U.S. Department of Transportation

Transportation Management Area Planning Certification Review

Federal Highway Administration

Federal Transit Administration

Philadelphia Region Transportation Management Area

February 15, 2023

FINAL Report

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1.0 EXECUTIVE SUMMARY

On October 12-13, 2022, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Philadelphia urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The first certification review for the Philadelphia urbanized area was conducted in 1996. Subsequent certification reviews were conducted in 1999, 2003, 2006, 2010, 2014, and 2018. The previous Certification Review findings and their disposition are provided in Appendix B.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Philadelphia urbanized area meets the Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by the Delaware Valley Regional Planning Commission (DVRPC) Metropolitan Planning Organization (MPO), Pennsylvania Department of Transportation (PennDOT), New Jersey Department of Transportation (NJDOT), Southeastern Pennsylvania Transportation Authority (SEPTA), New Jersey Transit Corporation (NJT), and the Delaware River Port Authority (DRPA.). There are twelve recommendations in this report that warrant close attention and follow-up, as well as areas where the DVRPC MPO is performing very well and is to be commended.

Details of the findings are contained in the body of this report and a summary of the recommendations and commendations can be found in the Conclusion section.

2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas with over 200,000 in population plus four urbanized areas that received a special designation.

Generally, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and the preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Consequently, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities such as the Unified Planning Work Program (UPWP) approval, Metropolitan Transportation Plan (MTP) review, Metropolitan and Statewide Transportation Improvement Program (TIP) findings, and Air Quality (AQ) Conformity determinations (in nonattainment and maintenance areas) provide opportunities for this type of review and comment. Additionally, various other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the "findings" of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process undertaken, whether or not they relate explicitly to the formal "findings" of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve the clarity of the Certification Review reports.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA have been required to jointly review and evaluate the transportation planning process in all urbanized areas of over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) extended the minimum allowable frequency of certification reviews to at least every four years.

The Delaware Valley Regional Planning Commission (DVRPC) is the designated MPO for the Philadelphia (PA-NJ-DE-MD) urbanized area. The Pennsylvania Department of Transportation (PennDOT) is the responsible State agency in Pennsylvania and the New Jersey Department of Transportation (NJDOT) is the responsible State agency in New Jersey. The Southeastern Pennsylvania Transportation Authority (SEPTA), New Jersey Transit (NJT), and the Delaware River Port Authority (DRPA) are the responsible regional public transportation operators. Current membership of the DVRPC Board consists of elected officials from the political jurisdictions in the Philadelphia region, appointees of the Pennsylvania and New Jersey Governors, and representatives from Pennsylvania and New Jersey state agencies, including PennDOT and NJDOT. Non-voting but participating members of the DVRPC Board consist of state and federal agencies, including FHWA and FTA, as well as transit agency representatives from SEPTA, DRPA, and NJ Transit. The study area includes the nine-county Philadelphia

metropolitan area in southeastern Pennsylvania and southern New Jersey, with the City of Philadelphia as the largest population center.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision-makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

This Report details the eighth Philadelphia TMA Certification Review, which consisted of an initial desk review, and a formal site visit and a public involvement opportunity, which were both conducted in October 2022.

Participants in the review included representatives of the FHWA–Pennsylvania Division Office, FHWA–New Jersey Division Office, FHWA–Headquarters, FTA Region III, FTA Region II, EPA Region III, PennDOT Central Office Center for Program Development and Management (CPDM), NJDOT, SEPTA, DRPA, and DVRPC staff. A full list of participants is included in Appendix A.

A desk review of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The Certification Review covers the transportation planning process conducted cooperatively by the MPO, State(s), and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the Report for the following subject areas selected by FHWA and FTA staff for the On-Site Review:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transit Systems Planning
- Transportation Improvement Program (TIP)

- Public Participation Planning
- Civil Rights (Title VI, LEP, ADA, DBE)
- Freight Planning
- Climate Change Planning / Energy Initiatives
- Transportation Safety Planning
- Air Quality Conformity

3.2 Documents Reviewed

The following DVRPC documents were evaluated as part of this planning process review:

- Connections 2050 Plan for Greater Philadelphia (Policy Manual & Process and Analysis Manual), Major Regional Projects Webmap, and Tracking Progress
- DVRPC Transportation Improvement Program (TIP) Handbook & TIP Storymap, FY 2021 TIP and draft FY 2023 TIP for PA, FY 2022 TIP for NJ
- DVRPC Compact PA-Act 43
- Overview of the 2019 Congestion Management Process (CMP), CMP Webmap
- Philly Freight Finder, Chester County Freight Plan
- Corridor Planning webpage (database and map of local area plans)
- Transit webpage including Coordinated Human Service Transportation Planning
- Bicycle and Pedestrian Planning webpage
- DVRPC Public Participation Plan (PPP) and Public Participation Task Force
- Limited English Proficiency (LEP) Plan 2019
- DVRPC Energy and Climate Change Initiatives
- Equity Through Access Project webpage
- Planning Assistance Center webpage
- GIS Data and Maps webpages (selected web map tools such as the LEP Threshold, Bicycle Level of Stress & Connectivity Analysis, and Access Score)
- DVRPC Board Regional Safety Targets Board Action Item, DVRPC 2022 Safety Performance Measure Target Setting Methodology Memorandum, Traffic Counts
- The Office of Modeling and Analysis webpage
- Smart Growth Project Database webpage
- Municipal Implementation Toolbox
- DVRPC Regional Trails Program webpage
- Transportation and Community Development Initiative (TCDI)
- DVRPC Bylaws and Executive Committee Bylaws April 2017
- FY 2022 Unified Planning Work Program (UPWP)

- FY 2023 Unified Planning Work Program (UPWP)
- FY 2023 6-month Progress Report (UPWP)
- 2022 DVRPC Equal Opportunity Questionnaire
- DVRPC Title VI Compliance Plan
- DVRPC MOUs and Planning Agreements
- Guidance for the DVRPC 2019 Competitive CMAQ Program for Pennsylvania and DVRPC 2020 Competitive CMAQ Program for New Jersey

4.0 PROGRAM REVIEW

4.1 Unified Planning Work Program

4.1.1 Regulatory Basis

23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.1.2 Current Status

The MPO cooperatively develops an annual UPWP that discusses the transportation planning priorities, budget, and scope of work for the fiscal year (July 1- June 30). This cyclical process that begins with individual meetings with the MPO's planning partners over the summer is followed by a solicitation of ideas in the early fall, including a "Shark Tank" meeting where counties can contribute project suggestions. The Work Program Committee selects final projects in the October timeframe, and in November, scopes of work are refined and funding sources are identified. The draft document is then shared with the DOTs and FHWA/FTA for review, the plan is taken out for a 30-day public comment period in December, and the DVRPC Board adopts the Work Program in January.

The MPO satisfies the regulatory requirements for the UPWP. The document clearly describes the UPWP's background, context, and goals within the greater transportation planning process. The roles and responsibilities of participating agencies, local officials, counties, municipalities, and the USDOT are clearly defined. The UPWP contains a matrix that clearly identifies how the program areas are connected to the three key principles of the MPO's Long-Range Plan (Equity, Resiliency, and Sustainability) 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). Additionally, the program areas and projects in the document are directed by priority Planning Emphasis Areas as identified by federal and state partners.

A majority of sources provide funding for DVRPC's Work Program, including core federal formula funds, state funds, member government contributions, public sector and foundation grants, competitive programs, and a small amount of TIP funding. The current UPWP document has a budget of $33.8 million, which includes an approximately $22 million operating budget and $12 million in pass-through grants to member governments. The UPWP document provides a summary budget table for how those funds will be utilized. Furthermore, a project funding budget shows how each task is funded. As part of work program administration, DVRPC prepares monthly and semi-annual progress reports and a year-end closing report.

FHWA met with DVRPC, PennDOT, and NJDOT in September to discuss the UPWP formatting and presentation and the distribution of work between PA and NJ regarding shared tasks. The funding for the individual tasks in the UPWP is displayed by Highway Program, Transit Program, Comprehensive Planning, and Other. This format is carried over to the Funding Summary (Table 1) and Project Funding by Source (Table 2) tables. It was suggested that explanations of the different funding types could be included in the introduction chapter of the document and as notations as part of the summary tables. At this meeting, there were discussions that the DVRPC UPWP and progress reports are not clear about the budget spent on completed tasks that have both a NJ component and a PA component. The UPWP and the progress reports give a general idea that 25% of the funds are spent on NJ projects and 75% on PA projects, but the specific amounts are not spelled out. At the On-site Review, it was suggested that DVRPC could include an end-of-year summary in the next UPWP to give a better picture of the tasks completed in the two states.

In 2022, the FHWA New Jersey Division Office conducted an MPO billing review of DVRPC. The findings of the billing review included the following:

- "In another instance, DVRPC billed 25% of a TRANSCOM invoice to NJDOT and the other 75% to PennDOT. No written documentation was presented to demonstrate the proportionate benefit that New Jersey and Pennsylvania's federal projects receive from the TRANSCOM services provided."

- "On Federal Project "FY2020 Unified Planning Work Program, TCDI Administration (D00S296)" a $17,500 payment was based on a 1/6 New Jersey share of the TCDI amount budgeted in UPWP. NJDOT believes this billing practice was informally initiated approximately 10 years ago to expedite the payment process. FHWA only reimburses state DOTs for first instance costs incurred so invoicing the federal award based on budgeted amounts is generally not permitted."

4.1.3 Findings

Recommendations:

- The Review Team recommends that DVRPC improve the existing process of monitoring projects to ensure more transparency in the billing and project closeout documents, especially in terms of total funds spent on projects and tasks in the two states.

- The Review Team recommends that DVRPC better clarify the sources of funding that are included in the individual UPWP task and task budget tables, which will make the document easier to understand by the public.

- The Review Team recommends that within the UPWP and the subsequent progress reports, DVRPC should clearly and succinctly mention the impact or benefit of each project and program to each state. If projects/activities are common to both States, such as administration and data collection and analysis, then it should be clearly mentioned that both states benefit appropriately from the project. This improvement will help to avoid the initiation of some of the MPO billing review findings that occurred in 2022 in New Jersey.

4.2 Metropolitan Transportation Plan (Long-Range Transportation Plan)

4.2.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long- and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.306(d)(4) states that "an MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C chapter 53 by providers of public transportation, required as part of a performance-based program…" The regulation lists a series of plans that are among those the MPO must integrate into its planning process (23 CFR 450.306(d)(4)(i)-(viii).

23 CFR 450.324(f)(3) requires that the MTP shall contain at a minimum a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with subsection 450.306(d).

23 CFR 450.324(f)(4) requires that the MTP shall contain at a minimum a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in subsection 450.306(d), including progress achieved in meeting the performance targets and, for MPOs that elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.2.2 Current Status

The MPO's current MTP/long-range transportation plan (LRTP), known as *Connections 2050*, was adopted by the MPO on September 23, 2021. The DVRPC Board and Regional Technical Committee (RTC) interacted with various standing committees, including the Public Participation Task Force, Delaware Valley Goods Movement Task Force, Regional Safety Task Force, Regional Community and Economic Development Forum, and the Central Jersey Transportation Forum, in the development of the plan. DVRPC also conducted an extensive outreach and stakeholder engagement effort which included the general public and several community, equity, and business groups. The MPO partnered with organization leaders to host community discussions that included a number of targeted outreach opportunities, including two youth workshops. Additional outreach for the plan included five public visioning workshops hosted by County representatives and five strategic workshops. The pandemic necessitated the shift to virtual outreach using the Zoom platform and the MPO discovered that it could reach more people with this strategy. The online survey conducted for the plan received over 600 responses.

