CHAPTER 1

Introduction

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

FISCAL YEAR 2019PLANNING WORK PROGRAM

CHAPTER ONE

INTRODUCTION
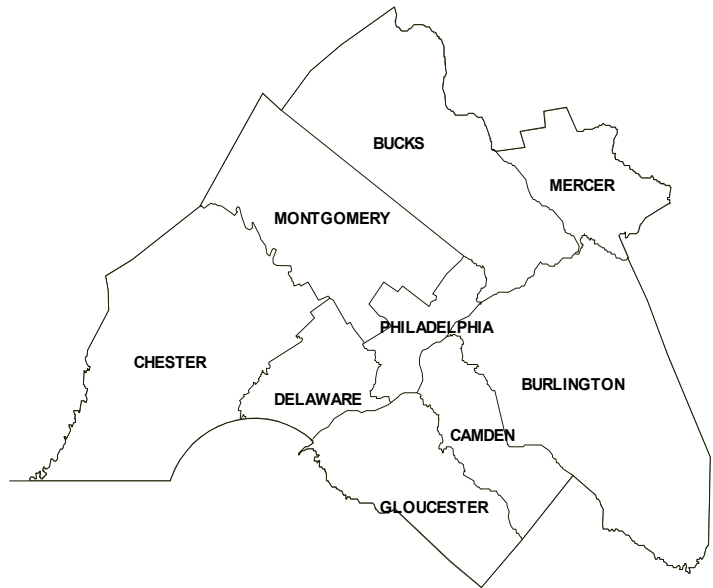
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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Fiscal Year 2019
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Introduction

The Fiscal Year (FY) 2019 Planning Work Program 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, 2018 through June 30, 2019. A Planning Work Program (PWP) 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. The Delaware Valley Regional Planning Commission (DVRPC) is the federally-designated MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery counties and the City of Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

The 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. 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 FY19 Planning Work Program.

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.

Work Program Organization

The FY 2019 Planning Work Program is divided into five chapters. 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 2019. 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 planning activities carried out by our member governments and transit operating agencies. Chapter Five includes other projects funded through the PWP to be carried out by member governments. Projects initially funded in prior years that will be carried over into FY 2019 are included in Appendix A of this document. Appendix B contains a list of acronyms commonly used in DVRPC's regional planning process

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 Planning Work Program through an amendment process which would require an approval by the DVRPC Board.

Planning Emphasis Areas

The products produced through this PWP include technical analyses, policy recommendations, and planning services for member state and local governments. The Program Areas and Projects outlined in this document are directed by priority Planning Emphasis Areas as identified by our federal and state partners. Planning activities identified in this document strive to incorporate the requirements of the most recent federal surface transportation legislation, Fixing America's Surface Transportation (FAST) Act where applicable;

Examples of these Planning Emphasis Areas as identified by our state and federal partners include the following:

- Continue to collaborate with state DOTs and federal partners to implement provisions of the FAST Act including Performance Measure Targets and freight provisions.
- Continue to support greater coordination with other MPOs, state DOTs, transit agencies, TMAs and counties in mobility and land use planning. This can include Regional Models of Cooperation like the Central Jersey Transportation Forum, grant or technical assistance programs to encourage vibrant, sustainable communities, and developing and maintaining data bases in support of smart growth, and other related activities.
- Implement actions that support Ladders of Opportunity through fairness and improved coordination of services, access and mobility for low income, minority, persons with disabilities and seniors.
- Pursue congestion relief strategies such as Transportation Demand Management (TDM) strategies and low-cost operational improvements at intersections and bottlenecks.
- Implement actions to assist the DOTs with data collection such as Model Inventory of Roadway Elements (MIRE) on county and local roads and data on local-owned road and bridge assets.
- Collect and submit traffic counts to state DOTs.
- Where possible, support the collection of bicycle and pedestrian volume data on county roadways
- Verify and update roadway inventory and performance measures on Highway Performance Monitoring System (HPMS) sample sections.
- Coordinate with NJDOT in the development and integration of standards and measures necessary to meet a performance based approach to Asset Management and to implement the Capital Investment Strategy.
- Participate in data-driven safety planning activities.
- Improve primary freight corridors and hubs for more efficient access and improved system performance.
- Enhance the visibility and effectiveness of freight planning and support the improvement of intermodal freight connectors.
- Maximize opportunities for Complete Streets implementation.
- Refine local project prioritization processes to include scoring factors that are based on potential health outcomes, safety improvements, connectivity for all modes, proximity to schools and transit stops, and other factors.
- Improve traffic operations through Intelligent Transportation System (ITS) upgrades and enhanced coordination at the interstate, state, county and local level.
- Work with state DOTs and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather.
- In partnership with NJDOT's Complete Team, institutionalize an improved process for initiating mobility improvements with an updated, coordinated and streamlined approach to developing and vetting problem statements.

