Commission**

**Program Coordinator:** Joanna Hecht

**Goals:**

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

**Description:**

The purpose of this project is to provide comprehensive planning, programming, monitoring, and coordination of transit services in Chester County. It provides for staff support to respond to requests for technical and policy assistance on regional public transportation issues and projects. It enables staff to coordinate with PennDOT, SEPTA, TMACC, GVFTMA, Amtrak, and other public transit service providers and stakeholders.

**Tasks:**

Task 1: Administration

1. Prepare quarterly progress reports and invoices.
2. Participate in DVRPC's Annual Planning Work Program development.
3. Perform general administration and respond to information requests.

Task 2: Planning and Programming

1. Monitor existing transit services and evaluate the need and potential for new public transportation services. Participate in various transportation study advisory committees related to public transit.
2. Participate in developing and amending the Transportation Improvement Program (TIP).
3. Review and provide input to SEPTA's capital budget, operating budget, and annual service plan. Monitor service changes and capital projects.
4. Monitor transportation funding programs and opportunities.

Task 3: Coordination

1. Participate in meetings of regional or multi-county interest to discuss issues related to public transportation services or policies. Coordinate with DVRPC, SEPTA, Amtrak, PennDOT, TMACC, and other organizations that plan or provide transit and paratransit services.
2. Provide technical assistance and policy input to the county commissioners and SEPTA board members.
3. Participate in meetings and activities of the TMA of Chester County and Greater Valley Forge TMA.

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$82,128	\$0	\$46,069	\$0	\$36,059
2024	\$74,628	\$0	\$46,069	\$0	\$28,559

**FY2024 Other Funding Details:**

\$28,559 Local SILOC Match (\$11,517 for 24-63-002, \$17,042 for special studies projects)



**PROJECT: 24-63-003 Delaware County Transit Planning and Coordination**

---

**Responsible Agency:** Delaware County Planning Department

**Program Coordinator:** Joanna Hecht

**Goals:**

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

**Description:**

This project will enhance the mobility of the residents of Delaware County by providing comprehensive planning, programming, monitoring, and coordination of transit services in the county.

**Tasks:**

1. Administer project and prepare required invoices, progress reports, and completion reports.
2. Continue to build and maintain a transit database/needs improvement inventory.
3. Monitor transit service through performance analysis and service improvement requests.
4. Provide input to SEPTA operating budgets and determine impacts on fares, subsidies, and levels of service.
5. Provide input to SEPTA and PennDOT capital budgets and monitor capital projects and subsidies.
6. Promote transit initiatives through marketing strategies, service planning, and travel demand management.
7. Prepare public transit components of County Comprehensive Plan and municipal comprehensive plans.
8. Review land development proposals and provide recommendations for improved public transit access.
9. Plan and coordinate paratransit services.
10. Maintain liaison with SEPTA, PennDOT, Community Transit, The Delaware County TMA, and private providers.
11. Management of County Employee Transportation Programs: develop a strategy for how the DCPD Transportation Planning staff could assist with the management of County employee transportation programs for employees working in Media, including streamlining the RideECO enrollment process and providing relevant transit information through transit fairs, new employee packets, etc.

**Products:**

1. Quarterly progress reports
2. Quarterly invoices
3. Closing report
4. TSP Work Program for next fiscal year
5. Strategy for how the DCPD Transportation Planning staff could assist with the

management of County employee transportation programs for employees working in Media

**Beneficiaries:**

Member governments, operating agencies, the private sector, and citizens.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$120,422	\$0	\$87,504	\$0	\$32,918
2024	\$126,422	\$0	\$87,504	\$0	\$38,918

FY2024 Other Funding Details:

\$38,918 Local SILOC Match (\$21,876 for 24-63-003, \$17,042 for special studies projects)

**PROJECT: 24-63-004    Montgomery County Transit Planning and Implementation**

---

**Responsible Agency:** Montgomery County Planning Commission

**Program Coordinator:** Joanna Hecht

**Goals:**

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

**Description:**

The purpose of this project is to partially fund staff participation in transit planning with SEPTA, DVRPC, and Pottstown Area Rapid Transit (PART). It will fund planning activities dealing with route and service modifications, new route planning, capital and operating budget review, policy development, and data gathering and analysis.

**Tasks:**

Task 1: Administration

1. Prepare TSP submittal and participate in DVRPC's annual Planning Work Program development.
2. Prepare quarterly progress and financial reports and general correspondence and respond to public information requests.

Task 2: Planning and Programming

1. Provide policy analysis and liaison with county commissioners and SEPTA board Members.
2. Review new or modified transit service proposals and review subdivision and land development plans for transit access.
3. Enforce the county comprehensive plan, and WalkMontco and BikeMonto plans, as well as assist in the preparation of the upcoming new county comprehensive plan.

Task 3: Coordination

1. Participate in the activities of the Greater Valley Forge and The Partnership TMAs.
2. Provide inter-agency coordination with DVRPC, SEPTA and PART.
3. Participate in various transportation study task forces.
4. Participate in the development of new transit services and improved facilities.
5. Establish and communicate the county's capital priorities for SEPTA and PART.
6. Participate in the development of the Transportation Improvement Program.
7. Review SEPTA and PART operating and capital budgets.
8. Organize and lead meetings among departments to implement the county's Complete Streets policy.

**Products:**

1. Monthly progress and financial reports.
2. Route and service plans.
3. County transportation plan update.
4. TSP Work Program for inclusion in next year's DVRPC Planning Work Program.
5. County project proposals for annual UPWP.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$107,792	\$0	\$77,400	\$0	\$30,392
2024	\$113,792	\$0	\$77,400	\$0	\$36,392

**FY2024 Other Funding Details:**

\$36,392 Local SILOC Match (\$19,350 for 24-63-004, \$17,042 for special studies projects)

**PROJECT: 24-63-005 Philadelphia Transit Planning and Programming**

---

**Responsible Agency: Office of Transportation and Infrastructure Systems**

**Program Coordinator:** Joanna Hecht

**Goals:**

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

**Description:**

The major purpose of this program is to reimburse the Philadelphia Office of Transportation, Infrastructure, and Sustainability (OTIS) for expenses incurred as a result of its input and participation in the regional transit planning and capital programming processes.

**Tasks:**

Task 1: Administration

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

Task 2: Planning and Programming

1. Manage, analyze, develop, and evaluate the City of Philadelphia's short-range low-capital-intensive transportation projects that are under various stages of implementation, with emphasis on coordination with the city's neighborhood and commercial corridor improvement programs.
2. Prepare necessary inputs into the regional transportation plan and Transportation Improvement Program (TIP)
  - 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.
  - c. Participate in the development of regional TSM planning.
  - d. Review and evaluate short-range transit plans.
  - e. Participate in the Commission's transit planning projects.
  - f. Participate in SEPTA's transit planning technical studies and projects such as route analysis and comprehensive bus network redesign.
  - g. 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.
  - h. Participate in the development of a City of Philadelphia transit plan and subsequent planning work.
3. Make field trips to examine sites as required.
4. Identify and resolve issues requiring coordination with the Commission and member agencies.
5. Collect data for each city transit improvement project, including purpose, justification, physical description, status, and implementation schedule.

6. Prepare and review the City of Philadelphia's long-range Capital Budget and Program for transit projects.
7. Update and present to the Commission and member agencies the City's portion of the regional TIP updates and updates to the state Twelve Year Transit Capital Program.
8. Assist with local asset data collection, as requested.

#### Task 3: Coordination

1. Long-Range Transit Planning Process: Assist in updating and/or modifying the transportation elements of DVRPC's Long- Range Plan Update.
2. Attend transportation-planning-related meetings and conferences sponsored by FTA, PennDOT, APTA, TRB, PTI, NACTO, IMPACTS, or other transportation organizations.
3. TIP Coordination and Development:
  - a. Review and analyze the current regional TIP, including the status of the current budget year and the two- to six-year program of the City of Philadelphia's Transportation Capital Budget and Program.
  - b. Coordinate the TIP's progress and status with the Commission and member agencies.
4. Review and analyze the draft regional TIP in light of the Long-Range Plan.
5. Prioritize and stage the elements of the TIP within fiscal funding constraints.
6. Make suggestions to improve and revise the city's and SEPTA's Transit Capital budgeting process.
7. Participate in the preparation and coordination of city submissions for Transportation Enhancements, CMAQ, TCDI, and TCSP funding.
8. Provide assistance to the Commission's staff in analyzing the City of Philadelphia's TIP projects and implementation thereof.

#### **Products:**

1. Transit Capital Project element of the city's long-range Capital Budget and Program.
2. TSP Work Program for inclusion in next fiscal year's DVRPC Planning Work Program.
3. Updated regional TIP.