The MPO engaged in scenario planning for *Connections 2050*. One of the standing committees, the Futures Working Group, which is composed of subject matter specialists from many different topic areas along with members of the general public, explores trends and issues in the Greater Philadelphia region. A subset of this committee examined forces affecting the region and led the scenario planning exercise for *Connections 2050,* which involved the development of four potential future scenarios based on the pivot points of technology and climate change/equity and whether there would be an incremental or major change in those areas. Another notable element of the current LRTP is the project classification system. Projects identified in *Connections 2050* are categorized as either "small-scale projects" or Major Regional Projects (MRPs). MRPs are projects that are estimated to cost above $25 million and are defined as either system preservation, operational improvement, system expansion, externally funded roadway, or bike and pedestrian projects. Small-scale projects (such as sound walls) are funded through placeholder/line-items, and programming of these projects is handled as they arise. MRPs in the LRTP are systematically evaluated for environmental justice impacts.

The final version of *Connections 2050* has two major components that supplement each other, the Policy Manual and the Process and Analysis Manual. This is a different approach from the MPO's previous MTP update. The Policy Manual, which is graphical and public facing, is a concise document that describes the region's vision and goals, policies and strategies, and principles. In contrast, the Process and Analysis Manual is a more detailed document that is supplemented with additional background and technical information. It describes many of the MTP's inner workings, such as plan development, federal planning requirements, transportation performance management, and the financial plan.

DVRPC is meeting the requirements for Performance Based Planning and Programming (PBPP) in its long-range plan, per the requirements of 23 CFR 450.324. *Connections 2050* includes a description of the adopted Performance Measures and Targets used in assessing the system's performance. The Plan also includes a static system performance report which evaluates the condition and performance of the transportation system with respect to the adopted performance targets. In addition to the static report, DVRPC maintains a Transportation Performance Management (TPM) Indicators website, which can be found at: TPM Indicators (dvrpc.org). The website is an excellent educational resource to clearly communicate the regulatory requirements, adopted targets, and status. Opportunities to further enhance this resource were discussed at the On-Site Review, including adding links to planning documents

and including discussion in these documents on how DVRPC is going to further integrate TPM into the planning process to advance progress toward meeting the Performance Measures.

DVRPC utilizes PBPP tools to help set investment levels and identify candidate projects for the Plan. In Pennsylvania, for example, DVRPC used PennDOT's Asset Management Systems to determine the regional pavement and bridge investment needs through 2050 to maintain a state of good repair. DVRPC has worked with partners including PennDOT and MPO member counties to identify projects that would support Asset Management. In New Jersey, DVRPC actively participates in the NJDOT's Complete Team, which is a collaborative construct between New Jersey's planners and operators. The team's mission is to facilitate better linkages between Regional Transportation Planning & Investment Decision-Making and Transportation Systems Management and Operations (TSMO). However, DVRPC recognizes that there is room for improvement to integrate Asset Management more fully into the project development process for the Plan.

DVRPC has developed an interactive tool called the Tracking Progress Indicators Dashboard, which is used to track the implementation of the goals and strategies of the MTP. The dashboard has 24 different indicators or category trends, including air quality, housing affordability, and roadway safety. Each category is then rated as being very good, good, neutral, not good, or poor, depending on the measured performance trend. DVRPC began tracking progress from the *Connections 2045* MTP with this tool; however, no new data has been inputted since then. The MPO plans to begin tracking progress from *Connections 2050* and moving towards regular updates of the data, which would allow the indicators to be adjusted as new and better data sources come along. This would also help better reflect the needs and existing conditions in the region. However, there is potential for confusion between this dashboard, the System Performance Report, and the TPM Indicators website. There may be opportunities to align the various performance tracking tools better.

Another MPO tool that aids in the implementation of *Connections 2050's* goals is the Municipal Implementation Toolbox, which is a resource for municipalities to use as they consider land use, resources, and public service decisions. It contains materials, case studies, sample ordinances, design guidelines, and related tools for seventy-five focus areas. The Toolbox is connected to the Tracking Progress tool indicators and helps the MPO provide a detailed picture of performance measures related to the focus areas.

The MPO will adopt the update to *Connections 2050,* which is tentatively being called *Connections 2050 2.0*, in early fall 2025. DVRPC plans to do a minor update to the Plan's vision and goals along with a more extensive update to the financial plan. Some of the update goals include developing a metric for measuring greenhouse gas emissions, expanding the EJ Benefits and Burdens analysis, increasing the weights of key ranking criteria, and adding a TIP screening mechanism for eligibility and MRP status. DVRPC updates the project evaluation criteria every four years as part of its LRTP development cycle. As a result, the MPO plans to again discuss ideas for improving these criteria with its planning partners in FY 2023, with the goal of utilizing the updated set of criteria to analyze proposed projects over the next 3-4 years. One goal of the next criteria update will be to strengthen the input of climate change on the weighting, which is reflective of the *Connections 2050* vision and aligned with the new Carbon Reduction Program that was authorized in the federal IIJA legislation.

In addition, the MPO wishes to further explore scenario planning in the areas of revenue forecasting and the allocation of available funds. As part of updating population and employment forecasts through 2050 to inform the analysis, DVRPC is currently reaching out to peer MPOs around the country to learn more about different approaches to developing a financial plan. The MPO would like to consider further key recommendations from previous long-range plans, including forming an advanced mobility partnership and creating local funding options for transportation infrastructure. Such a partnership would be a collaboration amongst various regional partners to prepare for emerging technologies such as electric vehicles, shared mobility, and connected & automated vehicles.

As a follow-up to a previous meeting between FHWA and DVRPC, there was additional discussion at the On-Site Review regarding the approach that DVRPC is considering for its next LRTP environmental justice analysis. One of the key discussion points was the viability of monitoring projects after implementation to assess whether the predicted benefit or burden from the previous analysis has actually occurred. In May of 2021, DVRPC worked with a Temple University project team to examine the equity impacts of a number of previous MRPs. The general conclusion from the study was that while transportation equity in the region has improved, true equity remains an elusive goal that may require major changes in policies and planning practices. During the On-Site Review discussion, it was pointed out that a project's true impacts may be difficult to assess until after construction has been completed. The MPO feels that a better definition of both benefits and burdens may help to refine the overall

analysis further. One way to better define benefits and burdens might be to evaluate past determinations to see how accurate the initial assessment was and how that classification might be improved in the future.

The Review Team appreciates DVRPC's intent to do more with its EJ analysis to better incorporate it into the LRTP/TIP process and to facilitate more precise identification of benefits and burdens. The Review Team encourages the MPO to consider developing a set of metrics to evaluate implemented projects. This could be beneficial with regards to monitoring MRPs that do not pass the Indicators of Potential Advantage (IPD) scoring test and help to document needs that are being addressed and additional consideration that is being provided. The Review Team supports DVRPC in its efforts to continue striving for improvements to this process.

4.2.3 Findings

Commendations:

- The Review Team commends DVRPC on developing and maintaining the Municipal Implementation Toolbox. This toolbox will empower all municipalities/ communities to implement the long-range transportation plan's vision, mission, goals and objectives and support the USDOT's goal of building a just and equitable transportation system by investing in historically underserved communities.

- The Review Team commends DVRPC for creating the Futures Working Group for the development of the long-range transportation plan. The recent publications of this group on uncertain future trends and highly automated connected vehicles dives deep into some of the upcoming issues that transportation planners need to consider for better planning outcomes.

4.3 Transit Planning

4.3.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and

operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.3.2 Current Status

SEPTA, NJT, and DRPA serve on the DVRPC Board as non-voting members and the three transit agencies serve on other DVRPC Committees as well. DVRPC staff explained that while 23 CFR 450.310(d)(3) requires that MPOs must include an official(s) who is formally designated to represent the collective interests of the operators of public transportation, per 23 CFR 450(d)(4), DVRPC Board representation was established by State law dating prior to December 18, 1991. Therefore, while DVRPC is not required to include a public transportation official as a voting member of the Board, DVRPC staff explained that representatives of SEPTA, NJT, and DRPA had been invited to remain on the Board but as non-voting members.

DVRPC partnered with SEPTA to develop the Modern Trolley Station Design Guide for SEPTA Trolley Routes 10, 11, 13, 15, 34, and 36, and separately for Routes 101 and 102, which have different operating characteristics. SEPTA is presently preparing for a once-in-a-generation replacement of its trolley fleet, presenting a tremendous opportunity to transform Philadelphia's existing bus-like trolley service into a modern, accessible state-of-the-art light rail system through many city neighborhoods. These design guides, developed in-house by DVRPC's Office of Transit, Bicycle, and Pedestrian Planning, provide practitioners with guidance on the design parameters needed for modern trolley stations along SEPTA's six City Transit Division trolley lines and two suburban "light rail" trolley lines.

4.3.3 Findings

Recommendations:

- The Review Team recommends that DVRPC explore incorporating the Americans with Disabilities Act (ADA) accessibility into the overall Station Area Access Score.

- The Review Team recommends DVRPC specifically explore methods to engage New Jersey counties in Transit Plan Development to help strengthen regional public transit connectivity.

4.4 Transportation Improvement Program

4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

23 CFR 450.326(d) requires that "the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets."

4.4.2 Current Status

As a bi-state MPO, DVRPC is continually working through a TIP development process in either PA or NJ. Both states have two-year TIP development cycles, but their TIP adoptions occur in opposite years. DVRPC recently adopted the 2023 PA TIP in July of 2022 and will update the 2024 NJ TIP in 2023.

In Pennsylvania, public input is also received via the biennial State Transportation Commission (STC) public survey. This survey is part of the biennial update of the Twelve-Year Program (TYP), which is Pennsylvania's mid-range planning tool that is mandated by the Commonwealth's Act 120 of 1970. The TIP comprises the first four years of the TYP, and the TYP represents the first twelve years of the LRTP. At the On-Site Review, DVRPC indicated that it views transportation funding as one large financial plan covering both the TIP and LRTP, with

the TYP serving as an overlap between these two plans. The MPO views the TIP as an implementation tool of the LRTP.

The current New Jersey TIP was adopted on September 23, 2021 and covers FY 2022 – FY 2025. DVRPC is a nonattainment and maintenance region and therefore is subject to conformity requirements. Federal Highway Administration (FHWA) - New Jersey Division and Federal Transit Administration (FTA) - Region 2 jointly made a conformity determination for the NJ TIP in November 2021. The NJ TIP includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects.

To evaluate projects and guide investment decisions, DVRPC utilizes the TIP-LRP Project Benefit Evaluation Criteria, a data-driven and performance-based tool that can evaluate various project types and provide an overall project ranking. By using this tool, the MPO tries to measure how effectively proposed transportation projects will implement the vision and goals of the current LRTP and in turn the TIP. The current criteria provides a standardized evaluation process for new project candidates, with criteria weights as follows: Safety (27%), Facility/Asset Condition and Maintenance (22%), Equity (12%), Centers and the Economy (12%), Reliability and Congestion (11%), Multimodal Use (9%), and Environment (7%). The criteria elements also help the MPO to assess how projects are supporting both FHWA and FTA performance measures, aligning with *Connections 2050,* and contributing to the development of a multimodal transportation program. While project prioritization is discussed at the committee level, it was noted at the On-Site Review that the DVRPC Board makes all final selection decisions on TIP projects.