- Implement actions to foster improved local public agency project delivery and compliance with federal regulations
- Continue to engage with the public to strengthen public confidence and participation in the planning process through the use of web tools/technology, social media, outreach, education and public forums/meetings.
- Update and maintain the region's Long Range Plan, TIP, Congestion Management Process, and Travel Demand Model.
- Partner with PennDOT to market and manage PennDOT's Local Technical Assistance Program (LTAP) in District 6.

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 FAST Act and the Clean Air Act Amendments of 1990 (CAAA). The FAST Act, adopted in December 2015, continues many of the regional transportation planning programs advanced in MAP-21.

The FAST Act authorized $305 billion in federal highway, transit, safety and rail programs for five years. Under this legislation, the MPO is a partner in the planning for the use of all federal transportation funds allocated within their region. The FAST Act also requires the MPO to produce and oversee a TIP, the region's short-range capital investment plan, which must be consistent with and serve to implement the region's long-range plan. The TIP prioritizes the Delaware Valley's transportation-related projects within the constraints of federal funding that Pennsylvania and New Jersey can reasonably expect to receive within four years.

The Metropolitan Planning Regulations promulgated from 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 Program Areas and Projects detailed in Chapter Two of this 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 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 non-attainment and/or 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 degradation of the region's air quality, but, instead improve air quality and move the region toward meeting the federal clean air standards.

Coordination with Member Governments and Other Planning Partners

The priority planning activities listed in DVRPC's annual 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 and municipalities, 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 Classic Towns of Greater Philadelphia, which is aimed at growing, revitalizing, and supporting the region's older suburbs and urban neighborhoods; 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 PennDOT's Linking Planning and NEPA initiative through the PennDOT Connects Program and continues energy, climate change and resiliency initiatives in both states that include coordination and facilitation, analyses, management, tool development 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 and Transit Support Program

Each year, DVRPC passes through federal highway and transit planning funds to member governments and operating agencies to support 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, Congestion Management Process, Transportation Operations Master Plan and Regional Transportation Safety Action Plan. Detailed individual scopes of work for each recipient in the Supportive Regional Highway Planning Program are found in Chapter Three of this document. The detailed individual scopes of work for The Transit Support Program which provides comprehensive planning, programming, monitoring and coordination of transit services within their jurisdiction can be found in Chapter Four. In addition to their core planning functions, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients.

FY 2019 Planning Work Program Budget

The total budget for the FY 2019 Planning Work Program is **$29,196,700** an increase of **$3,692,237** from the FY 2018 Planning Work Program. A significant portion of this increase is attributed to the FY 2019 Transportation and Community Development Initiative (TCDI) Program which provides $2,250,000 in direct pass through funds to member governments to conduct planning studies which help to implement the region's Long Range Plan. Table A, *Funding Summary*, shows DVRPC's overall funding by source. Table B, *Project Funding by Source* (page 31), shows the budget and funding sources for each Program Area and Project.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FY 2019 PLANNING WORK PROGRAM
FUNDING SUMMARY