#### **Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$145,459	\$0	\$98,535	\$0	\$46,924
2024	\$140,210	\$0	\$98,535	\$0	\$41,675

**FY2024 Other Funding Details:**

\$41,675 Local SILOC Match (\$24,633 for 24-63-005, \$17,042 for special studies projects)

**PROJECT: 24-63-006 Philadelphia Short-Range Planning**

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**Responsible Agency: Philadelphia City Planning Commission**

**Program Coordinator:** Joanna Hecht

**Goals:**

To support the Philadelphia City Planning Commission's (PCPC) transportation planning and programming efforts at both city and regional levels, and to develop recommendations on specific issues, as needed.

**Description:**

The City of Philadelphia's Home Rule Charter requires that the City Planning Commission prepare an annual Capital Program and Budget. This work also provides input into the development of the regional TIP. Support is needed for the proper analysis, ranking, and determination of cross-functional priorities of the projects submitted for review, as well as for continued capital program maintenance. The City Planning Commission is also required by the Charter to prepare and maintain a Comprehensive Plan for the City. Staff supports the integration of inter-departmental transportation needs and priorities into the citywide and district-level stages of this work. Support is also needed for analyses of proposed developments, as well as the development of transportation improvement proposals for immediate implementation. This project will also include participation in the regional planning process.

**Tasks:**

**Task 1: Administration**

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

**Task 2: Planning and Programming**

1. Evaluate requested transportation projects and make recommendations about their inclusion and level of funding in the city's Capital Budget and Program and regional Transportation Improvement Program (TIP).
2. Develop supporting data, tables, and text for the Capital Program and contribute to Capital Program maintenance, including the evaluation and processing of Modifications and Amendments.
3. Review and make recommendations regarding studies and plans for transportation capital projects. These recommendations may include recommended improvements based on diversity, equity, and inclusion initiatives.
4. Work with the CONNECT: Transit First Subcommittee in its efforts to improve the effective operation of surface transit.
5. Continue non-motorized transportation planning activities, including updates to the Pedestrian & Bicycle Plan, Trail Master Plan and projects like the Wissahickon Gateway, Poquessing Creek Trail Feasibility Study, and Mule Bridge, particularly as they relate to transit access.



6. Evaluate proposed development projects for potential impacts on transportation systems, through Complete Streets Reviews for Civic Design Review cases.
7. Data collection and technical analysis for existing internal multimodal projects.
8. Assist with providing existing local asset data collection, as appropriate.
9. Evaluate transportation related projects for consistency with the city's comprehensive plan and provide letters of plan compliance for grant funded projects.
10. APA and AICP individual membership for David Kanthor to help meet program tasks and goals.

**Task 3: Coordination**

1. Participate in the development and maintenance of the transportation elements of the city's comprehensive plan and district plans.
2. Provide City Planning Commission input to DVRPC's transportation planning projects, including the maintenance of the Long-Range Plan.
3. Attend transportation-planning-related meetings and conferences sponsored by organizations such as PennDOT, FTA, Urbanism Next, NACTO, and TRB.
4. Review plans and participate in planning efforts of other agencies, including SEPTA, the Streets Department, OTIS, PennDOT, PATCO, Clean Air Council, the Central Philadelphia TMA, and University City TMA.
5. Participate in the Regional Technical Committee of DVRPC and the SEPTA city-county meetings.
6. Participate in the development and maintenance of the regional Transportation Improvement Program.

**Products:**

1. Recommended Capital Budget and Program.
2. Final Capital Program Report.
3. Memos and reports on individual transportation issues.
4. TSP Work Program for inclusion in subsequent year DVRPC Planning Work Program.
5. Updated regional TIP.
6. SEPTA Bus Revolution

**Beneficiaries:**

General Public/Citizens, DVRPC, and SEPTA

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$171,989	\$0	\$119,758	\$0	\$52,231
2024	\$166,740	\$0	\$119,758	\$0	\$46,982

FY2024 Other Funding Details:

\$46,982 Local SILOC Match (\$29,940 for 24-63-006, \$17,042 for special studies projects)

**PROJECT: 24-63-007    Technical Assistance in Support of SEPTA Forward**

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

**Program Coordinator:** Amy Bernknopf

**Project Manager:** Cassidy Boulan, Sarah Moran

**Goals:**

Support transit planning, design, and analysis work for SEPTA's Strategic Plan 2021-2026: SEPTA Forward: A Vision for a Stronger Future.

**Description:**

SEPTA is currently progressing a series of large-scale planning efforts as a part of SEPTA Forward and efforts to create a Lifestyle Transit Network that serves all types of trips, not just 9-to-5 commuters. This work includes Bus Revolution, Reimagining Regional Rail, Project Metro, Trolley Modernization, and King of Prussia Rail. SEPTA anticipates additional and more detailed studies will be required as these major projects continue to progress. DVRPC is uniquely positioned to support these more detailed studies as they advance. DVRPC staff will assist in modeling analysis for transit corridors and Mobility Hub concept planning, to meet SEPTA's need in advancing SEPTA Forward.

This project may include the purchase of services and/or equipment to complete the work.

**Tasks:**

1. Traffic Modeling Analysis: SEPTA's recent engagement efforts highlight the importance of fast and reliable transit service. DVRPC will support traffic modeling and signal coordination efforts that align with SEPTA's transit corridors, limited to 1-2 corridors depending on the length and required effort. Modeling analysis will include refinement of corridor concept designs and coordination with the roadway owner. Tasks may include collection of traffic counts and other relevant data to analyze existing conditions, the development of a network for analysis in Synchro or Vissim, and analysis of future scenarios with specific improvements.
2. Mobility Hub Concept Planning. SEPTA is focused on creating a lifestyle transit network that is better integrated with other mobility options. SEPTA's ongoing projects, including Bus Revolution, Reimagining Regional Rail, and the Microtransit Playbook, will identify key transfer locations and "mobility hubs" that present an opportunity for greater integration with other mobility options. DVRPC staff will assist SEPTA in planning for a temporary or "pop-up" project that supports multimodal access as a proof-of-concept. The pop-up project would be situated on SEPTA property, and be funded and installed by SEPTA, and/or others as identified and appropriate. Project includes identification of an appropriate site, program, concept design, performance measures and coordination with stakeholders.

**Products:**

1. A report or process memo summarizing the findings of the analysis. This could include narrative text, concept designs, modeling outputs, tables and graphs supporting the recommendations and next steps in this effort.
2. A process memo summarizing the pop-up project and its results. This could include narrative text, concept designs, tables and graphs summarizing the performance measures, recommendations and next steps in this effort.

**Beneficiaries:**

Pennsylvania member governments, SEPTA, and the transit-riding public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$185,000	\$0	\$185,000	\$0	\$0

**PROJECT: 24-63-008     Southeastern Pennsylvania Transit Planning and  
Technical Assistance**

---

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

**Program Coordinator:** Amy Bernknopf

**Project Manager:** Joanna Hecht

**Goals:**

Support transit planning, design, and analysis work for transit agencies and member governments in Southeastern Pennsylvania.

**Description:**

Work conducted under this program will help to implement the planning goals and policies of Connections 2050, the region's adopted Long Range Plan, while assisting Southeastern Pennsylvania public transit agencies in the implementation of their planning and project agendas. Work under this program may include tasks or projects in their entirety, and may also supplement transit planning work by DVRPC staff for projects funded under other programs.

Project tasks may include existing conditions analysis, identification of potential transit improvements through conceptual design or evaluations of multimodal access improvements, as well as evaluations of feasibility and network operations impacts of proposed interventions. DVRPC will take advantage of skills and expertise from across the agency in a collaborative effort to best meet the needs of the project sponsor and to further the goal of establishing an increasingly-multimodal transportation system for Southeastern Pennsylvania. Completion of work undertaken through this program may require the purchase of equipment or services. This project will provide technical analysis to support the City of Philadelphia's transit plan. Work conducted under this program may require the purchasing of materials or equipment.

**Tasks:**

1. Provide technical analysis in support of The Philadelphia Transit Plan. This project will involve collaborating closely with City of Philadelphia staff (OTIS and PCPC) to identify, evaluate, and prioritize street-level improvements to increase transit performance. Staff will develop and evaluate alternative concepts for a selected study area, ultimately refining it to a preferred concept with input from partner agencies and stakeholders. The work will result in detailed recommendations. Staff will provide materials from the project that support the outreach and community engagement work for the corridor.

2. Conduct technical analysis as required to support transit planning work by DVRPC staff for projects funded under other programs.

**Products:**

Planning/policy documents, datasets, maps, technical reports, white papers, and/or memorandums with findings and recommendations, as appropriate.