As part of its project evaluation, the MPO conducts several other analyses, including performance-based planning, asset management, and environmental justice. These related efforts help to ensure consistency between the region's TIP and LRTP. Development and implementation of both performance measure and asset management requirements that were first introduced with the MAP-21 highway legislation have continued to evolve. As pointed out during the On-Site Review, this can present challenges, especially when two states are involved and the investment categories differ. For example, in Pennsylvania, projects and programming are implemented through PennDOT Districts, whereas in New Jersey, projects and programming are managed at the statewide level.

PennDOT has created both a Bridge Asset Management System (BAMS) and Pavement Asset Management System (PAMS) to assist in transitioning to the lowest lifecycle cost management of its substantial network assets. By contrast, in New Jersey, the counties have more of the network under their control, so the asset management system from NJDOT is still maturing. DVRPC and PennDOT are still in the early stages of utilizing the BAMS and PAMS tools as part of the transportation planning process. At the On-Site Review, DVRPC shared that these tools are currently being used more as a back-check rather than as a direct aide to help guide investment priorities and drive project selection in the TIP to achieve optimal performance. DVRPC's attempts to balance performance and asset management objectives while juggling competing needs is an ongoing process and will evolve as asset management is more fully integrated into project development for both the TIP and LRTP. The MPO posits that further refinement of the components of asset management, performance measures, and the TIP-LRP Project Benefit Evaluation Criteria can lead to an improved decision-making process for project selection.

The Review Team encourages DVRPC to explore the idea of developing a post-project implementation performance measures tool in addition to the TIP-LRP Project Benefit Evaluation Criteria, which is a pre-project implementation tool. A post-project implementation evaluation tool would provide DVRPC and the Greater Philadelphia area stakeholders a better idea regarding which types of projects are beneficial towards meeting the national performance measure targets.

DVRPC utilizes its Indicators of Potential Disadvantage (IPD) methodology to evaluate TIP and LRTP projects. The IPD methodology includes Title VI and EJ populations as well as other communities of concern, such as persons with disabilities and Limited English Proficiency (LEP). This methodology helps to inform the equity component of the TIP-LRP Project Benefit Evaluation Criteria tool. DVRPC has analyzed its *Connections 2050* LRTP and 2021 TIP projects using the Environmental Justice (EJ) Unified Process and Methodology Guide to ensure that projects do not adversely affect low-income and minority populations.

At the time of the Desk Review, the 2023 PA TIP was still in development. The MPO's EJ analysis for the FY 2021 PA TIP illustrated the potential benefits and burdens of programmed projects on low-income and minority populations through color-coding and project categories. According to this analysis, no projects on the FY 2021 PA TIP were identified as having a high potential for adverse impacts, which would include any projects that would be a roadway

expansion or include new right-of-way. Overall, this analysis is a good starting point to help quantify the impact of transportation projects on EJ populations, but DVRPC recognizes the challenges to effectively evaluating the benefits and burdens of TIP and LRTP transportation projects prior to their design. Although difficult, it is important for the MPO, PennDOT, and NJDOT to consider, to the best of their abilities, how the benefits and burdens of their current TIP programs impact minority and low-income communities as part of the development of subsequent TIPs.

DVRPC has developed an interactive TIP mapping application where the public or other interested stakeholders can view the locations of TIP projects along with identifying layers such as Indicators of Potential Disadvantage, minority and low-income population groups, freight centers, land use and other category groupings. When the public is invited to comment on the draft TIP, the web application allows users to provide comments directly on a specific project or the overall program itself. Outside of public comment periods, DVRPC encourages members of the public to suggest projects through their local counties and municipalities, who in turn can bring these project ideas to the MPO through their representation and participation in MPO committees such as the Financial Plan Subcommittee and membership on the DVRPC Board.

Furthermore, as part of the most recent NJ TIP development, DVRPC jointly held two virtual public meetings with the New Jersey Department of Transportation (NJDOT), New Jersey Transit (NJT), and Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO). Public meeting attendees could join via webinar or phone in a listen-only mode. Accommodations such as closed captioning and interpretation were available upon request.

DVRPC has met the PBPP TIP requirements per 23 CFR 450.326(d) to describe the anticipated effect of the TIP toward achieving the performance targets identified in the *Connections 2050* long-range plan. For the PA TIP, DVRPC utilized a template provided by PennDOT to document the performance measures and targets and demonstrate how the TIP will support the achievement of those targets. The TIP includes transportation performance measures that include baseline data and targets for the FHWA performance measures and references the goals, objectives, and investment priorities section, which describes the targets and goals. The TIP includes targets for the FHWA performance measures and summarizes the total funding DVRPC has programmed to support progress toward achieving those targets. Following the

description of each of the performance measure targets and goals, the section also consists of a list of projects that are programmed in the TIP to help the state achieve the stated goals.

DVRPC has agreed to support the statewide targets for the PM2 and PM3 performance measures but is electing to set its own regional safety targets with respect to PM1.

In New Jersey, DVRPC meets the requirements for Performance Based Planning and Programming in its development of the Transportation Improvement Program (TIP), which includes tracking performance measures, setting data-driven targets, and selecting projects to help achieve targets. DVRPC led coordination efforts for the PM3 Congestion Measures during the first performance period (1st PP) within the Philadelphia PA-NJ-DE-MD urbanized area (UZA), with the group setting 2-year and 4-year targets and reviewing 2-year performance. The group was comprised of four DOTs (PennDOT, NJDOT, DelDOT, and MDOT) and five MPOs (DVRPC, NJTPA, SJTPO, WILMAPCO, and LCPC). For the second performance period (2022 - 2025), DVRPC also led congestion targets for the Trenton, NJ UZA, which includes NJDOT.

DVRPC's external website is an excellent resource for accessing TPM regulatory requirements. The use of information graphics enables readers to better understand what TPM is and how it is used as part of the project selection process. DVRPC's TPM page contains links to Pennsylvania's and New Jersey's TIP documents and highlights the TPM chapters in both documents, which contain a list of selected projects contributing to DVRPC meeting the MPO's 2-year and 4-year targets. As a suggestion for the external website, it may be helpful if DVRPC could take an additional step to list projects under each PM group (safety, bridge/pavement, system performance) to provide examples of projects selected following extensive TPM coordination activities.

The internal SharePoint resource and the coordination and data repository used by DVRPC (Google Drive) is an excellent example of providing target-setting coordination information for internal partners to review and provide input into the process. This internal repository includes meeting minutes, FHWA guidance, written provisions, data collection activities, and email correspondence and planning partner contact information.

DVRPC's TIP for New Jersey includes a robust TPM discussion, which includes a list of specific projects contributing towards target achievement in PM Areas 1, 2 and 3; however, the discussion does not address how TPM coordination and efforts help to integrate asset

management into the project selection process. DVRPC works with planning partners at all levels; however, an opportunity exists for better integration of asset management into planning project selection activities.

4.4.3 Findings

Commendation:

- The Review Team commends DVRPC's continuing efforts to evaluate and further refine its project selection criteria. The large amount of effort that the MPO puts into each TIP development cycle is notable as part of an extensive collaborative process that benefits the region.

4.5 Public Participation Planning

4.5.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

4.5.2 Current Status

DVRPC's regular forum for public involvement is the Public Participation Task Force (PPTF). The goals of the PPTF are to provide the public with continuing access to the MPO's regional planning process, assist the MPO with distributing information to organizations and communities around the region and empower members of the public to get involved in the planning process. The PPTF, therefore, provides ongoing "two-way" access for public outreach and input, which the MPO believes can lead to more sustained and meaningful public involvement. There are typically 9-10 regular meetings of the PPTF per year, including meetings that focus on essential planning products such as the LRTP, TIP, and UPWP. Meeting topics are reviewed twice per year to regularly assess member understanding and enthusiasm.

Members of the PPTF are chosen through an application process and serve a two-year term; however, they may serve a maximum of four years/two terms. DVRPC strives to encourage diversity in the PPTF membership and asserts that it is important to assemble a representative group of residents from the region to provide input. PPTF applications are reviewed by non-DVRPC staff, and outreach is made to underrepresented communities to encourage people to apply. The 2022 PPTF includes 42 individuals, with membership from the five main racial/ethnic groups that is relatively comparable to the general population percentages.

Other avenues for public engagement include the MPO's website, which has a "Get Involved" section where someone can sign up for DVRPC's mailing lists and monthly newsletter or provide comments related to DVRPC's projects and programs. DVRPC makes an effort to participate in outreach events in the community as much as possible, including community meetings, street fairs, fall festivals, and farmers' markets. With regards to reaching individuals with no or limited internet access, in the past the MPO has brought laptops to events and regularly reached out to public libraries. As part of building a network of contacts and relationships with the public, MPO staff make cold calls to neighborhood residents to thank them for their input and participation and update them on projects of interest.

In response to the COVID-19 pandemic, DVRPC worked to adapt its in-person meeting structure to an online platform and offered internal training to staff and committee members. DVRPC also offered a series of webinars to its stakeholders and partners on topics such as telework, remote meetings, and adapting streets for social distancing. As the pandemic continued, the

MPO was able to transition smoothly to a hybrid meeting format that offered an additional avenue for participation at regular meetings. Similar to other MPOs, DVRPC discovered that the online meeting option often led to increased responses and questions from attendees with efforts such as the *Connections 2050* LRTP update. The evolving nature of public involvement and the adaptations that took place during the pandemic will no doubt inform and influence the update of the MPO's Public Participation Plan (PPP), which is scheduled for the 2023 calendar year. This update will follow the MPO's Title VI plan update that is currently wrapping up.

4.5.3 Findings

Commendations:

- The Review Team commends DVRPC on its efforts to foster continuing public involvement beyond the required cyclical plan outreach, including the Public Participation Task Force and location-based efforts at public events and gatherings.

- The Review Team also commends the MPO for posting MPO meeting dates and times on the website along with quick links to Committee and Board resources that lead to past meeting minutes, agendas, and presentation materials. This makes it easier for members of the public to find out information that may aid in their ability and desire to participate in the MPO's activities.

Recommendation:

- The Review Team recommends that the MPO consider the inclusion of language taglines as part of the future update of the Public Participation Plan (PPP) to help promote even greater accessibility of MPO documents to diverse community members.

4.6 Civil Rights (Title VI, EJ, LEP, ADA)

4.6.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964 prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those "traditionally underserved" by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that Limited English Proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

4.6.2 Current Status

TITLE VI

DVRPC referenced the 2022 DVRPC Certification Equal Opportunity Questionnaire, and the Equity and Opportunity - Title VI Compliance Plan at the On-Site Review. This Plan states that the MPO's data collection will include race, ethnicity, Limited English Proficiency (LEP), and

other population groups. DVRPC also referenced its Indicators of Potential Disadvantage (IPD) Analysis tool, which has nine indicators. DVRPC's data collection and analysis were often collected for Environmental Justice (EJ) and Title VI data was either not provided or combined with EJ. The Title VI requirements specify that data on race, color, and national origin needs to be collected; therefore, DVRPC needs to present this data separately, rather than combining it.