FUNDING SOURCE	GENERAL FUND	HIGHWAY PROGRAM	TRANSIT PROGRAM	COMP PLANNING	OTHER PROGRAMS	TOTAL
MISCELLANEOUS	$0	$0	$0	$0	$2,726,778	**$2,726,778**
FAA	0	0	0	0	90,000	**90,000**
PA FTA	0	0	1,160,000	0	715,000	**1,875,000**
PA FHWA	0	3,927,000	0	0	3,925,300	**7,852,300**
PA STATE	0	670,000	0	0	174,225	**844,225**
PA OTHER	0	0	0	0	832,000	**832,000**
LOCAL	68,750	0	0	0	-	**68,750**
NJ FTA	0	0	450,679	0	-	**450,679**
NJ FHWA	0	2,419,990	0	0	1,138,975	**3,558,965**
NJ STATE	0	0	0	0	-	**0**
LOCAL	0	0	0	0	22,500	**22,500**
PA LOCALS	**$152,448**	**$311,750**	**$290,000**	**$355,120**	**$2,220**	**$1,111,538**
Bucks County	23,782	30,910	34,504	55,399	444	**145,039**
Chester County	18,964	58,730	46,006	44,177	444	**168,321**
Delaware County	19,971	49,456	34,504	46,521	444	**150,896**
Montgomery County	30,413	46,365	46,006	70,846	444	**194,074**
City of Philadelphia	58,022	123,639	126,516	135,158	444	**443,779**
City of Chester	1,296	2,650	2,464	3,019	-	**9,429**
NJ LOCALS	**$61,484**	**$0**	**$0**	**$177,455**	**$1,776**	**$240,715**
Burlington County	17,068	0	0	49,262	444	**66,774**
Camden County	16,583	0	0	47,860	444	**64,887**
Gloucester County	10,963	0	0	31,640	444	**43,047**
Mercer County	10,704	0	0	30,895	444	**42,043**
City of Camden	2,939	0	0	8,482	-	**11,421**
City of Trenton	3,227	0	0	9,316	-	**12,543**
SUBTOTAL DVRPC	**$282,682**	**$7,328,740**	**$1,900,679**	**$532,575**	**$9,628,774**	**$19,673,450**

MEMBER GOVERNMENTS AND TRANSIT OPERATING AGENCIES						
PA FTA	$0	$0	$900,000	$0	$0	**900,000**
PA FHWA	0	683,000	0	0	$1,350,000	**2,033,000**
NJ FTA	0	0	386,600	0	$0	**386,600**
NJ FHWA	0	0	0	0	$2,761,250	**2,761,250**
PA LOCALS	0	170,750	225,000	0	$0	**395,750**
NJ LOCALS	0	0	96,650	0	$0	**96,650**
OTHER	0	0	0	0	$2,950,000	**2,950,000**
SUBTOTAL	**$0**	**$853,750**	**$1,608,250**	**$0**	**$7,061,250**	**$9,523,250**
GRAND TOTAL	**$282,682**	**$8,182,490**	**$3,508,929**	**$532,575**	**$16,690,024**	**$29,196,700**

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 also play key roles in this process, as discussed below.

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.

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.

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, funded in part through DVRPC's Planning Work Program and through other sources. PATCO, a subsidiary of the Delaware River Port Authority (DRPA), is responsible for operations management of the transit agency, while DRPA is responsible for planning. 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.

In addition to the organizations that formally make up the DVRPC Board, coordination with several other federal and state partners 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.

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 - 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 assuring transparency and accountability in the expenditure of public funds.

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.

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 - 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.

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

- **The 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 Planning Work Program, and (5) all other transportation planning as directed by the Board.

- **The Public Participation Task Force (PPTF)** provides access for the public to the regional planning and decision-making process, to review timely issues, and to advise on public outreach strategies. The Task Force is composed of appointed members nominated by the member governments, as well as citizens at large, who are selected through an application process.

- **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 Aviation Committee (RAC)** provides technical and policy guidance concerning regional airport systems to the states, DVRPC and the Federal Aviation Administration.

- **The Regional Safety Task Force (RSTF)** is an interdisciplinary team of safety stakeholders/professionals that 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 Action 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.

FY 2019 Program Areas

This Planning Work Program continues the reorganized structure begun in FY 2008 which consolidated many related projects into program areas. Some initiatives remain as stand alone projects due to special circumstances. Each program's concept allows various tasks and initiatives to be emphasized from year to year at the DVRPC Board's direction. The list below shows each of DVRPC's major program areas and their goals. 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 secretariat and management services. Through the Board Policy Committee, identification, monitoring and formulation of policy analyses for issues of regional significance is undertaken. Staff activities include researching and monitoring key issues, review of pertinent federal and state legislation or policy guidance, technical assistance and drafting proposed position statements or comment letters for consideration by the Policy Committee and the Board.