**Beneficiaries:**

Pennsylvania member governments, SEPTA, and the transit-riding public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$144,000	\$0	\$144,000	\$0	\$0
2024	\$144,000	\$0	\$144,000	\$0	\$0

**PROJECT: 24-63-009 Transit Survey Program for Southeastern PA**

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Amy Bernknopf, Christopher Mulroy, Thomas Stead

**Goals:**

This project is part of a continuing multi-year project performing survey work, license plate surveys, and/or observational data collection in order to better understand passenger origins and destinations and identify future issues or needs, and assist in meeting Title VI requirements.

**Description:**

The purpose of this project is to collect and analyze data from bus and rail services in Pennsylvania in order to better understand passenger travel patterns, issues and needs. DVRPC will assist SEPTA in identifying timely planning questions that can be answered through survey and observational work at stops/stations.

This project might include one or more of the following methods:

- On-board passenger survey data collection on select SEPTA bus and rail routes. This would update existing data and would support identification of travel patterns, customer preferences, and operational issues or needs, and help meet Title VI requirements. DVRPC will work with the transit agencies to identify routes to be surveyed, design the sampling plan and survey instrument and agent schedules. Collected data will be processed and cleaned to ensure high data quality.
- License plate surveys at transit stations. DVRPC will work with NJ Transit, PATCO, and SEPTA to identify stations in which to survey, or record, license plates of the vehicles that are parked at each station and map the addresses that are associated with those plates. This data determines the geographic areas from which park-and-ride customers originate. Rider origins are obtained from license plates, address matched by PennDOT/DMV, and mapped. The resulting station catchment area information, from which personally identifiable information is removed, provides clear and accurate data used to support planning functions by the transit agencies, counties, and local municipalities for changes in marketing, route operations, and capital planning (expansion of parking and station facilities)
- Observational data collection of passenger access and station facilities. DVRPC will conduct on-site observations at stations that might include: passenger arrival mode and path, existing sidewalk, bicycle facility, parking, lighting, and station amenity condition. This data provides transit agencies with a window into the on-site conditions passengers experience and the behavior that occurs at stations.

Data collected from this project will be used to update the regional traffic model.

This project is coordinated alongside a parallel project, New Jersey Transit Survey Program (24-63-026), for Pennsylvania. This project may involve the purchase of goods and/or services.

**Tasks:**

Ridership survey, license plate survey analysis, park and ride passenger origin mapping, and observational analysis as needed.

**Products:**

1. Survey and data collection recorded through photos, tables, web and narrative, as appropriate.

**Beneficiaries:**

SEPTA, other regional transit agencies, Philadelphia, Montgomery, Delaware, Chester and Bucks counties, municipalities, and commuters.

**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$80,000	\$0	\$80,000	\$0	\$0

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CHAPTER 4B

# NJ Transit Support Program (TSP)



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**Table 9: NJ Transit Support Program**

<b>Core Projects</b>					
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2024 Budget</b>		
			<b>Cash</b>	<b>Match</b>	<b>Total</b>
24-63-020	Burlington County	Transit and Ridesharing	\$37,392	\$9,348	\$46,740
24-63-021	Camden County	Transit Planning and Programming	\$41,500	\$10,375	\$51,875
24-63-022	Gloucester County	Transportation Systems Planning	\$38,680	\$9,670	\$48,350
24-63-023	Mercer County	Transit Planning and Programming	\$33,284	\$8,321	\$41,605
24-63-024	Camden City	Transit Planning Program	\$20,800	\$5,200	\$26,000
<b>Subtotal</b>			<b>\$171,656</b>	<b>\$42,914</b>	<b>\$214,570</b>
<b>Special Studies</b>					
<b>Project Number</b>	<b>Agency</b>	<b>Project</b>	<b>FY 2024 Budget</b>		
			<b>Cash</b>	<b>Match</b>	<b>Total</b>
24-63-025 <sup>1</sup>	NJ Regional/DVRPC	PATCO Knights Crossing Ridership Forecasts	\$79,944	\$19,986	\$99,930
24-63-026 <sup>1</sup>	NJ Regional/DVRPC	Transit Survey Program for New Jersey	\$135,000	\$33,750	\$168,750
<b>Subtotal</b>			<b>\$214,944</b>	<b>\$53,736</b>	<b>\$268,680</b>
<b>Program Total</b>			<b>\$386,600</b>	<b>\$96,650</b>	<b>\$483,250</b>

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

**PROJECT: 24-63-020 Burlington County Transit and Ridesharing**

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**Responsible Agency:** Burlington County - Land Development

**Program Coordinator:** Joanna Hecht

**Goals:**

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

**Description:**

Identify, provide, promote, and maintain transit and ridesharing opportunities within Burlington County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Cross County Connection TMA, developers, large employers, and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services

**Tasks:**

Task 1: Administration

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

Task 2: Planning and Programming

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and CCCTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Review municipal master plans to ensure that transit services are considered and are compatible with the regional transportation system.
6. Implement the transit portion of the Burlington County Transportation Master Plan.
7. Serve on the executive committee of the CCCTMA.

Task 3: Coordination

1. Coordinate programs with local, county, state, and regional agencies.
2. Draft regulations and sample ordinances that would implement TCMs at county and municipal levels.

**Products:**

1. Quarterly progress reports.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system, including preparation of the final report.
4. Transit section of Burlington County Transportation Master Plan.
5. TSP Work Program for subsequent fiscal year.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$57,487		\$37,392		\$20,095
2024	\$57,487		\$37,392		\$20,095

FY2024 Other Funding Details:

\$20,095 Local Match (\$9,348 for 24-63-020, \$10,747 for special studies projects)

**PROJECT: 24-63-021 Camden County: Transit Planning and Programming**

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

**Program Coordinator:** Joanna Hecht

**Goals:**

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

**Description:**

Maintain current local and regional transportation activities and provide the means to develop future public transportation plans that meet changing local and regional transportation needs. Do research and prepare reports on public transportation matters as required, etc. Coordinate with Cross County Connection TMA, other counties and state agencies. Serve on various corridor study task forces.

**Tasks:**

Task 1: Administration

1. Administer the project, which includes submission of a progress report, final billing and report.

Task 2: Planning and Programming

1. Keep abreast of NJ Transit service within the county.
2. Assist communities in identifying their transportation needs and provide information as to their transportation alternatives through participation in TMA activities.
3. Provide technical assistance and program coordination with local, regional, and New Jersey state agencies.
4. Participate in transportation planning meetings and conferences.
5. Develop and maintain GIS to include the development and update of asset management data on county roadways.

Task 3: Coordination

1. Coordinate planning activities with various county and state agencies.
2. Provide technical support to the CMAQ Subcommittee of the DVRPC RTC.
3. Develop the Camden County Work Program for inclusion in the DVRPC Unified Planning Work Program.
4. Respond to public information requests.
5. Continue to work with transit agencies to ensure that barrier free access and ADA compliance is maintained around transit stops and shelters.

**Products:**

- 1. TOD GIS data and reports.
- 2. Progress reports and final report.
- 3. Work Programs for DVRPC UPWP.

**Beneficiaries:**

Citizens, private sector, and operating agencies.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$62,622		\$41,500		\$21,122
2024	\$62,622		\$41,500		\$21,122

FY2024 Other Funding Details:

\$21,122 Local Match (\$10,375 for 24-63-021, \$10,747 for special studies projects)



**PROJECT: 24-63-022 Gloucester County Transportation Systems Planning & Implementation**

---

**Responsible Agency:** Gloucester County Planning Department

**Program Coordinator:** Joanna Hecht

**Goals:**

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

**Description:**

Improve the efficiency of the region's public transportation network by carrying out a comprehensive local transit planning program to maintain current local and regional public transportation activities and to provide the means to develop future public transportation plans that meet changing local and regional needs. Serve on steering committees and the Local Citizens Transportation Advisory Committee. Conduct research and prepare reports on public transportation matters as required. Attend meetings, seminars, and public hearings related to public transportation.

**Tasks:**

Task 1: Administration

1. Administer project, which will include submission of quarterly progress reports, quarterly invoices, and final report.

Task 2: Planning and Programming

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

Task 3: Coordination

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

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$59,097		\$38,680		\$20,417
2024	\$59,097		\$38,680		\$20,417

**FY2024 Other Funding Details:**

\$20,417 Local Match (\$9,670 for 24-63-022, \$10,747 for special studies projects)

**PROJECT: 24-63-023 Mercer County Transit Planning and Programming**

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**Responsible Agency: Mercer County Planning**

**Program Coordinator:** Joanna Hecht

**Goals:**

Carry out a comprehensive local transit planning program to improve the efficiency of the region's transportation network.