DVRPC takes assorted collections and analyses of demographic and economic data from various sources, including the U.S. Census Bureau and the Pennsylvania and New Jersey state data centers, and then provides a wealth of data for the nine counties and 350 municipalities in the DVRPC region. DVRPC's Regional Information Resource Center also provides data for a 28-county extended data service region. Though DVRPC stated that US Census Bureau data is applied, DVRPC did not include a more detailed description to ensure consistency throughout its data collection and analysis process.

Americans with Disabilities Act

DVRPC certified that the planning process addresses the major issues facing the area and is being conducted in accordance with applicable requirements of 23 CFR Part 450, Subpart C, including various civil rights and nondiscrimination requirements. Among those requirements is 49 CFR 27.13, wherein the MPO is specifically required to designate a responsible employee to coordinate its efforts to comply with Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended. Additionally, DVRPC must fulfill certain notice requirements as provided for at 49 CFR 27.15. The notice requirement provides that a recipient's obligation is continual and such notice should be provided by such methods as would ensure that the employee's identity is made known to a number of listed stakeholders.

Specific documentation provided by DVRPC and reviewed by the Review Team revealed that although DVRPC is meeting the intent of the law, there is no responsible employee clearly identified by the MPO to coordinate compliance with Section 504 within the corresponding documentation. The DVRPC website includes references to the requirements under 'Section 504' and the 'Americans with Disabilities Act (ADA)', but does not identify the designated employee in that section of the website. While identified through the Title VI compliance manager in other sections, it would be difficult for the public to determine who is responsible for ADA complaints based on how the information is currently provided. Additionally, DVRPC uses one Title VI complaint form for all discrimination complaints, which may be confusing to individuals looking to file a complaint. The Review Team provided information to DVRPC

regarding these issues, and DVRPC has already updated their website and complaint form to clearly identify a contact for all complaints including ADA.

The Review Team also reviewed public notices and publicly available documents on DVRPC's website; however, the notices did not identify the designated employee responsible for addressing inquiries or complaints. DVRPC has already taken steps to clarify and add this information to their complaint procedures and complaint form and will continue to work on these updates for future notices based on the advice and updates already made.

The Review Team considered whether there may be other MPOs within Pennsylvania and New Jersey that may not clearly identify a designated employee responsible for receiving and addressing inquiries and complaints. Based on a cursory review of how other MPOs are addressing the requirements under 49 CFR 27.13, the Review Team determined that this appears to be a larger issue warranting a statewide approach to ensure that all MPOs are aware of the requirements and are clearly designating a responsible employee to comply with Section 504 of the Rehabilitation Act of 1973 as amended and the additional notice requirements under 49 CFR 27.15.

Disadvantaged Business Enterprise

DVRPC, as a sub-recipient to the New Jersey and Pennsylvania DOTs, is not required to have an approved DBE program document. However, the MPO must have processes, procedures, guidelines, and policies that address DBE requirements, including prompt payment.
As part of the request for the information related to the Desk Review, DVRPC noted that it makes an effort to ensure that contractors promptly pay and return any retainage due to subcontractors through its contracting and invoicing process. The MPO noted that the contract provisions specifically require that contractors provide detailed information regarding "subconsultant costs and fees, copies of all subconsultant invoice and in-depth progress report notes." The MPO also noted that it processes invoices promptly, which in turn permits contractors to pay subcontractors promptly. Upon receiving reimbursements, DVRPC stated that it releases retainage to contractors so that it can be processed for subconsultants.

DVRPC provided a copy of its Standard Articles of Agreement for Contractors, which is included in all of its contractor agreements. The document has a revision date of January 2022. The

article of the document that addresses the *Responsibilities and Services of the Contractor* in paragraph 1.8 requires the contractor to submit monthly progress reports "not later than ten (10) days after the close of the preceding month." Article 6, the *Compensation and Method of Payment,* specifies whom the contractor is to send the invoice to, the contents thereof, how costs should be allocated, and when the contractor will be paid. DVRPC notes that contractors are not paid for progress or final invoices until the MPO has been reimbursed by the relevant agency. The section also notes that all compensation and methods of payment are "subject to all special conditions set forth in the Special Conditions Section of this [agreement]." DVRPC did not provide this latter section for review by the Federal Team. No other language was observed that specifically addressed prompt payment or return of retainage in the document.

During the On-Site Review, the Review Team asked DVRPC staff to detail the procedures that are in place to ensure that subcontractors/consultants receive prompt payment and return of retainage upon the satisfactory performance of their work. The MPO staff described the methods observed above during the Desk Review. The MPO staff acknowledged that because their contract is with a prime contractor, they do not stipulate the payment terms between the prime and the subcontractor. Additionally, DVRPC did not provide a documented process as to how it actively monitors payments made to subcontractors to ensure that they are paid promptly.

4.6.3 Findings

Commendation:

- The Review Team compliments the MPO for its demonstrated willingness, ability, and sensitivity to understand people of different backgrounds. The Team acknowledges and commends DVRPC, particularly for its "check-back" with different population groups regarding whether pictures, images, and questions resonate with them.

Recommendations:

- The Review Team recommends that the MPO and its planning partners (NJDOT and PennDOT) develop and formalize official procedures to address the prompt payment requirements. DVRPC should ensure prompt and full payment of retainage from the prime contractor to the subcontractor within 30 days after the subcontractor's work is satisfactorily completed. DVRPC should use one of the methods listed in 49 CFR 26.29.

DVRPC should actively monitor payments made to sub-contractors to ensure they are promptly paid.

- The Review Team recommends that DVRPC perform its Title VI data collection and analysis separately from its EJ analysis. Title VI data will need to be applied solely on the basis of race, color, and national origin.

- Though DVRPC stated that the US Census Bureau is used as part of its data collection and analysis process, the Review Team recommends that DVRPC include a more detailed description to ensure consistency. For example, DVRPC could consider using the 2020 Decennial Census (p2) - US Census American Community Survey - 2020 Table P2 (blocks) for demographic data collection.

4.7 Freight Planning

4.7.1 Regulatory Basis

The MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

4.7.2 Current Status

DVRPC's Freight Planning Program is and should be considered a strong area in terms of development and implementation. The work of DVRPC's Delaware Valley Goods Movement Task Force should be commended. The Task Force continues to bring together stakeholders

from both the public and private sectors, including Class I and short-line railroads, trucking and air firms, toll authorities, and national advocacy groups to ensure that input from these stakeholders reaches federal, state, and local agency leaders and freight decision makers.

DVRPC uses innovative tools such as its Philly Freight Finder to enhance planning activities for freight planners, as this tool is a resource for exploring and tracking regional freight network activities. The MPO's ongoing studies work is an example of how DVRPC works with local municipalities to seek solutions to freight movement challenges. The combination of DVRPC efforts, including its freight advisory committee (Goods Movement Task Force), innovative tools (Philly Freight Finder), and ongoing studies, all contribute towards a strong area of achievement for DVRPC, for which it should be commended.

Related to how freight planning efforts contribute towards selecting projects that promote goods movement, page 18 of DVRPC's New Jersey FY 2022 TIP (FY22 – FY25) describes the connection between freight planning efforts and projects selected in the TIP that contribute towards goods movement. Table 3 on page 19 lists several projects selected that facilitate goods movement. As a suggestion for the website, and the freight page, in particular, perhaps several projects from the TIP that contribute towards goods movement could be listed directly on the freight page to demonstrate how freight planning efforts directly result in freight movement enhancement projects being selected in the TIP. Another way to make the connection between freight planning and goods movement projects being selected in the TIP would be to create a link from the freight page to the specific page (page 19 in the TIP) that lists the freight projects.

DVRPC should also consider linking the freight page to the New Jersey TIP FY 2022 and specifically including a listing of goods movement projects selected in the TIP. Finally, DVRPC should consider demonstrating greater emphasis on the relationship between freight planning and project selection.

23 CFR 450.324(f)(5) requires that "the metropolitan transportation plan shall, at a minimum, include: Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods." DVRPC has a long history of advancing freight and aviation in the greater Philadelphia region through engagement and education under the Goods Movement Task Force, regional trends and performance tracking in coordination with its Data Team, and

numerous local technical studies with the goal of having a safe and efficient multimodal transportation network.

As an opportunity, freight planning could consider the Safe System Approach for developing strategies to improve goods movement consistent with the MPO's Vision Zero goal. The guiding principles align with DVRPC's safety priorities, and the elements offer opportunities to consider safety strategies for all users. Curbside management should be taken under the lens of the Safe System Approach. In addition, freight-specific highway improvements such as truck-only lanes, infrastructure improvements to remove freight bottlenecks, and designated truck routes in urban settings could consider all users and safe speeds.

4.7.3 Findings

Commendation:

- The Review Team commends DVRPC on its strong freight planning efforts, including the Philly Freight Finder and related tools such as county profiles, maritime indicators, and the Highway Performance Truck Travel Time Index tool.

4.8 Climate Change Planning/ Energy Initiatives

4.8.1 Regulatory Basis

23 CFR 450.206(a)(9) and 23 CFR 450.306(b)(9) designate improving the resilience and reliability of the transportation system as one of the planning factors that States and MPOs must consider when developing their plans & programs.

23 CFR 450.324(f)(7) states that an MPO's metropolitan transportation plan, or MTP, shall assess capital investment and other strategies that can reduce the vulnerability of the existing transportation infrastructure to natural disasters.

23 CFR 450.316(b) states that MPOs should consult with agencies and officials responsible for natural disaster risk reduction when developing the MTP and TIP.

4.8.2 Current Status

The changing climate has demonstrated the need for thoughtful planning and action to mitigate adverse effects on both the natural and human environment. DVRPC is involved in multiple regional planning initiatives and actively engaged in various analyses, publications, and data collection efforts that support environmental goals and objectives outlined in its 2050 Long Range Plan. Also, DVRPC's efforts are complementary to state (PA/NJ) goals and program initiatives highlighted in the Bipartisan Infrastructure Law (BIL), including the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula and discretionary grant programs and the Carbon Reduction Program (CRP). The initiatives highlighted below provide a general overview; however, they are not inclusive of all of DVRPC's partnerships and programs.

DVRPC's Climate Change and Energy Initiatives include:

- Mitigation Planning
  - Reducing greenhouse gas (GHG) emissions - DVRPC's goal for "net zero" GHG emissions by 2050 is supported through its ongoing mitigation planning efforts, including establishing and maintaining a GHG inventory along with emissions profiles for communities in the region. These data are available online via web-based mapping, revised every five years, and function as a baseline for local climate action plans.
  - Regional Streetlight Procurement Program - DVRPC provides turnkey support for communities to convert existing streetlights to LED lighting. Through the past three rounds of the program, 61 municipalities have converted approximately 40,000 streetlights to LED.
  - Renewable Energy – DVRPC promotes and makes available resources that support regulatory best practices for local governments, regional partners, and alternative energy advocates. DVRPC also facilitates the Sustainable Energy Partnership of Southeast PA that brings together the suburban Philadelphia counties to facilitate procurement of large-scale renewable energy to power their operations.
  - Alternative Fuel Vehicles (AFV) and Electric Vehicles – DVRPC provides a variety of useful information in its "resource kit" for AFVs and electric vehicles. This information is made available on-line to the public and provides an outlet for

local governments and promoters. Additionally, DVRPC's web-mapping tool "Mapping Vehicle Distribution and Charging Demand" provides regional planners and decision-makers with current and future modeling information. Additional AFV planning efforts are highlighted and made available on the DVRPC website.