Work Program Administration
Preparation of the Planning Work Program includes negotiating program and project funding, monitoring progress throughout the year, and preparing and submitting required applications and contract documents. Administering the UPWP also includes preparing, administering and providing technical assistance for contracts between DVRPC and PA/NJ member governments to advance regional highway planning and transit supportive planning at the local level.

Public Participation Information and Visualization Techniques
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 is also committed to expanding visualization techniques to portray and present data, plans, complicated processes, and plans.

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. A renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This renewed commitment is reflected in DVRPC's Work Program, publications, communications, public involvement efforts, and general way of doing business.

Geographic Information Systems

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

RideECO Marketing

RideECO provides area employers the opportunity and structure to provide employees with a transit benefit per federal IRS tax code, up to $255/month as of January 2016. Originally instituted under clean air legislation, this program has become popular among employers since it provides a tax break for both participating employees and their employers. All regional transit providers support the program and accept its vouchers, as do most third-party vanpool operators.

Smart Growth

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

Community and Economic Development

Many of the region's older suburbs and boroughs face social and economic challenges due to aging infrastructure and disinvestment that are uncharacteristic of more affluent growing suburbs. At the same time, the older suburbs often lack the resources and attention available to the region's core cities to address these issues. This program will continue to convene forums

for these municipalities to learn from outside experts as well as their peers, while also providing technical assistance. The program also supports and fosters coordination and information exchange between the economic development and business community on one hand, and the transportation and land use planning community on the other. The program includes administration of the Regional Community and Economic Development Forum. It incorporates the voices of the economic development and business community into DVRPC's planning activities.

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 and adapting to predicted climate change impacts by providing leadership, coordination, and technical assistance on these issues.

Environmental Planning
The Environmental Planning Program Area promotes a clean and sustainable environment and implementation of *Connections 2040* by assisting in efforts to preserve the 2040 Greenspace Network and 2040 Conservation Focus Areas, and to complete The Circuit (Greater Philadelphia's regional trail network) for natural resource protection, agricultural preservation, outdoor recreational, and alternative commuting purposes.

Long-Range Planning
The Long-Range Plan Program Area fosters and maintains a long-range vision to guide development patterns and 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.

Delaware Valley Freight Planning
This program is intended to maximize the Delaware Valley's position in the global economy by promoting cooperation within the local freight community and implementing a regional goods movement strategy in accordance with State DOT and FAST Act guidance.

Transportation Safety
This program supports the goals of DVRPC's Long-Range Plan, Regional Safety Action Plan, and the DOTs' Strategic Highway Safety Plan. 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.

Regional Congestion Management Process

The CMP is a systematic process for managing congestion in the DVRPC region. It analyzes the multimodal transportation system, defines congested corridors, and results in agreed-upon strategies for each congested 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.

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. .

Data Exchange and Analysis

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

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 and quarterly meetings of the Regional Aviation Committee (including meeting minutes and pertinent presentations, research and technical assistance activities). Special studies and local asset inventory activities are also included.

Transportation Improvement Program (TIP)

This program area provides for transportation financial planning 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 (TIP) 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 (TIP) for Pennsylvania and New Jersey, as mandated by federal regulations; identifies and selects transportation projects that

address the needs of the region; advances 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 the requirements of FAST Act and environmental justice concerns, as it relates to this program.

Transportation Operations

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

Performance Based Planning and Asset Management

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

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 funding for nontraditional transportation projects such as multiuse trails, streetscapes, historic restorations, alternative fueled vehicles, travel 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.

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 as they upgrade the land use and travel models and related software.

Regional Transit Planning Program

This program supports the conduct of 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.

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. As an area of focus, this work includes an emphasis on Active Transportation and Active Places—the idea that those places where walking and biking (Active Transportation) are prevalent are good for the vibrancy and quality of life of a community (Active Places), and vice versa. With this integrated approach, communities gain health benefits, increased mobility, economic stability, and an overall sense of vibrancy.

Corridor Planning

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

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 VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management Process (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.