**Description:**

Identify, provide, promote and maintain transit and ridesharing opportunities within Mercer County by encouraging patterns that link use with transit. Work with NJ Transit, NJDOT, the Greater Mercer TMA, developers, large employers and other agencies to promote and implement various types of transit and ridesharing. These may include, but are not limited to: transit buses, local buses, park and rides, and van or car pooling in areas of the county with severe congestion problems and little or no transit. Make recommendations to NJ Transit, employers, and developers for new services including light rail where possible.

**Tasks:**

**Task 1: Administration**

1. Attend DVRPC Board and Regional Technical Committee (RTC) meetings, RTC Subcommittee meetings, and other meetings with federal, state, regional, and local transportation agencies.
2. Prepare TSP quarterly progress and financial reports.
3. Perform general administrative duties, including liaison and interagency coordination.
4. Review transportation reports and correspondence and provide responses.
5. Respond to information requests, including those from the public.
6. Perform public participation as appropriate.

**Task 2: Planning and Programming**

1. Assist NJ Transit in efforts to establish legal bus stops and install shelters throughout the county.
2. Make recommendations to NJ Transit on sites and corridors with potential transit ridership.
3. Work with large employers, developers, municipalities, the county government, and GMTMA to develop and encourage alternatives to the single occupancy vehicle.
4. Work with municipalities, county government, and other appropriate agencies to review, evaluate, and implement transit specific transportation control measures appropriate for the county and the region in response to the Clean Air Act Amendments of 1990.
5. Ensure that transit services are considered and are compatible with the regional transportation system by reviewing municipal master plans and state, county, and/or local roadway projects.

6. Work with municipalities, county government, and other appropriate agencies to plan for bicycle and pedestrian improvements that are along or within 5 miles of the existing transit network.
7. Participate in the development and maintenance of DVRPC’s annual Planning Work Program, NJ TIP, TIP Evaluation Criteria, and DVRPC LRP.
8. Participate in CMP project meetings as appropriate.
9. Assist DVRPC with license plate survey data collection at NJTransit park-and-ride lots.

**Task 3: Coordination**

1. Coordinate programs with local, county, state, and regional agencies.
2. Coordinate bi-annual CMAQ flex amounts for county paratransit services.

**Products:**

1. Quarterly progress reports and invoices.
2. Approved legal bus stop and shelter locations.
3. Recommendations and implementation of improvements in the moving of people within the transportation system.
4. TSP Work Program for inclusion in next year's DVRPC Planning Work Program.

**Beneficiaries:**

Mercer County, Local Governments, Private Citizens, Developers, Transportation Engineers, NJ Transit and NJDOT.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$52,352		\$33,284		\$19,068
2024	\$52,352		\$33,284		\$19,068

**FY2024 Other Funding Details:**

\$19,068 Local Match (\$8,321 for 24-63-023, \$10,747 for special studies projects)

**PROJECT: 24-63-024 City of Camden Transit Planning Program**

---

**Responsible Agency:** City of Camden

**Program Coordinator:** Joanna Hecht

**Goals:**

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

**Description:**

This project will enhance the mobility of the residents of the City of Camden by providing comprehensive planning, programming, monitoring, and coordination of transit services in Camden.

**Tasks:**

Task 1: Administration:

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

Task 2: Planning and Programming

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

Task 3: Coordination

1. Provide input into NJ Transit operating budgets and determine impacts on fares, subsidies, and levels of service.
2. Participate in activities of the Cross County Connection TMA.
3. Maintain liaison with NJ Transit, PATCO, NJDOT, and other transit service providers in the City of Camden.

**Products:**

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

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$36,747		\$20,800		\$15,947
2024	\$36,747		\$20,800		\$15,947

**FY2024 Other Funding Details:**

\$15,947 Local Match (\$5,200 for 24-63-024, \$10,747 for special studies projects)

## **PROJECT: 24-63-025 PATCO Knights Crossing Ridership Forecasts**

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

**Program Coordinator:** Matthew Gates

**Project Manager:** Amy Bernknopf

### **Goals:**

Prepare and use DVRPC's regional travel demand model to produce ridership forecasts for the proposed PATCO Knights Crossing Station in Camden, NJ.

### **Description:**

A feasibility study was completed in January 2022 for a proposed PATCO Knights Crossing station in the City of Camden between the Broadway and Ferry Avenue stations. The preferred new station location includes potential future Glassboro-Camden Line connection and is within a half mile of the Broadway PATCO station, within the core transportation network, DVRPC's CMP Priority Corridor I-295 & NJ TPK, and surrounded by road segments in traffic analysis zones with high/medium-high transit scores. Major employers currently in the area include Campbell's Soup Company, Subaru USA, and Cooper Health Sciences campuses. Cooper Health recently announced a \$2 Billion expansion. The project area will encompass a 1.5 million+ square foot planned urban office community with approximately 5 acres of public parks and recreational paths that will directly impact mobility choices, travel time, and the existing roadway and transit infrastructure. A new station is proposed to reduce congestion, support TDM regional goals and the planned mixed-use TOD development that will help revitalize the area, maximize the use of existing infrastructure, and strengthen the local and regional economies. This project will provide future-year ridership forecasts for the proposed station and PATCO Hi-Speed line under No-Build and Build conditions.

### **Tasks:**

1. Coordinate with DRPA, PATCO, Camden County, the City of Camden, and their consultants to identify data and modeling needs.
2. Collect current ridership, travel time, and other data, as needed.
3. Create new zonal data forecasts, as needed, based on proposed land use and new developments.
4. Determine opening and horizon years, define alternatives to model, and specify modeling needs.
5. Calibrate DVRPC's regional Travel Demand Model on the study area.
6. Code and run future-year alternatives.
7. Prepare maps, tables, and figures as needed to transmit ridership forecasts.
8. Draft Process Memo documenting the travel modeling process and results.
9. Attend public meetings in support of the proposed project

**Products:**

1. Ridership forecasts for PATCO Hi-Speed Line and proposed Knights Crossing station.
2. Process memo documenting travel modeling process and results.

**Beneficiaries:**

DRPA, PATCO, Philadelphia and Camden counties, City of Camden.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$79,944	\$0	\$79,944	\$0	



**PROJECT: 24-63-026 Transit Survey Program for New Jersey**

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

**Program Coordinator:** Joshua Rocks

**Project Manager:** Amy Bernknopf, Betsy Mastaglio, Christopher Mulroy, John Coscia, Matthew Gates

**Goals:**

This project is part of a continuing multi-year project performing survey work, license plate surveys, and/or observational data collection in order to better understand passenger origins and destinations and identify future service issues or needs, and assist transit agencies in meeting Title VI requirements.

**Description:**

The purpose of this project is to collect and analyze data from NJ TRANSIT, PATCO, and SEPTA bus and rail services in South Jersey in order to better understand passenger travel patterns, issues and needs. DVRPC will assist NJ TRANSIT, PATCO, and SEPTA in identifying timely planning questions that can be answered through survey and observational work at stops/stations.

This project supports the following types of data collection, with specific methods and locations varying year by year:

- On-board passenger survey data collection on select NJ TRANSIT and PATCO bus and rail routes. This would update existing data and would support identification of travel patterns, customer preferences, and operational issues or needs, and help meet Title VI requirements. DVRPC will work with the transit agencies to identify routes to be surveyed, design the sampling plan and survey instrument and agent schedules. Collected data will be processed and cleaned to ensure high data quality.
- License plate surveys at transit stations. DVRPC will work with NJ TRANSIT, PATCO, and NJ counties to identify stations in which to survey, or record, license plates of the vehicles that are parked at each station and map the addresses that are associated with those plates. This data determines the geographic areas from which park-and-ride customers originate. Rider origins are obtained from license plates, address matched by NJDOT/DMV, and mapped. The resulting station catchment area information, from which personally identifiable information is removed, provides clear and accurate data used to support planning functions by the transit agencies, counties, and local municipalities for changes in marketing, route operations, and capital planning (changes to parking and station facilities).
- Observational data collection of passenger access and station facilities. DVRPC will conduct on-site observations at stations that might include: passenger arrival mode and path, existing sidewalk, bicycle facility, parking, lighting, and station amenity condition. This data provides transit agencies with a window into the on-site

conditions passengers experience and the travel behavior that occurs at stations.

Data collected from this project will be used to update the regional travel demand model. This project may involve the purchase of goods and/or services. This project is coordinated alongside a parallel project, Transit Survey Program for Southeastern PA (24-63-009), for our Pennsylvania counties.

**Tasks:**

Ridership survey, license plate survey analysis, park and ride passenger origin mapping, and observational analysis as needed.