- Municipal Energy Management – DVRPC advises municipalities on ways to reduce energy and increase efficiency in their buildings/facilities.

- Resilience and Adaptive Management
  - Coastal Resiliency/Vulnerability Assessments – DVRPC has collaborated with communities in the Delaware Estuary Coastal Zone (Bucks, Philadelphia, Delaware Counties) in support of their planning and response to extreme flooding events due to storm water/storm surges/high tides. DVRPC assisted these communities by helping them understand and mitigate their risks and vulnerabilities within the coastal zone. DVPRC has developed web-based modeling/maps which forecast current and future flood scenarios, in conjunction with making available resources and information for planners and decision-makers in those communities.
  - Extreme Weather – DVRPC's planning efforts and numerous publications provide municipalities in the region with the technical assistance and guidance needed to understand, plan, and react to changing climate conditions, including extreme heat.

- Collaborative Partnerships
  - DVRPC is engaged in multiple partnerships across the region, including the Climate Change Forum, the PA Inter-County Sustainability Dialogue, the Sustainable Jersey Climate Adaptation Task Force, Delaware River Basin Commission Advisory Committee on Climate Change, New Jersey Climate Change Alliance, New Jersey Coastal Resilience Collaborative, and the Megapolitan Coastal Transformation Hub Collaborative Stakeholder Advisory Panel.

4.8.3 Findings

Commendation:

- The Review Team commends DVRPC on its collaborative efforts to consider climate change and resiliency as part of planning efforts and management of the transportation system in the Greater Philadelphia region.

4.9 Transportation Safety Planning

4.9.1 Regulatory Basis

23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(b)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users. This performance-driven, outcome-based approach to the planning process should be reflected in the MPO's metropolitan transportation plan and long-range plan.

In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306 (d) requires that the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

23 CFR 450.324(h) states that the metropolitan transportation planning process should be consistent with the SHSP and other transit safety and security planning and review processes, plans, and programs as appropriate.

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also

provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires that the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

23 CFR 450.322(d)(4) requires the congestion management process be developed, established, and implemented as part of the long-range plan that includes improving safety.

23 CFR 450.216(d) encourages the development of the long-range statewide transportation plan to consider and integrate the priorities, goals, countermeasures, strategies, or projects contained in the Highway Safety Improvement Program as detailed in the Strategic Highway Safety Plan.

4.9.2 Current Status

Regulations require DVRPC to consider safety as one of its planning factors. The basic requirement is that DVRPC, through the 3-C transportation planning process, considers safety in planning and programming. This Review evaluates whether compliance is demonstrated by:

- The consistency of safety between the LRTP, TIP, and SHSP,
- The inclusion of measurable safety goals and objectives in the MTP,
- The use of safety project prioritization criteria in TIP development,
- The inclusion of transportation safety planning work activities in the UPWP, and
- Participation in the SHSP development and implementation process.

DVRPC's *Connections 2050* Plan adopts a Vision Zero goal to end fatal and serious injury crashes by protecting all roadway users through equitable engineering, education, and enforcement, while also prioritizing speed control. The Plan aims to expand walking, biking, and transit infrastructure —including a completed 800-mile Circuit Trails network. The Plan supports the deployment of shared mobility services, connected and automated vehicles, and enhanced transportation systems management and operations. As an observation, due to the online story-telling format of the Connections 2050 Plan, it was not evident that the plan's

development was guided by the SHSP. It is noted that DVRPC has more aggressive safety performance goals than the goals contained in the 2020 SHSP.

The New Jersey 2020 and Pennsylvania 2022 Strategic Highway Safety Plans are each state-wide plans defining strategies to improve safety under equity considerations. DVRPC's stakeholder involvement and subject matter experts helped to develop the plans, and its staff work continues with numerous implementation efforts. The *Connections 2050* safety priority is consistent with the SHSP and sets more aggressive safety goals under the Vision Zero by 2050 objective. The TIP and UPWP are derived from the same data-driven approach as the SHSP.

The 2050 Connections Plan concludes with strategies tied to the goals and investments by a percentage which reflects the MPO's project ranking criteria. Safety is under the Plan's focus area of maintaining a safe multimodal transportation network that serves all users. The DVRPC's FY 2022 Transportation Improvement Program implements the Plan to further detail the planned safety programming and investments. The NJ TIP details the Local Roadway Safety Program to advance safety projects consistent with the NJ 2020 SHSP. The Program is funded with HSIP funds and other funds as appropriate. The NJ TIP identifies 134 projects and, of those using the benefit evaluation criteria for selection, 27% have a safety benefit. This percentage includes projects outside the Local Roadway Safety Program funded by HSIP, as only $3 million per year is allocated by NJDOT to the DVRPC region in New Jersey.

DVRPC is electing to set its own safety targets with respect to PM1 instead of accepting those targets set by the individual state DOTs. The target setting follows a statistical reduction to zero fatalities by 2050 rather than a straight-line annual reduction goal. This gives DVRPC some leniency in earlier years of the goal process but gets more aggressive in later years. This should allow time for DVRPC to review current projects on the TIP for their respective safety benefit and understand how the projects being proposed will play a part in future goals. Every project should have a safety analysis performed, regardless of its planned use of HSIP funds, to ensure that annual safety targets are being met.

The FY 2023 UPWP details DVRPC's planning efforts and, specifically, the transportation safety work performed by DVRPC's Office of Safe Streets. Therein, it captures the efforts under the Regional Safety Task Force, crash data analysis and distribution, HSIP program management

and project identification, safety performance, and many projects in Pennsylvania related to safety planning.

DVRPC's Transportation Safety and Analysis Plan (TSAP) puts the long-range plan into action consistent with the TIP process while specific work details are captured in the UPWP. The data driven TSAP documents the Greater Philadelphia region's safety issues and defines strategies for mitigation with the goal of severe crash elimination. The Plan considers infrastructure and behavioral countermeasures to address regional safety trends under designated emphasis areas while considering strategies for improved safety performance. In February of 2022, the FHWA Office of Safety provided technical assistance to the DVRPC MPO through a memo that contained recommendations for finalizing the plan. As an observation, in recent years, the ability of DVRPC to include HSIP projects in the State's HSIP Portfolio has been lacking. Within the TSAP, the Office of Safe Streets references the Office of Project Implementation and Capital Program as the lead for programming projects.

When reviewing the staff listing on the MPO's website, only two people are identified within Capital Programs, and in reviewing the UPWP, these two staff are listed under the Transportation Improvement Program. The MPO's tasks do not appear to include solicitation of safety projects. The last solicitation that could be identified occurred in 2018 (under the direction of the Office of Safe Streets.) DVRPC could establish a priority in getting HSIP projects in the New Jersey Concept Development Process for programming projects in future years and taking advantage of the BIL funding increases. This new funding presents new opportunities and, using crash data, DRVPC could target sub-region partners and municipalities to identify locations and/or systemic safety improvements while also soliciting applications into the Local Safety Program.

The UPWP TIP work details could be updated to include these efforts. Furthermore, severe crash reduction (fatalities and serious injuries) should be the primary factor when considering proposal benefits for all projects consistent with the Safe System Approach and DVRPC's Vision Zero Goal. DVRPC should also consider the safety analysis of completed safety projects, using before and after data to understand what types of projects are providing the best return on investment for the safety dollars being spent. This approach can provide DVRPC with improved strategies for planning and developing safety projects that have the greatest impact.

DVRPC's 2018 Crashes and Communities of Concern Report identified over-representations of severe crashes in regional census tracts with large populations of protected classes, including low-income, racial minority, ethnic minority, and disabled. A Report finding showed that wide, high-speed arterials with community-serving land uses adjacent to residential communities with high numbers of zero-vehicle households within the communities of concern resulted in higher crash experiences. To begin addressing this issue, DRVPC updated its TIP-LRP Project Benefit Evaluation Criteria to apply a score multiplier to projects that improve road safety in communities of concern.

DVRPC's Experimental Pop-ups program (Expo) offers assistance to communities to test innovative solutions to transportation problems through demonstration, or pop-up projects. Program staff assists communities in the designing, implementing, and measuring of projects that apply various pedestrian, bicycle, transit, and roadway strategies in addressing safety and placemaking. DVRPC's expo website details several recently completed projects. During these times of rising crashes, it is a noteworthy practice to economically and quickly implement safe solutions that originated from other funded planning work, such as the Transportation and Community Development Initiative and/or DVRPC's road safety audits.

Finally, the DVRPC 2019 CMP Report notes that corridor evaluation includes: a) considering crash severities and b) providing a higher weight in prioritizing both "broken-out as high crash frequency" corridors (using crash rates 4x the average) and "high crash severity" corridors (using fatal and serious injuries of 5 or more.) As an opportunity, the CMP process could strive to balance mobility and safety. CMP generally involves reducing congestion, which can increase speeds and in turn increase crash severity. Under the CMP, a balance could be considered through the involvement of local public safety officials as CMP stakeholders to identify safety concerns and to provide useful input on key transportation safety issues. Subcommittees could develop safety-related objectives in the CMP consistent with the Vision Zero goals by incorporating proven safety countermeasures into highway rehabilitation or improvement projects.

4.9.3 Findings

Commendation:

- The Review Team commends DVRPC on its Regional Safety Task Force, which recently focused its educational and outreach efforts on addressing traffic safety culture and how it relates to the law, public health, and the media. A media toolkit was developed for reporters with tips for reporting on crashes and traffic safety topics.

- The Review Team appreciates DVRPC updating its TIP-LRP Project Benefit Evaluation Criteria to apply a score multiplier to projects that improve road safety in communities of concern in response to its 2018 Report.

- The Review Team commends DVRPC on its Experimental Pop-ups program to test innovative solutions to transportation problems.

- The Review Team notes the updated and expanded toolbox in the *Connections 2050* Plan, which helps municipalities with Plan implementation and includes numerous focus areas related to safety.

Recommendations:

- The TIP-LRP Benefit Evaluation Criteria used to evaluate potential projects into the long-range plan and TIP includes safety. In order to achieve the Region's Vision Zero goal, the Review Team recommends that the scoring of projects should distinguish between nominal safety and substantive safety, prioritizing the latter.

- The Review Team recommends that DVRPC increase the promotion and utilization of HSIP funds. If project costs exceed the programmed amount, then funds could be transferred into the HSIP program or split-funded. Specific to increased utilization, promotion, education, and training on systemic projects and project bundling could also be considered.

4.10 Air Quality Conformity & CMAQ

4.10.1 Regulatory Basis

The air quality provisions of the Clean Air Act (42 U.S.C. 7401) and the MPO provisions of Titles 23 and 49 require a planning process that integrates air quality and metropolitan transportation planning such that transportation investments support clean air goals. Under 23 CFR 450.324 (m), a conformity determination must be made on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations of 40 CFR Part 93. A conformity determination must also be made on any updated or amended TIP, per 23 CFR 450.326(a).