The FY 2019 Planning Work Program serves as an important implementation tool to achieve the directives of the FAST Act. In an effort to highlight the connection between the individual Program Areas in the Planning Work Program and the ten Planning Factors stipulated in the FAST Act, a matrix was developed that shows that linkage (Figure 1).   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 current at that time.

In addition to addressing the federal legislative requirements, the PWP 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 five key principles of the Long-Range Plan 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 Work Program and the Long-Range Plan, a matrix was developed that shows the linkage between these two core documents (Figure 2).   Both primary and peripheral associations between the Program Areas and the five key principles of the Long-Range Plan are shown.

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, Information and Visualization Techniques	●	●	●	●	●	●	●	●	●	●
Title VI and Environmental Justice	●	○	○	●	●	●	●	○	○	○
Geographic Information Systems	○	○	○	○	○	○	○	○	○	○
RideECO Marketing	○			●	○					●
Smart Growth	●			●	○	○	○	●	○	●
Community and Economic Development	●			●	●	○	○	○	○	●
Energy and Climate Change Initiatives	●		○		●	○	○	○	●	○
Environmental Planning				○	●	○	○	○	●	●
Long-Range Planning	●	●	●	●	●	●	●	●	●	●
Delaware Valley Freight Planning	●	●	●	●	○	●	●	●	●	○
Transportation Safety		●	●	○			○		●	○
Regional Congestion Management Process	●	○	○	●	○	●	●	○	○	○
Air Quality Planning				○	●		○		○	
Data Coordination and Analysis	●	○	○	●	○	○	○	○	○	○
Technical Assistance to Member Governments	●	●	●	●	●	●	●	●	●	●
Transportation Operations	○	●	●	●	○	●	●	○	○	●
Performance-Based Planning and Asset Management	○	○	○	○	○	○	●	●	○	○
Competitive Program and Project Management	●	●	○	●	●	●	●	●		
Travel and Land Use Modeling	○	○	○	●	○	●	●	●	○	○
Regional Transit Planning Program	●	●	●	●	○	●	●	●	●	●
Bicycle and Pedestrian Planning Program	●	●		●	●	●	●	○	○	●
Corridor Planning	○	●	○	●		●	●	○	●	○
Travel Monitoring	○	●		●		○	●			●

● **Primary Association**   ○   **Secondary Association**

The FAST Act identifies the following ten factors to serve as the basis for all metropolitan and statewide planning processes and products:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for all motorized and nonmotorized users.
3. Increase the security of the transportation system for all motorized and nonmotorized users.
4. Increase accessibility and mobility of people and freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Figure 2:   LONG-RANGE PLAN KEY PRINCIPLES

PROGRAM AREAS	Develop Livable Communities	Sustain the Environment	Expand the Economy	Advance Equity and Foster Diversity	Create an Integrated, Multimodal Transportation Network
1 Regional Forum	●	●	●	●	●
2 Work Program and Contracts Administration	●	●	●	●	●
3 Public Participation, Information and Visualization Techniques	●	●	●	●	●
4 Title VI and Environmental Justice	●	●	●	●	●
5 Geographic Information Systems	●	●	●	●	●
6 RideECO Marketing			○		●
7 Smart Growth	●	●	○	○	○
8 Community and Economic Development	●	●	●	●	●
9 Energy and Climate Change Initiatives	○	●	●	○	○
10 Environmental Planning	○	●		○	○
11 Long-Range Planning	●	●	●	●	●
12 Delaware Valley Freight Planning	○	○	●	○	●
13 Transportation Safety	○			○	●
14 Regional Congestion Management Process	○	○	○	○	●
15 Air Quality Planning	○	●		●	●
16 Data Coordination and Analysis	●	●	●	●	●
17 Technical Assistance to Member Governments	●	●	●	●	●
18 Transportation Improvement Program (TIP)	○	○	○	○	●
19 Transportation Operations	○		○	○	●
20 Performance-Based Planning and Asset Management	○	○	○	○	●
21 Competitive Program and Project Management	○	○	○	○	●
22 Travel and Land Use Modeling		○	○		●
23 Regional Transit Planning Program	○	○	○	●	●
24 Bicycle and Pedestrian Planning Program	○	○	○	○	●
25 Corridor Planning	●				●
26 Travel Monitoring		○	○	○	●

● Primary Association   ○ Secondary Association