**Products:**

1. Survey and data collection recorded through photos, tables, web and narrative, as appropriate.

**Beneficiaries:**

New Jersey Transit, PATCO, SEPTA, Camden, Gloucester, Mercer and Burlington counties, municipalities, and commuters.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$89,000	\$0	\$89,000	\$0	
2024	\$135,000	\$0	\$135,000	\$0	

CHAPTER 5

# Other Member Government Projects



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**PROJECT: 24-53-300 PA/NJ Regional GIS Implementation**

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

**Program Coordinator:** Christopher Pollard

**Project Manager:** Mark Gatti, Sean Lawrence

**Goals:**

Advance the development and maintenance of GIS infrastructure to support integrated and coordinated planning in the region.

**Description:**

This pass-through program enables the regional planning partners to expand their GIS capabilities to maintain a level of technical sophistication that guarantees interoperability and compatibility between NJDOT, PennDOT, DVRPC, and other member governments. Transportation GIS data continues to be enhanced and maintained by each planning partner as needed. Updates to these datasets and subsequent data sharing are critical to effective decision-making throughout the planning process. Efforts to promote and enhance GIS data sharing are encouraged.

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

**Tasks:**

1. Provide input as it relates to project direction and focus as well as attend meetings as needed.
2. Review submitted quarterly progress reports, including budgets and receipts.
3. Acquire and maintain GIS hardware, software, and training as approved for use in the project.
4. Augment in-house staff as necessary to complete tasks.
5. Contribute existing transportation-related data as necessary.
6. Assist in development of new transportation-related data as required.
7. Ensure that all contributing data meets project standards.
8. Share methodologies related to effective and innovative use of transportation data to project participants as requested.

**Products:**

1. Submitted purchase invoices and progress reports.
2. Hardware, software, and training necessary for project participation.
3. Regional transportation-related data available to all project participants to support their GIS programs.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$300,000	\$0	\$0	\$0	\$300,000
2024	\$300,000	\$0	\$0	\$0	\$300,000

FY2024 Other Funding Details:

PA TIP - MPMS #115969 - \$150,000 STU/Toll Credit Match;NJ TIP - DB

#X30A - \$150,000 STBGP-PHILA



**PROJECT: 24-62-100 New Jersey Local Concept Development (3 Years)**

---

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

**Program Coordinator:** John Coscia

**Project Manager:** Daniel Snyder

**Goals:**

Improve the efficiency of the region's transportation network by providing federal funds to the New Jersey subregions to advance projects through New Jersey Local Concept Development.

**Description:**

The purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the Concept Development (CD) phase by consultant forces. The CD Phase involves drafting a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed. CD Phase elements include, but are not limited to, data collection, coordination with New Jersey Department of Transportation (NJDOT) Subject Matter Experts/local stakeholders, risk identification, development of a reasonable number of sensible and practical conceptual alternatives and investigation of all aspects of a project. These aspects may include environmental, right of way, access, utilities, design, community involvement, and constructability.

The major objectives of the CD Phase are to identify and compare reasonable alternatives and strategies that address the Purpose and Need Statement and select a Preliminary Preferred Alternative.

The CD Phase will provide the information to determine whether or not the study can be advanced to the next phase of the Project Delivery Process and to procure a designer to take the potential project through PE, Final Design (FD) and Construction (CON). The CD Phase provides the framework for advancing the project into the PE phase. Considerable Coordination among parties requires a 3-year cycle for expenditure of these funds. Completion of this work may require the purchase of equipment or services.

Current/New projects for Concept Development include:

1. Repaupo Station Rd (CR 684) & Paulsboro-Swedesboro Rd. (CR 653) Intersection Improvements, Gloucester County

**Tasks:**

1. Select Consultant
2. Kickoff meetings
3. Stakeholder Meetings
4. Public meetings

5. Perform data collection: traffic/crash data, management systems, utility identification, etc.
6. Complete Environmental Screening. Initiate early coordination with SHPO, if appropriate.
7. Perform analysis of collected data, review data, prepare collision diagram, and other needed engineering analysis.
8. Perform HSM Analysis (when required)
9. Develop Conceptual Plans for Preliminary Preferred Alternative (PPA)
10. Confirm the environmental document that will be obtained in PE
11. Develop Construction Cost Estimates of various alternatives
12. Prepare CD Report
13. Project Management

**Products:**

1. Clearly defined Purpose and Need Statement for each project.
2. Concept Development Report for each project.

**Beneficiaries:**

Member and local governments and the traveling public.

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2023	\$430,000	\$0	\$0	\$0	\$430,000
2024	\$400,000	\$0	\$0	\$0	\$400,000

FY2024 Other Funding Details:  
 NJ TIP- DB #- X30A STBGP-PHILA

**PROJECT: 24-64-100 NJ Regional Signal Retiming (2 Years)**

---

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

**Program Coordinator:** Christopher King

**Goals:**

Reduce congestion and improve air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties.

**Description:**

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials and traffic signal retiming is one of the most cost-effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion, improve the mobility and safety of the street system, and contribute environmental benefits. This type of improvement also promotes an integrated corridor management approach, which looks at corridors as multimodal systems and makes operational decisions for the benefit of the entire corridor, regardless of who owns the signals.

The New Jersey Regional Signal Retiming Initiative Project will be used to make improvements to the transportation network by optimizing select traffic signal systems on signalized 500 and 600 routes in Burlington, Camden, Gloucester and Mercer counties. The chosen consultant will make improvements based on traffic data, observed conditions, and input from stakeholders. Implementation of the proposed timing plans is included with this project, but hardware upgrades are not. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended.

**Tasks:**

1. Form project teams for selected corridors.
2. Perform data acquisition and analysis.
3. Develop proposed signal timing plans.
4. Perform "before" and "after" analyses.
5. Implement signal timing plans.
6. Project management.

**Products:**

1. MOU (if required) and Concept of Operations for each corridor
2. Proposed and final signal timing plans
3. Implementation of signal timing plans

4. A technical memorandum documenting the signal optimization analysis with appropriate recommendations

**Beneficiaries:**

Burlington, Camden, Gloucester and Mercer Counties, various local cities, townships and/or municipalities in New Jersey’s DVRPC Region, NJDOT, DVRPC, and motorists

**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$380,000				\$380,000

---

FY2024 Other Funding Details:  
NJ TIP- DB #- D1601 CMAQ/STBGP-PHILA

**PROJECT: 24-66-100    New Jersey Transportation and Community  
Development Initiative (TCDI) - 2 Years**

---

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

**Program Coordinator:** Spencer Gober

**Goals:**

Implement Connections 2050 Plan for Greater Philadelphia by providing funding for early stage planning projects that advance the long-range plan and enhance the region's multi-modal transportation infrastructure.

**Description:**

The Transportation and Community Development Initiative (TCDI) is a grant program that supports smart growth in the individual municipalities of the Delaware Valley through initiatives that implement the region's long-range plan, Connections 2050 Plan for Greater Philadelphia. Central to the effort is the objective to enhance quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning.

TCDI provides a mechanism for our planning partners to undertake locally-directed actions to improve their communities, which in turn implements their local county comprehensive plans and supports the goals and vision of the region's long-range plan. This grant program seeks to support and leverage state and county programs, by providing funding to undertake planning, analysis or early-stage design projects which improve the efficiency of the regional transportation system.

Through a competitive selection process, DVRPC will award \$600,000 to select projects in the 4-county New Jersey region which includes the counties of Burlington, Camden, Gloucester, and Mercer.

**Tasks:**

1. Distribute \$600,000 dollars to selected projects within Burlington, Camden, Gloucester, and Mercer Counties.

**Products:**

1. Contracts with selected consultants/project sponsors as a result of the competitive selection process.
2. Progress reports from the selected consultants/project sponsors.

**Beneficiaries:**

Counties, municipalities, transit agencies, transportation professionals, community development professionals, and economic development agencies, private sector and public.

**Project Cost and Funding:**

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<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$600,000				\$600,000

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FY2024 Other Funding Details:  
NJ TIP- DB #- D0204 STBGP-PHILA

**PROJECT: 24-68-100    Concept of Operations for Traffic Operation Center-  
City of Camden (2 Years)**

---

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

**Program Coordinator:** Christopher King

**Goals:**

To reduce congestion on a day-to-day basis and during special events, improve air quality, and manage the flow of all modes of travel throughout the City of Camden, all contributing towards a safe and healthy downtown district.

**Description:**

As a result of the success of many redevelopment projects in the City of Camden there is an identified need to manage the flow and operations of traffic through a Traffic Operations Center (TOC). The implementation of a TOC is a strategy to elevate the City's ability to operate and manage a safe and efficient transportation network and contribute to the management of the larger transportation network in the Camden Region.