4.10.2 Current Status

Air Quality Conformity

The amendments to the FY 2023-2026 Pennsylvania TIP and *Connections 2050* LRTP were completed to demonstrate that mobile source emissions, for each analysis year of the long-range plan, adhere to all volatile organic compounds (VOCs), nitrogen oxides (NO_x), and $PM_{2.5}$ pollutants emissions budgets for the Pennsylvania portions of all applicable non-attainment and maintenance areas for transportation conformity purposes. The conformity determinations were reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR sections 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b) and (c), and 93.118.

On January 5, 2005 (70 FR 944), EPA designated Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties as nonattainment for the 1997 PM2.5 NAAQS, as the Pennsylvania portion of the Philadelphia-Wilmington, PA-NJ-DE Nonattainment Area. On October 8, 2009 (74 FR 58688), EPA designated Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties as nonattainment for the 2006 PM2.5 NAAQS, as the Pennsylvania portion of the Philadelphia-Wilmington, PA-NJ-DE Nonattainment Area. On April 21, 2015 (80 FR 22112), the Pennsylvania portions of the Philadelphia-Wilmington, PA-NJ-DE Nonattainment Areas for the 1997 and 2006 PM2.5 NAAQS were redesignated to attainment. The current PM2.5 budgets are those for 2025, which were part of the maintenance plan that was approved in conjunction with the redesignation request.

On January 15, 2015 (80 FR 2206), EPA designated Delaware County as a single-county nonattainment area for the 2012 PM2.5 NAAQS. On September 30, 2019 (84 FR 51420), the Delaware County, PA, nonattainment area for the 2012 PM2.5 NAAQS was redesignated to attainment. The maintenance plan for the Delaware, PA, Area included 2014, 2022, and 2030 motor vehicle emissions budgets (MVEBs) for mobile sources of PM2.5 and NOx which the EPA found adequate for transportation conformity purposes.

On April 30, 2004 (69 FR 23858), EPA designated Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties as nonattainment for the 1997 8-hour ozone NAAQS, as the Pennsylvania portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Nonattainment Area (DVRPC). All three nonattainment areas (for the 1-hour and 1997 and 2008 8-hour ozone NAAQS) contain the same five Pennsylvania counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia. These counties are hereafter referred to as the Delaware Valley Regional Planning Commission (DVRPC) Region. On February 16, 2018, the District of Columbia (D.C.) Circuit Court reached a decision in South Coast Air Quality Management District v. EPA, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 8-hour ozone NAAQS to the stricter 2008 ozone NAAQS. As a result, DVRPC is meeting the 1997 8-hour ozone NAAQS conformity requirements by demonstrating conformity to the 2008 8-hour ozone NAAQS.

On May 21, 2012 (77 FR 30088), Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties were designated as nonattainment for the 2008 8-hour ozone NAAQS, as the Pennsylvania portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Nonattainment Area. On June 4, 2018 (83 FR 25776), Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties were designated as nonattainment for the 2015 8-hour ozone NAAQS, as the Pennsylvania portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Nonattainment Area. Until new mobile budgets are developed, the Pennsylvania portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE Nonattainment Area must conform to currently approved MVEBs established under the 1997 8-hour ozone NAAQS.

EPA has reviewed the air quality conformity determinations for the FY 2023-2026 Pennsylvania TIP and *Connections 2050* Long-Range Plan. EPA has determined that the conformity determinations for the 1997, 2008, and 2015 8-hour ozone NAAQS and the 1997, 2006, and 2012 PM2.5 NAAQS, for the applicable areas of the DVRPC Region, meet the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93.

With the recent update of the MOVES3 modeling software and the changeable nature of air quality standards, EPA encourages MPO staff to continue to participate in trainings and coordinate with other regional MPOs/RPOs regarding different technologies and programs that can be used to further reduce emissions and positively impact air quality. Finally, the US EPA encourages DVRPC to continue to support and program projects that are beneficial to air quality and therefore contribute to State Implementation Plan (SIP) development.

CMAQ

As part of its efforts to reduce emissions through project implementation, DVRPC conducts a competitive round of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding for both PA and NJ. The most recent rounds were conducted in 2019 in PA and 2020 in NJ. The 2019 round was the first time DVRPC had used an online application system. DVRPC staff, in consultation with the DOTs and FHWA, reviews project applications for initial eligibility and general merits. Projects deemed suitable after this screening process are then subjected to an air quality emissions analysis to ensure that they will result in an air quality benefit. Based on a project's emissions reduction potential, the MPO evaluates and selects projects for approval by the DVRPC Board using criteria weights with regards to project readiness, the sponsor's ability to deliver the project, cost-effectiveness, long-term viability of the emissions benefit, support of environmental justice, and level of cost match.

In order to ensure CMAQ Program eligibility, DVRPC assists applicants to help them prepare their project proposals in the hopes of avoiding ineligible project submissions. For the most recent application rounds, the MPO created a recorded informational webinar on the application process that was made available to potential applicants. Along with a CMAQ application checklist, DVRPC has created CMAQ guidance documents for both the Pennsylvania and New Jersey programs that project sponsors can reference when preparing their submissions. There are separate selection committees for both states, although DVRPC acknowledged that the New Jersey committee membership is not specifically defined in the guidance document as it is for Pennsylvania.

During the discussion at the On-Site Review, the MPO recognized that there are upcoming challenges regarding air quality and the CMAQ program. All areas will be required to use the MOVES3 emission modeling system to perform regional emissions analyses for transportation

conformity determinations as of January 9, 2023. Delaware County is currently very close to its PM 2.5 2014 SIP budget. To determine whether the new MOVES3 model may raise the emission levels relative to the SIP budgets (in the past there has been an increase in NOx value from the new model), DVRPC will be testing with the MOVES3 model in Fall 2022 and Winter 2023 to gauge potential impacts. Exceeding the SIP budget could have an impact on CMAQ project selection & prioritization, although DVRPC admitted this would be a challenge since project-level changes don't often have large impacts on emission levels.

DVRPC has also entered into an agreement with SEPTA to flex a large portion of its annual CMAQ funding to the transit agency beginning in 2025 for use in the transit agency's King of Prussia Rail and Trolley Modernization efforts. While this will be offset to some degree by additional CMAQ funds from the Bipartisan Infrastructure Law (BIL), DVRPC weighed the flex decision carefully and is confident that it will still be able to offer competitive CMAQ grant programs that will help the region to reduce emissions.

4.10.3 Findings

Commendation:

- The Review Team commends DVRPC staff for participating in the interagency consultation process and for consistently completing conformity determinations in a timely matter.

- The Review Team also commends DVRPC on efforts to consider new technology and programs to continue to maintain/attain the national ambient air quality standards.

Recommendation:

- The Review Team recommends that DVRPC staff, in collaboration with the other NJ MPOs, consider documenting the air quality conformity process in New Jersey to ensure that standard operating procedures, roles, and responsibilities are clearly laid out.

5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA certify that the metropolitan transportation planning process conducted in the Philadelphia urbanized area meets the federal requirements. There are recommendations in this report that warrant attention and follow-up, as well as areas where the MPO is performing very well and is to be commended.

5.1 Commendations

The following are noteworthy practices that the DVRPC MPO is doing well in the transportation planning process:

Long-Range Transportation Plan

- The Review Team commends DVRPC on the development and maintenance of the Municipal Implementation Toolbox. This toolbox will empower all municipalities/ communities to implement the vision, mission, goals, and objectives of the long-range transportation plan and in turn support the USDOT's goal of building a just and equitable transportation system by investing in historically underserved communities.

- The Review Team commends DVRPC for creating the Futures Working Group for development of the long-range transportation plan. This group which is composed of subject matter experts explores trends and issues of the Greater Philadelphia region and leads the scenario planning exercise for the long-range transportation plan. The few recent publications of this group on uncertain future trends and highly automated connected vehicles dives deep into some of the upcoming issues that transportation planners need to think about for better planning outcomes.

Transportation Improvement Program

- The Review Team commends DVRPC's continuing efforts to evaluate and further refine its project selection criteria. The large amount of effort that the MPO puts into each TIP development cycle is notable as part of an extensive collaborative process that benefits the region.

Public Participation Planning

- The Review Team commends DVRPC on its efforts to foster continuing public involvement beyond the required cyclical plan outreach, including the Public Participation Task Force and location-based efforts at public events and gatherings.

- The Review Team also commends the MPO for the posting of MPO meeting dates and times on the home page of the website along with quick links to Committee and Board resources that lead to past meeting minutes, agendas, and presentation materials. This makes it easier for members of the public to find out information that may aid in their ability and desire to participate in the MPO's activities.

Civil Rights

- The Review Team compliments the MPO for its demonstrated willingness, ability, and sensitivity to understand people of different backgrounds. We acknowledge and commend DVRPC, particularly for its "check-back" with different population groups regarding whether pictures, images, and questions resonate with them.

Freight Planning

- The Review Team commends DVRPC on its strong freight planning efforts, including the Philly Freight Finder and related tools such as county profiles, maritime indicators, and the Highway Performance Truck Travel Time Index tool.

Climate Change Planning & Energy Initiatives

- The Review Team commends DVRPC on its collaborative efforts to consider climate change and resiliency as part of planning efforts and management of the transportation system in the Greater Philadelphia region.

Transportation Safety Planning

- The Review Team commends DVRPC on its Regional Safety Task Force, which recently focused its educational and outreach efforts on addressing traffic safety culture and how it relates to the law, public health, and the media. A media toolkit was developed for reporters with tips for reporting on crashes and traffic safety topics.

- The Review Team appreciates DVRPC updating its TIP-LRP Project Benefit Evaluation Criteria to apply a score multiplier to projects that improve road safety in communities of concern in response to its 2018 Report.

- The Review Team commends DVRPC on its Experimental Pop-ups program to test innovative solutions to transportation problems.

- The Review Team notes the updated and expanded toolbox in the *Connections 2050* Plan, which helps municipalities with Plan implementation and includes numerous focus areas related to safety.

Air Quality Conformity

- The Review Team commends DVRPC staff for participating in the interagency consultation process and for consistently completing conformity determinations in a timely matter.

- The Review Team also commends DVRPC on efforts to consider new technology and programs to continue to maintain/attain the national ambient air quality standards.

5.2 Recommendations

The following are practices which could be improved upon in the transportation planning process:

Unified Planning Work Program

- The Review Team recommends that DVRPC improve the existing process of monitoring projects to ensure more transparency in the billing and project closeout documents especially in terms of total funds spent on projects and tasks in the two states.

- The Review Team recommends that DVRPC better clarify the sources of funding that are included in the individual UPWP task and task budget tables, which will make the document easier to understand by the public.

- The Review Team recommends that within the UPWP and the subsequent progress reports, DVRPC should clearly and succinctly mention the impact or benefit of each project and program to each state. If projects/activities are common to both the states, such as administration and data collection and analysis then it should be clearly mentioned that both states are benefiting in appropriate proportion from the project. This improvement will help to avoid the initiation of some of the MPO billing review findings that occurred in 2022 in New Jersey.

Transit Planning

- The Review Team recommends DVRPC to explore incorporating the Americans with Disabilities Act (ADA) accessibility into the overall Station Area Access Score.

- The Review Team recommends DVRPC specifically explore methods to engage New Jersey counties in Transit Plan Development to help strengthen regional public transit connectivity.