A TOC will allow for the centralization and real-time operations for the City of Camden network and creates an opportunity for multiple agencies to coordinate and collaborate on traffic operations and management strategies at the regional level. Establishing a TOC will enable implementation of traffic management strategies to reduce delay that travelers experience from congestion and uncoordinated traffic signal timing, increase travel time savings, reduce emissions, and reduce traveler frustration associated with congestion.

The objective of this project is to have DVRPC hire a consultant to assist Camden County and the City of Camden to develop a Concept of Operations (ConOps) for a Traffic Operations Center for the City of Camden. The concept of operations is often the first detailed examination of the idea for implementing a TOC. It will help provide answers to the questions "What do we want to do?" and "How do we do it?"

The ConOps will help define needs to be addressed, identify the concept and functions that are needed, develop operational and system-level requirements (staffing, procedures, training, etc.) hardware, and software specifications, allocation of responsibilities between partner agencies, potential alternatives, preliminary cost estimates and recommendations.

The consultant will coordinate with many of its partners such as the Camden County Metro Police Department, NJDOT, NJ Transit, Camden County Municipal Utilities Authority, and DRPA. Additional stakeholders include major traffic generators like the Freedom Mortgage Pavilion (a 25,000-seat entertainment venue which hosts over 65 events per year), Rutgers University, the Port of Camden, and several downtown employers.

By providing this overall vision of the new TOC, it will help guide its development efforts. And ultimately, the future success of traffic management will lead to City of Camden neighborhoods being an attractive place to do business, open or relocate a business, attend a concert or special event, and visit restaurants and retail shops.

**Tasks:**

1. Establish Steering Committee
2. Draft an RFP
3. Select Consultant
4. Kickoff & Stakeholder Meetings
5. Perform data collection to assess current network conditions
6. Conduct Needs Assessment
7. Define Concepts & Functionality
8. Define Operations
9. Define Physical requirements
10. Prepare Concept of Operations Report with recommendations.
11. Project Management

**Products:**

1. RFP
2. Concept of Operations Report with recommendations

**Beneficiaries:**

City of Camden, Camden County, NJDOT, Camden County Metro Police Department, NJ Transit, DRPA and traveling public

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$275,000				\$275,000

FY2024 Other Funding Details:  
 NJ TIP- DB #- D2304 STBGP-PHILA



**PROJECT Name: FTA Transit-Oriented Development Grant – Routes 11 and 13  
End of Line Improvements Area Study**

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**Responsible Agency:** Southeastern Pennsylvania Transportation Authority

**Program Coordinator:** Brian McFadden, SEPTA

**Project Manager:** Ryan Judge, SEPTA

**Goals:**

To identify physical improvements and policy changes that support transit-oriented development at the ends of line of Trolley Routes 11 and 13.

**Description:**

The project includes planning and designing various improvements along an approximately 2.8-mile corridor following alignments of Trolley Routes 11 and 13 in Darby, Yeadon, and Colwyn Boroughs. The project will be compatible with and necessary for SEPTA's Trolley Modernization Program. The work will include a market analysis of the corridor, the study of possibilities for transit-oriented development in the service area, based upon potential station locations, land use, market potential and parcel size, evaluation of intermodal connections particularly to the pedestrian and bicycle network and SEPTA's extensive bus network, review of flood mitigation and electrical infrastructure needs and preparation of public outreach strategies. The deliverables will include a preferred concept plan for the corridors, market analysis, density and massing studies, multi-modal network and land use integration, proposed land use and zoning code changes, and project development documents.

This study is being funded by a grant through the Federal Transit Administration's Pilot Program for Transit Oriented Development. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing-through DVRPC. Amending the DVRPC UPWP to include the project is a requirement of the FTA grant program.

**Tasks:**

- 1. Project Management:** SEPTA will hold regularly scheduled meetings that will involve the project management team and other partners or stakeholders to perform an initial review of existing conditions.
- 2. Existing Conditions:** The study will explore the corridors' demographic, economic, and real estate market trends as well as regional forecasts in the study area. The study will also review and incorporate completed and ongoing plans related to Trolley Modernization and transit-oriented development in the study area, including SEPTA's in-progress Darby Transportation Center and Trolley Service Extension study.
- 3. Market Study:** The project will include a market study that examines the corridors' current real estate market conditions and assesses future market demand by sector, including housing,

retail, office, and industrial uses. This task will consider the region’s demographic and economic outlook and projections, and compare the study area to regional and national peer communities. The market study will identify relevant land use policies in the study area—including zoning, permitting, and other regulations—that impact TOD potential.

**4. Corridor Improvements:** The study will identify potential improvements and policy changes that support TOD within the study area. Proposed improvements and policy changes will reflect the results of the Market Study and expected infrastructure and service changes as a result of Trolley Modernization. Proposed improvements will be visualized and explained for coordination with local stakeholders and outreach to community members.

**Products:**

Market Study report, Corridor Improvements recommendations and report

**Beneficiaries:**

SEPTA, DVRPC, Delaware County, Darby Borough, Yeadon Borough, Colwyn Borough

**Project Cost and Funding:**

Total project cost: \$375,000 (Federal Transit Agency Pilot Program for Transit Oriented Development grant of \$300,000 to SEPTA, plus SEPTA match of \$75,000)

As noted above, this study is being funded by a grant through the Federal Transit Administration’s Pilot Program for Transit Oriented Development. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing-through DVRPC. Amending the DVRPC UPWP to include the project is a requirement of the FTA grant program.

## **PROJECT Name: FTA Route Planning Restoration Program Grant – North Philadelphia West Bus Improvements Study**

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**Responsible Agency:** Southeastern Pennsylvania Transportation Authority

**Program Coordinator:** Brian McFadden, SEPTA

**Project Manager:** Ryan Judge, SEPTA

### **Goals:**

To identify priority corridors for operational and roadway enhancements to improve bus run times, frequencies, and transit quality in North Philadelphia West, a historically disadvantaged neighborhood. These improvements will be in conjunction with SEPTA's comprehensive bus network redesign - Bus Revolution.

### **Description:**

North Philadelphia West is an approximately two square mile area bounded by 18th Street and 33rd Street and Lehigh Avenue and Girard Avenue. It has approximately 38,200 residents, of whom 93% are members of minority population groups, 44% have incomes below the local poverty line and 51% do not own automobiles. It has a high level of transit connections, being served by nine SEPTA bus routes and the route 15 trolley, which had a combined ridership of 55,427 in 2019. North Philadelphia West suffered especially severe service reductions early in the lockdowns in response to the COVID-19 pandemic, when seven of the line bus routes were temporarily suspended and frequency on an eighth route was lowered.

Several other significant planning projects with scopes of work that encompass the area are being undertaken, including the Cecil B. Moore Avenue Vision Zero Study being conducted by the Delaware Valley Regional Planning Commission (DVRPC) and the Sharswood Blumberg Choice Neighborhoods Transformation Plan being implemented by the Philadelphia Housing Authority (PHA). SEPTA is also developing Bus Revolution, a comprehensive redesign of its bus network that will affect service in the area.

This study is being funded by a grant through the Federal Transit Administration's Route Planning Restoration Program. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing-through DVRPC. Adding this project to the DVRPC UPWP is a requirement of the FTA grant program.

### **Tasks:**

1. To conduct an analysis of existing conditions within the North Philadelphia West area. This will include a review of existing transit performance in coordination with SEPTA's Bus Revolution comprehensive bus network redesign as a basis for selection of priority corridors for further analysis.

2. On the basis of the analysis of existing conditions, to select the priority transit corridors for further investigation and improvement as the focus of the study.
3. To develop bus routing, scheduling and stop spacing concepts for the selected corridors to improve the operational characteristics of bus service.
4. In conjunction with the operational improvements in task 3, to develop complementary right-of-way improvements by developing concepts for roadway and intersection reconfigurations, transit traffic signal prioritization and parking and delivery policies.
5. Selection of the priority transit corridors in task 2 and development of concepts in tasks 3 and 4 will be informed by regular public outreach through in-person and online consultation with residents within the study area and along and near selected corridors.
6. After the operational and right-of-way improvement concepts for the selected transit priority corridors have been developed, to prepare a full schedule of estimated costs for the preferred treatments and materials identified in concept development as well as identify potential funding sources.
7. To prepare preliminary schedule for implementation of the study recommendations and prioritization of proposed improvements.

**Products:**

A full report summarizing the study's findings.

**Beneficiaries:**

SEPTA, DVRPC, City of Philadelphia, residents, employees, and business owners within North Philadelphia West and along transit routes that serve it.

**Project Cost and Funding:**

Total project cost: \$500,000 (Federal Route Planning Restoration Program grant of \$500,000 to SEPTA)

As noted above, this study is being funded by a grant through the Federal Transit Administration's Route Planning Restoration Program. SEPTA is the direct recipient of the funding for the project and will oversee the work of a consultant. DVRPC is not conducting this work, and the funding is not passing-through DVRPC. Adding this project to the DVRPC UPWP is a requirement of the FTA grant program.

CHAPTER 6

# Continuing Projects



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## Introduction

This chapter provides a summary of New Jersey Transportation Improvement Program (TIP) funded projects that are conducted to benefit New Jersey Counties. These projects typically span over multiple fiscal years due to project scope of work, consultant selection process, and extent of review and approval required from various NJ member governments and municipalities. DVRPC staff continues to work with various stakeholders to provide administrative and technical support including competitive consultant selection process, project management, and communication to ensure the project deliverables are met timely and within budget. These multi-year projects consist of Local Concept Development (LCD) studies, NJ Regional Signal Retiming projects, Transportation and Community Development Initiatives (TCDI), and other planning studies.

### NJDOT Initial No Cost Time Extension List

Due to unforeseen delays, projects may require additional time beyond the original established expiration timeline to ensure adequate completion of the approved scope of work. The progress of these projects is driven by consultant planning studies in collaboration with member governments from New Jersey counties. These continuing planning studies were originally funded in FY 2023 or earlier, and they will be carried over into FY 2024. Table 10A provides a summary of these projects including project number, project title, task order number, agreement number, funding amount, carryover estimate, current project end date and requested project end date.

Delaware Valley Regional Planning Commission  
Fiscal Year 2024 | Unified Planning Work Program

**Table 10A: NJDOT Initial No Cost Time Extension List\***

Project Number	Project Title	Funding Amount	Carryover Estimate	Current End Date	Requested End Date	Task Order Number	Agreement Number
21-62-000	NJ Local Concept Development (2 years)	\$1,150,000	\$300,000	6/30/2023	6/30/2024	PL-DV-21-01	Z230D00S389
22-64-000	NJ Regional Signal Retiming Initiative Project (2 years)	\$380,000	\$200,000	6/30/2023	6/30/2024	PL-DV-22-01	Z40ED00S537 (\$350,000); Z23ED00S537 (\$30,000)
22-65-100	NJ HSIP (2 years)	\$220,000	\$210,000	6/30/2023	6/30/2024	PL-DV-22-01	Z23ED00S539
23-52-190	Downtown Bike & Pedestrian Plans for Burlington County	\$125,000	\$80,000	6/30/2023	6/30/2024	PL-DV-23-01	D00S686
<b>Total:</b>		<b>\$1,875,000</b>	<b>\$790,000</b>				

\*Task orders from prior years that will continue into DVRPC's Fiscal Year 2024 (July 1, 2023 - June 30, 2024).

## NJDOT Multi-Year Projects

Multi-year projects are either initiated in the current Unified Planning Work Program (FY 2024 UPWP) or on-going projects that are expected to be carried over into FY 2024. Table 10B provides a listing of multi-year projects from the FY 2024 UPWP, and projects that started in previous fiscal years that will continue into Fiscal Year 2024. The listing contains fiscal year, project number, project title, funding amount, current project end date and requested project end date.

Delaware Valley Regional Planning Commission  
Fiscal Year 2024 | Unified Planning Work Program

**Table 10B: NJDOT Multi-Year Projects**

Fiscal Year	Project Number	Project Title	Funding Amount	Current End Date	Requested End Date
2024	24-62-100	New Jersey Local Concept Development (3 years)	\$400,000	6/30/2026	N/A
2024	24-64-100	New Jersey Signal Retiming (2 years)	\$380,000	6/30/2025	N/A
2024	24-66-100	NJ Transportation and Community Development Initiative (TCDI) (2 years)	\$600,000	6/30/2025	N/A
2024	24-68-100	Concept of Operations for Traffic Operation Center - Camden City (2 years)	\$275,000	6/30/2025	N/A
2023	23-52-190	Downtown Bike & Pedestrian Plans for Burlington County	\$125,000	6/30/2023	6/30/24
2023	23-52-220	Camden County Guiderails (2 years)	\$1,000,000	6/30/2024	N/A
2023	23-62-100	NJ Local Concept Development (3 years)	\$430,000	6/30/2025	N/A
2023	23-80-100	Travel Options Program (TOP) Competitive (2 years)	\$400,000	6/30/2024	N/A
2022	22-64-000	NJ Regional Signal Retiming Initiative Project (2 years)	\$380,000	6/30/2023	6/30/2024
2022	22-65-100	NJ HSIP (2 years)	\$220,000	6/30/2023	6/30/2024
2021	21-62-000	NJ Local Concept Development (2 years)	\$1,150,000	6/30/2023	6/30/2024
<b>Total:</b>			<b>\$5,360,000</b>		