Public Participation Planning

- The Review Team recommends that the MPO consider the inclusion of language taglines as part of the future update of the Public Participation Plan (PPP) to help promote even greater accessibility of its documents to diverse members of the community.

Civil Rights

- The Review Team recommends that the MPO and its planning partners (NJDOT and PennDOT) develop and formalize official procedures to address prompt payment requirements. DVRPC should ensure prompt and full payment of retainage from the prime contractor to the subcontractor within 30 days after the subcontractor's work is satisfactorily completed. DVRPC should use one of the methods listed in 49 CFR 26.29. DVRPC should actively monitor payments made to subcontractors to ensure they are promptly paid.

- The Review Team recommends that DVRPC should perform its Title VI data collection and analysis separately from its EJ analysis. Title VI data will need to be applied solely on the basis of race, color, and national origin.

- Though DVRPC stated that the US Census Bureau is used as part of its data collection and analysis process, the Review Team recommends that DVRPC should include a more detailed description to ensure consistency. For example, DVRPC could consider using the 2020 Decennial Census (p2) - US Census American Community Survey - 2020 Table P2 (blocks) for demographic data collection.

Transportation Safety Planning

- The TIP-LRP Benefit Evaluation Criteria used to evaluate potential projects into the long-range plan and TIP includes safety. In order to achieve the Region's Vision Zero goal, the Review Team recommends that the scoring of projects should distinguish between nominal safety and substantive safety, prioritizing the latter.

- The Review Team recommends that DVRPC increase promotion and utilization of HSIP funds in New Jersey. If project costs exceed the programmed amount, then funds could

be transferred into the HSIP program or split funded. Specific to increased utilization, promotion, education, and training on systemic projects and project bundling could be considered.

Air Quality Conformity

- The Review Team recommends that DVRPC staff, in collaboration with the other NJ MPOs, consider documenting the air quality conformity process in New Jersey to ensure that standard operating procedures, roles, and responsibilities are clearly laid out.

APPENDIX A – PARTICIPANTS

The following individuals were involved in the Philadelphia urbanized area On-Site Review for the DVRPC MPO:

The Federal Review Team

- Uzoma Anukwe, FTA Region 2
- Sutapa Bandyopadhyay, FHWA NJ Division
- Gregory Becoat, EPA Region 3
- Ronnique Bishop, FHWA PA Division
- Rickie Clark, FHWA NJ Division
- Jennifer Crobak, FHWA PA Division
- Brian Goodson, FHWA-HQ
- Bill Houpt, FHWA PA Division
- Anthony Jreije, FTA Region 3
- Tim Lidiak, FTA Region 3
- Lucy Marius, FHWA NJ Division
- Khan Mitchell, FHWA PA Division
- Christopher Paige, FHWA NJ Division
- Gene Porochniak, FHWA PA Division
- Michael Setering, FHWA NJ Division
- Keith Skilton, FHWA NJ Division

Certification Review - Day #1 (October 12, 2022):

- Barry Seymour, Executive Director, DVRPC MPO
- Patty Elkis, Deputy Executive Director, DVRPC MPO
- Betsy Mastaglio, DVRPC MPO
- Karen Cilurso, DVRPC MPO
- Michael Boyer, DVRPC MPO
- Karin Morris, DVRPC MPO
- Jesse Buerk, DVRPC MPO
- Alison Hastings, DVRPC MPO

- Mike Andrews, DVRPC MPO
- Jaclyn Davis, DVRPC MPO
- Greg Krykewycz, DVRPC MPO
- Van Doan, DVRPC MPO
- Rick Murphy, DVRPC MPO
- Brett Fusco, DVRPC MPO
- Renee Wise, DVRPC MPO
- Sean Greene, DVRPC MPO
- Shoshana Akins, DVRPC MPO
- Jason Crouch, DVRPC MPO
- Anthony Jreije, FTA Region 3
- Gene Porochniak, FHWA PA Division
- Ronnique Bishop, FHWA PA Division
- Sutapa Bandyopadhyay, FHWA NJ Division
- Rickie Clark, FHWA NJ Division
- Brian Goodson, FHWA-HQ
- Jim Mosca, PennDOT Central Office
- David Alas, PennDOT Central Office

The following individuals participated virtually via the Zoom online platform:

- Ryan Gallagher, DVRPC MPO
- Kevin Murphy, DVRPC MPO
- Tim Lidiak, FTA Region 3
- Uzoma Anukwe, FTA Region 2
- Jennifer Crobak, FHWA PA Division
- Khan Mitchell, FHWA PA Division
- Bill Houpt, FHWA PA Division
- Christopher Paige, FHWA NJ Division
- Keith Skilton, FHWA NJ Division
- Lucy Marius, FHWA NJ Division
- Gregory Becoat, EPA Region 3
- Mark Tobin, PennDOT Central Office
- Andrew Clark, NJDOT

Public Meeting (October 12, 2022):

- Barry Seymour, Executive Director, DVRPC MPO
- Patty Elkis, Deputy Executive Director, DVRPC MPO
- Alison Hastings, DVRPC MPO
- Shoshana Akins, DVRPC MPO
- Anthony Jreije, FTA Region 3
- Gene Porochniak, FHWA PA Division
- Sutapa Bandyopadhyay, FHWA NJ Division
- Rickie Clark, FHWA NJ Division
- Brian Goodson, FHWA-HQ
- Jim Mosca, PennDOT Central Office
- David Alas, PennDOT Central Office
- Lori Howard, DVRPC Public Participation Task Force

The following individuals participated virtually via Zoom webinar:

- Tim Lidiak, FTA Region 3
- Michael Clemmons, DVRPC Public Participation Task Force
- Mary Ann Sandone, DVRPC Public Participation Task Force
- Reverend Glen Benson, Chester, PA
- Benjamin She, DVRPC Public Participation Task Force

Public Officials' Meeting (October 13, 2022):

- Barry Seymour, Executive Director, DVRPC MPO
- Patty Elkis, Deputy Executive Director, DVRPC MPO
- Karen Cilurso, DVRPC MPO
- Karin Morris, DVRPC MPO
- Greg Krykewycz, DVRPC MPO
- Michael Boyer, DVRPC MPO
- Alison Hastings, DVRPC MPO
- Renee Wise, DVRPC MPO
- Jesse Buerk, DVRPC MPO
- Shoshana Akins, DVRPC MPO

- Elise Turner, DVRPC MPO
- Van Doan, DVRPC MPO
- Anthony Jreije, FTA Region 3
- Gene Porochniak, FHWA PA Division
- Sutapa Bandyopadhyay, FHWA NJ Division
- Michael Setering, FHWA NJ Division
- Brian Goodson, FHWA-HQ
- Jim Mosca, PennDOT Central Office
- David Alas, PennDOT Central Office
- Andrew Clark, NJDOT

The following individuals participated virtually via the Zoom platform:

- Paul Smith, DVRPC
- Brett Fusco, DVRPC
- Tim Lidiak, FTA Region 3
- Uzoma Anukwe, FTA Region 2
- Ronnique Bishop, FHWA PA Division
- Khan Mitchell, FHWA PA Division
- Christopher Paige, FHWA NJ Division
- Gregory Becoat, EPA Region 3
- Donna Rendeiro, NJ Office of Planning Advocacy
- Janice Venables, NJ Governor's Office
- Jon Bloom, PA Counsel for DVRPC
- Lou Millan, NJ Transit
- Matthew Larson, Mercer County
- Matthew Popek, Montgomery County
- Richard Brahler, Bucks County
- Rohan Hepkins, PATCO/DRPA
- Heather Simmons, Gloucester County
- Tonyelle Cook-Artis, DRPA
- Jeffrey Wilkerson, City of Trenton

Certification Review – Day #2 (October 13, 2022):

- Barry Seymour, Executive Director, DVRPC MPO
- Patty Elkis, Deputy Executive Director, DVRPC MPO
- Karen Cilurso, DVRPC MPO
- Karin Morris, DVRPC MPO
- Greg Krykewycz, DVRPC MPO
- Michael Boyer, DVRPC MPO
- Alison Hastings, DVRPC MPO
- Renee Wise, DVRPC MPO
- Jesse Buerk, DVRPC MPO
- Shoshana Akins, DVRPC MPO
- Elise Turner, DVRPC MPO
- Van Doan, DVRPC MPO
- Amy Bernknopf, DVRPC MPO
- Betsy Mastaglio, DVRPC MPO
- Matt Gates, DVRPC MPO
- Chris Linn, DVRPC MPO
- Liz Compitello, DVRPC MPO
- Anthony Jreije, FTA Region 3
- Gene Porochniak, FHWA PA Division
- Sutapa Bandyopadhyay, FHWA NJ Division
- Michael Setering, FHWA NJ Division
- Brian Goodson, FHWA-HQ
- Jim Mosca, PennDOT Central Office
- David Alas, PennDOT Central Office
- Andrew Clark, NJDOT

The following individuals participated virtually via the Zoom platform:

- Tim Lidiak, FTA Region 3
- Uzoma Anukwe, FTA Region 2
- Ronnique Bishop, FHWA PA Division
- Khan Mitchell, FHWA PA Division

- Christopher Paige, FHWA NJ Division
- Rickie Clark, FHWA NJ Division
- Gregory Becoat, EPA Region 3

APPENDIX B - STATUS OF FINDINGS FROM LAST REVIEW

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the corrective actions and recommendations from the previous certification and summarizes discussions of how they have been addressed.

Corrective Action 1:

DVRPC must submit new Assurances consistent with USDOT Order 1050.2A to PennDOT, NJDOT, FHWA (PA and NJ Divisions), and FTA; and, ensure that Appendix E is attached to all contracts that it lets going forward. Additionally, the Review Team recommends that the PennDOT and NJDOT provide guidance and technical assistance to other planning partners in their respective states consistent with this corrective action. DVRPC should develop a plan for addressing corrective actions or implementation within 90-days of receiving the Planning Certification Final Report for submission to the PA and NJ FHWA Division Offices and FTA.

Disposition: On December 10, 2018, DVRPC requested, and FHWA-PA Division Staff provided, a copy of the referenced Assurances. DVRPC completed and submitted these Assurances to PennDOT, NJDOT, FHWA (PA and NJ Divisions) and FTA on December 27, 2018. In addition, effective January 14, 2019, DVRPC amended the standard articles for all contracts that it lets to include Appendix E as well as all other required elements consistent with USDOT Order 1050.2A. Based on the action taken by DVRPC, this Corrective Action has been addressed.

Recommendation 1:

The Review Team recommends that DVRPC review the referenced MOUs to assess whether they comply with new federal planning regulations**.**

Disposition: DVRPC reviewed the specified MOUs and believes that all MOUs are in compliance with all federal planning regulations, and that the MPO is acting consistently with those MOUs.

Recommendation 2:

The Review Team recommends that the specific written provisions for the Transit Asset Management (TAM) performance targets in New Jersey be completed before any new TIP or Amended TIP can be approved into the STIP**.**

Disposition: The written provisions for the Transit Asset Management performance targets in New Jersey was signed by all pertinent partners in December 2018.

Recommendation 3:

The Review Team recommends that TAM language be incorporated into the DVRPC TIP for both Pennsylvania and New Jersey (and ultimately their STIPs) as soon as possible as this is impacting the ability to approve TIP Amendments**.**

Disposition: Transportation Performance Management, including Transit Asset Management, has been incorporated into both TIPs and the Long-Range Plan, beginning with the FY 20 NJ TIP, FY 21 PA TIP, and Connections 2045 Amended Long-Range Plan.