APPENDIX A

# NJDOT Funding







APPENDIX B

# Acronyms





# Acronyms

## Commonly Used Terms in DVRPC's Regional Planning Process

AADB – Annual Average Daily Bicycles

AADP – Annual Average Daily Pedestrians

AADT – Annual Average Daily Traffic

AASHTO – American Association of State Highway and Transportation Officials

AB Model – Activity-Based Model

ACS – American Community Survey

ACT – American Communities Survey

ADA – Americans with Disabilities Act

APTA – American Public Transportation Association

AQA – Air Quality Action

AQP – Air Quality Partnership

ATR – Automatic Traffic Recorder

AV – Autonomous Vehicle

AWDT – Average Weekday Daily Traffic

BCTMA – Bucks County Transportation Management Association

BID – Business Improvement District

BIL – Bipartisan Infrastructure Law

BRT – Bus Rapid Transit

CAAA – Clean Air Act Amendments

CAC – Clean Air Council

CBD – Central Business District

CBNR – Comprehensive Bus Network Redesign

CCCTMA – Cross County Connection Transportation Management Association

CD – Concept Development

CDC – Community Development Corporation

CEDS – Comprehensive Economic Development Strategy

CHSTP – Comprehensive Human Services Transportation Plan

CJTF – Central Jersey Transportation Forum

CMAQ – Congestion Mitigation and Air Quality Improvement Program

CMP – Congestion Management Program

CPTMA – Central Philadelphia Transportation Management Association

CR – County Route

CTPP – Census Transportation Planning Package

CZAC – Coastal Zone Advisory Committee

CZM – Coastal Zone Management

DBE – Disadvantaged Business Enterprise

DCA – Department of Community Affairs

DCTMA – Delaware County Transportation Management Association

DECZ – Delaware Estuary Coastal Zone

DEP – Department of Environmental Protection

DOD – Department of Defense

DOT – Department of Transportation

DRPA – Delaware River Port Authority

DRWI – Delaware River Watershed Initiative

DVGMTF – Delaware Valley Goods Movement Task Force

ECG – East Coast Greenway

EDA – Economic Development Administration

EDD – Economic Development District

EJ – Environmental Justice

ERH – Emergency Ride Home

ETA – Equity through Access

FAA – Federal Aviation Administration

FAST Act – Fixing America’s Surface Transportation Act

FASTLANE – Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies

FEMA – Federal Emergency Management Agency

FHWA – Federal Highway Administration

FLMA – Federal Land Management Agency

FTA – Federal Transit Administration

FY – Fiscal Year

GHG – Greenhouse Gas

GIS – Geographic Information Systems

GMTMA – Greater Mercer Transportation Management Association

GVFTMA – Greater Valley Forge Transportation Management Association

HAV – Highly Autonomous Vehicle

HCTF – Healthy Communities Task Force

HDV – Heavy-duty Diesel Vehicle

HOV – High Occupancy Vehicle

HPMS – Highway Performance Monitoring System

HSIP – Highway Safety Improvement Program

HSM – Highway Safety Manual

HUD – US Department of Housing and Urban Development

ICG – Interagency Consultation Group

ICM – Integrated Corridor Management

IDRuM – Interactive Detour Route Mapping

IJA – Infrastructure Investment and Jobs Act

IMTF – Incident Management Task Force

IPD – Indicators of Potential Disadvantage

IREG – Information Resources Exchange Group

ITE – Institute of Transportation Engineers

ITS – Intelligent Transportation Systems

JARC – Job Access Reverse Commute

LCD – Local Concept Development

LED – Light Emitting Diode

LEED – Leadership in Energy and Environmental Design

LEP – Limited English Proficiency

LOS – Level of Service

LRP – Long-Range Plan

LTAP – Local Technical Assistance Program

MAP – Mobility Alternatives Program

MAP-21 – Moving Ahead for Progress in the 21<sup>st</sup> Century

MIRE – Model Inventory of Roadway Elements

MIT – Municipal Implementation Tools

MOVES – Motor Vehicles Emissions Simulator

MPMP – Multimodal Project Management System

MPO – Metropolitan Planning Organization

NAAQS – National Ambient Air Quality Standards

NACTO – National Association of City Transportation Officials

NAICS – North American Industry Classification System

NEPA – National Environmental Protection Act

NETS – National Establishment Time Series

NHS – National Highway System

NHSL – Norristown High Speed Line

NJ BPAC – NJ Bicycle and Pedestrian Advisory Council

NJBPU – New Jersey Board of Public Utilities

NJCRC – New Jersey Coastal Resilience Collaborative

NJ DCA – NJ Department of Community Affairs

NJ DEP – NJ Department of Environmental Protection

NJ DOT – NJ Department of Transportation

NJ OPA – NJ Office for Planning Advocacy

NJ SAFR – NJ Southern Area First Responders	PMC – Program Management Committee
NJT – New Jersey Transit	PMRPC – Pottstown Metropolitan Regional Planning Commission
NJTA – NJ Turnpike Authority	POA – Point of Access
NJTPA – North Jersey Transportation Planning Authority	PPA – Preliminary Preferred Alternative
OMB – Office of Management and Budget	PPAC – Pedalcycle and Pedestrian Advisory Committee
oTIS – Philadelphia Managing Director's office of Transportation and Infrastructure Sustainability	PPTA – PA Public Transportation Association
PA DCED – PA Department of Community and Economic Development	PPTF – Public Participation Task Force
PA DCNR – Pennsylvania Department of Conservation and Natural Resources	PSATS – PA State Association of Township Supervisors
PA DEP – PA Department of Environmental Protection	PTC – PA Turnpike Commission
PART – Pottstown Area Rapid Transit	PTMA – Partnership Transportation Management Association
PA SDC – PA State Data Center	PWP – Planning Work Program
PATCO – Port Authority Transit Corporation	RAC – Regional Aviation Committee
PEAs – Planning Emphasis Areas	RASP – Regional Aviation System Plan
PEL – Planning and Environment Linkages	RCEDF – Regional Community and Economic Development Forum
PennDOT – PA Department of Transportation	RCRS – Road Condition Reporting System
PL – FHWA and FTA Metropolitan Planning Program funds	RideECO – Ride Easy Commute Options
PM 2.5 – Particulate Matter 2.5 microns	RIMIS – Regional Integrated Multimodal Information Sharing
	ROW – Right-of-Way
	RPO – Rural Planning Organization

RSLPP – Regional Streetlight Procurement Program

RSTF – Regional Safety Task Force

RTAC – Regional Transit Advisory Committee

RTC – Regional Technical Committee

RTSAP – Regional Transportation Safety Analysis and Plan

SAR – Share-a-Ride

SDRP – State Development and Redevelopment Plan

SEPTA – Southeastern Pennsylvania Transportation Authority

SHSP – Strategic Highway Safety Plan

SILOC – Services in Lieu of Cash

SIP – State Implementation Plan

SJCATF – Sustainable Jersey Climate Adaptation Task Force

SJTA – South Jersey Transportation Authority

SJTPO – South Jersey Transportation Planning Organization

SME – Subject Matter Experts

SOS – Strategies for Older Suburbs

SOV – Single Occupant Vehicle

SRHPP – Supportive Regional Highway Planning Program

SRTS – Safe Routes to School

SRTT – Safe Routes to Transit

STBGP – Surface Transportation Block Grant Program

STIP – State Transportation Improvement Program

STOPS – Simplified Trips-On-Projects Software

STP – Surface Transportation Program

STU – STP Funds Allocated to Urban Areas

SVC – Stored Value Card

TAMP – Transportation Asset Management Plan

TAP – Transportation Alternatives Program

TCDI – Transportation and Community Development Initiative

TCRP – Transit Cooperative Research Program

TDM – Transportation Demand Management

TDM – Travel Demand Model

TE – Transportation Enhancements

TIM2 – Travel Improvement Model Version 2

TIM3 – Travel Improvement Model Version 3

TIP – Transportation Improvement Plan

TMA – Transportation Management Association, Transportation Management Area

TMACC – Transportation Management Association of Chester County

TMP – Traffic Management Plan

TOD – Transit Oriented Development

TOP – Travel Options Program

TOTF – Transportation Operations Task Force

TPM – Transportation Performance Measures

TPM – Transportation Performance Management

TRID – Transit Revitalization Investment District

TRB – Transportation Research Board

TSM – Transportation Systems Management

TSMO – Transportation Systems Management and Operations

TSP – Transit Support Program

TSP – Transit Signal Priority

UPWP – Unified Planning Work Program

US DOT – US Department of Transportation

US EDA – US Economic Development Administration

US EPA – US Environmental Protection Agency

UWAG – Urban Waterfront Action Group

VOC – Volatile Organic Compound

VMT – Vehicle Miles Traveled

VPI – Virtual Public Involvement

APPENDIX C

# Approved Work Program Amendments





**PROJECT: 24-52-180    Technical Assistance Funding to Support the PA  
Transportation Alternatives Set-Aside Program**

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

**Program Coordinator:** Ryan Gallagher

**Project Manager:** Joseph Natale, Shawn Megill Legendre

**Goals:**

To provide technical assistance (TA) to build a strong, viable pipeline of TASA eligible projects, particularly in Justice 40 communities; to accelerate completion of the Circuit Trails; and to effectively manage projects post-award.

**Description:**

The IJJA allows 5% of statewide Transportation Alternatives Set-Aside (TASA) funding to be dedicated to providing technical assistance (TA) for TASA projects. DVRPC recognizes the importance, value and need for more TA to build a strong, viable pipeline of TASA eligible projects, particularly in Justice 40 communities; to accelerate completion of the Circuit; and to effectively manage projects post-award. DVRPC coordinated with southeastern Pennsylvania partners including PennDOT District 6 and Bucks, Chester, Delaware, Montgomery and Philadelphia counties to identify an appropriate strategy for technical assistance for TASA for our region. This strategy will be supported by \$450,000 each year for FY2024 and FY2025 from PennDOT’s statewide allocation of TASA funds to support a consultant for TASA engineering (pre-design) and planning services and to support work conducted by DVRPC project implementation engineers, for the tasks below.

**Tasks:**

1. Consultant for TASA engineering and planning services for pre-design activities (ROW, environmental clearances, developing credible cost estimates) to get good projects across the region ready for applications. Activities could include, but are not limited to:
  - Development of detailed cost estimates.
  - ROW deed or title investigations to support project sponsor ROW negotiations.
  - Detailed environmental input pertaining to Historic Properties, Permitting, Archeology, or any NEPA support.
  - Marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.
  
2. DVRPC's Project Implementation team will expand their work with project sponsors to develop stronger projects up front, provide attention and assistance to Justice40 communities, and to manage post grant awards. Specifically, this project will support these TASA tasks:
  - Coordinate with partners across the region to identify good projects to advance, with a particular focus on Justice40 communities.

- Assist with the marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.
- Work with DVRPC staff and County Planners to identify specific TASA projects in our region to support TASA applications.
- Meet with potential project sponsors in our region to ensure compliance with Justice40.
- Help project sponsors understand and strategize for funding the pre-construction phases of the design development process.
- Identify and revise project scope as needed in order to advance through the requirements for PennDOT's Policies and Procedures.
- Support the advancement of projects and project concepts by local project sponsors to submit applications to the TASA funding cycle.
- Help sponsors follow federal rules and delivery requirements post award.
- Craft an RFP, conduct a competitive solicitation process, procure the consultant, and administer the contract.
- Oversee the consultant's milestones and deliverables.
- Help interface between the consultant and project sponsors, prioritize needed tasks, and convene regular progress meetings.

**Products:**

1. Marketing and outreach materials for the TASA program.
2. Lists of municipalities, including Justice40 communities, with candidate projects.
3. Support for project applications to the TASA program.
4. Materials needed for the procurement process to bring a consultant on retainer for TASA program assistance.
5. Meeting minutes from coordination with member governments and project sponsors.

**Beneficiaries:**

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

**Project Cost and Funding:**

<b>FY</b>	<b>Total</b>	<b>Highway PL Program</b>	<b>Transit PL Program</b>	<b>Comprehensive Planning</b>	<b>Other</b>
2024	\$450,000				\$450,000

# Fiscal Year 2024 Unified Planning Work Program

**Publication Number:** 24001

**Date Published:** June 2023

**Geographic Area Covered:**

The nine county Delaware Valley Regional Planning Commission region including Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia, Burlington County, Camden County, Gloucester County, and Mercer County.

**Key Words:**

Unified Planning Work Program

**Abstract:**

This document contains all of the projects and related funding for FY 2024 as passed by the DVRPC Board in January 2023.

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