Recommendation 4:

The Review Team recommends that cooperative procedures or methods be developed among the bi-state DOTs, DVRPC, and the transit operators (DRPA, NJ Transit, SEPTA) for submitting the annual listing of obligated projects, and it is recommended that these procedures be included in the MPO Agreements**.**

Disposition: The PA TIP MOU language has been revised; see page 10 of the regional MOU and page 4 of the statewide MOU. The NJ TIP MOU includes language for NJDOT and NJ TRANSIT on page 11. The NJ MOU has not been updated by NJDOT since 2012 and does not currently include DRPA. DVRPC has a separate Planning Procedures MOU with DRPA and is exploring possible revisions, or a separate MOU, to address the Annual List of Federally Obligated projects.

Recommendation 5:

For transparency purposes, the Review Team recommends that DVRPC highlight projects that are being carried out under the specific program areas**.** The Review Team also recommends that DVRPC highlight projects from New Jersey within the DVRPC planning area.

Disposition: Each program area and project has specific projects, tasks and products that are described within the UPWP write-up, including the location of place-based projects.

Recommendation 6:

The Review Team strongly recommends that DVRPC revise its draft LEP plan to address the existing omission of a long-term strategy to effectuate meaningful access to its programs and information by all the region's LEP language groups.

Disposition: DVRPC's current LEP plan was adopted in April 2019 and includes annual evaluation measures and readoption of the plan every 5 years. Annual evaluation measures will help DVRPC meet the goal of creating meaningful access to its programs and information by all the region's LEP language groups.

Recommendation 7:

The Review Team strongly recommends that DVRPC conduct an EJ analysis for the specific populations identified in the EJ Orders for inclusion in the next fiscal year TIP**.**

Disposition*:* DVRPC has since adapted the York MPO EJ methodology into its TIP equity analysis.

Recommendation 8:

The Review Team strongly recommends that PennDOT and NJDOT coordinate to provide DVRPC with technical assistance in the implementation of the requirements of 49 CFR 26.37. Additionally, the Review Team recommends that PennDOT and NJDOT provide guidance and technical assistance to other planning partners in their respective states consistent with this recommendation**.**

Disposition: DVRPC staff have attended several trainings organized by NJDOT, and regularly reaches out to PennDOT's Bureau of Equal Opportunity.

Recommendation 9:

The Review Team recommends that DVPRC ensure that it has a mechanism and process to ensure that work committed to DBEs at contract award is performed by the DBEs to which the work is committed. Additionally, DVRPC should ensure that its process includes a written certification that it has reviewed contracting records to ensure that work committed to DBE firms is performed by the DBE firms.

Disposition: a) DVRPC has implemented a three-pronged mechanism: 1) DBE identification via Participation Schedule submittal; 2) DBE database tracking; and 3) routine DBE payment audits; and b) Written certification implemented as part of the annual contract review process.

Recommendation 10:

The Review Team recommends that DVRPC add a statement or form to its website that informs all language groups of the availability of language related services as well as who/ how to contact. See Tri-County Regional Planning Commission website at: http://www.tcrpc-pa.org/translation

Disposition: The MPO has added this statement.

Recommendation 11:

The Review Team recommends that DVRPC add its PPP and Title VI Complaint forms to its list of vital documents.

Disposition: The MPO now considers these to be vital documents.

Recommendation 12:

The Review Team recommends that DVRPC include in its vital documents a language insert that advises LEP persons how to obtain language assistance services.

Disposition: This is now included in the LEP document. DVRPC staff have drafted an outreach plan to different organizations throughout the region about the Commission's translation services.

Recommendation 13:

The Review Team recommends that PennDOT work with DVRPC and the region's Transportation Management Associations (TMAs) to provide increased stewardship and oversight to ensure tasks and activities in the TMAs' work programs meet CMAQ Program eligibility and 2 CFR 200 requirements and that proper invoice documentation is in place prior to Federal reimbursement**.**

Disposition: For CMAQ-funded program tasks, DVRPC has worked closely with PennDOT and FHWA to ensure CMAQ eligibility for completed work through FY2022. DVRPC also worked with agency partners to develop and approve a new structure to its TMA and TDM programs: legacy

programs were combined in a new TDM Base Program grant, now administered by DVRPC, and the Travel Options Program (TOP) was created to fund more experimental TDM work. Both of these programs use STP/STBG funds for more flexibility in approving TDM tasks. The DVRPC Board approved these changes in March 2022, for work beginning July 1, 2022 (FY23).

APPENDIX C – PUBLIC COMMENTS

Public comment received by email on October 21, 2022 by Reverend Glen Benson of Chester, Pennsylvania:

- To Whom It May Concern,
  My name is Reverend Glen Benson and I am a resident of Chester, Pennsylvania. I spoke briefly in support of DVRPC at the last scheduled meeting for certification. I have been attending DVRPC meetings since 2017 in person and virtually during the pandemic. I would like to state for the record that DVRPC under the leadership of Mr. Barry Seymour and the coordination efforts of Ms. Allison Hastings, has proven to be an open and compassionate forum for the public to bring its concerns and grievances.
  Respectfully,
  Rev. Glen Benson

DVRPC Public Meeting – 10/12/2022

Lori Howard, DVRPC Public Participation Task Force (PPTF):

- DVRPC has a lot of resources available, they do a great job of doing outreach.
- Outreach needs to be done more deliberately at the local level. Often, you don't find out about things until it's too late. Additional ways to outreach are needed since most people don't read the paper any longer.

Michael Clemmons, DVRPC Public Participation Task Force, resident of Philadelphia:

- Mr. Clemmons is a member of the DVRPC Regional Technical Committee and the DVRPC Futures Group, and sometimes attends DVRPC Board meetings.
- A question to ask is whether a project is reaching out to the community. A project that has a lot of problems, such as the Washington Avenue resurfacing, can benefit from additional outreach.

Mary Ann Sandone, DVRPC Public Participation Task Force & Bike/ Ped Coordinator at the Delaware County Transportation Management Association:

- Thank you to DVRPC for allowing the region to remain competitive for grants and other funding opportunities.
- The Regional Sidewalk Inventory project has also been a positive initiative by the MPO.
- Being a member of the PPTF has been a rewarding experience.

Reverend Glen Benson, resident of Chester, PA:

- DVRPC is a good planning organization. They are very open and conducive to hearing and addressing concerns.
- Mr. Benson had an issue with PennDOT and DVRPC facilitated connecting the two parties together and getting the problem resolved.

Benjamin She, DVRPC Public Participation Task Force

- DVRPC does a good job to address issues related to transit.

DVRPC Public Officials' Meeting – October 13, 2022

Jim Mosca, PennDOT Central Office:

- He appreciates the open, cooperative relationship between PennDOT and DVRPC.
- The MPO staff is very supportive; one example is the completion of the annual UPWP.

Donna Rendeiro, NJ Office of Planning Advocacy:

- DVRPC is inclusive, welcomes comments and considers them.
- The MPO does a good job with public participation, the plans they produce, and the inclusiveness of their process.

Lou Millan, NJ Transit:

- Echoing the previous comments by Ms. Rendeiro, DVRPC is very professional, does the right things in the right way, and is a well-oiled machine.

Matthew Larson, Mercer County & alternative representative to the DVRPC Board:

- DVRPC is to be commended for their professionalism/ willingness to accommodate any request.

Andrew Clark, NJDOT:

- Echoing the earlier comments by Mr. Mosca, Mr. Clark appreciates the relationship that the NJDOT has with DVRPC.

Jeffrey Wilkerson, City of Trenton:

- DVRPC has been a stellar partner with the city of Trenton.
- They are a great agency, very thorough, and are great at finding answers to questions.

Heather Simmons, Gloucester County:

- DVRPC is a great partner and their staff is a pleasure to work with.

APPENDIX D – PUBLIC MEETING ANNOUNCEMENT

Public Meeting: DVRPC Federal Certification Review On-Lone and In-Person, Wednesday, October 12th at 5:30 pm

The Delaware Valley Regional Planning Commission (DVRPC) invites you to attend the Federal Certification Review public meeting. This meeting welcomes members of the public, partner agencies, and other stakeholders to provide comments to the FTA/FHWA certification review panel regarding DVRPC and its role as the Metropolitan Planning Organization (MPO) for the Greater Philadelphia region. The metropolitan area includes the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania, and the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey.

The MPO is responsible for establishing priorities to meet short-term (next four years) and long- term (20+ years) multimodal transportation needs. The public meeting is an important part of the federal review process that is required every four years.

You are welcome to join this meeting online or in person. Interpretation services and accommodations for individuals with disabilities can be provided to individuals who submit a request at least seven days prior to a public meeting. You can do so by calling 215/238-2929 or by emailing public_affairs@dvrpc.org.
DVRPC recommends all in-person meeting attendees and visitors to be vaccinated. If you are feeling sick, do not visit DVRPC's offices. Masking is optional.

Join online
If you plan to join online, please use the link below to register.
https://dvrpc.zoom.us/webinar/register/WN_7FrvN4DCRZKn9jvEtD_6Ig

Join by phone:
+1 646 931 3860
Webinar ID: 825 8412 7416
Passcode: 96922077

Join in Person:
Please RSVP using the same zoom registration link.

Wednesday, October 12th at 5:30 pm
Delaware Valley Regional Planning
Commission ACP Building, 8th floor
190 N. Independence Mall W.
Philadelphia, PA 19106

https://www.dvrpc.org/directions

If you have any questions about this meeting, please email public_affairs@dvrpc.org or call 215/238-2929. In addition to comments accepted in person and online during the public meeting, written comments will also be accepted until October 26, 2022. Please send all correspondence to one or more of the following contacts:

Federal Transit Administration, Region III
c/o Tim Lidiak
1835 Market Street, Suite 1901
Philadelphia, PA 19103-4124
timothy.lidiak@dot.gov / 215-656-7084
Fax#: 215-656-7260

Federal Highway Administration, Pennsylvania Division
c/o Gene Porochniak
228 Walnut Street, Room 508
Harrisburg, Pennsylvania 17101-1720
eugene.porochniak@dot.gov / 717-221-4438

Federal Highway Administration, New Jersey Division
c/o Sutapa Bandyopadhyay
840 Bear Tavern Road,
Suite 202 West
Trenton NJ 08628
sutapa.bandyopadhyay@dot.gov / 609-637-4230
Fax#: 609-538-4919

The Delaware Valley Regional Planning Commission (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, may be translated into multiple languages. Publications and other public documents can 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 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, call (215) 592-1800, or email public_affairs@dvrpc.org

APPENDIX E - LIST OF ACRONYMS

ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
AQ: Air Quality
BAMS: PennDOT's Bridge Asset Management System
BEO: PennDOT Bureau of Equal Opportunity
BIL/IIJA: The Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act
CAA: Clean Air Act
CAAA: Clean Air Act Amendments
CFR: Code of Federal Regulations
CMAQ: Congestion Mitigation and Air Quality
CMP: Congestion Management Process
CO: Carbon Monoxide
DBE: Disadvantaged Business Enterprise
DOT: Department of Transportation
EJ: Environmental Justice
EPA: Environmental Protection Agency
FAST Act: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
GIS: Geographic Information Systems
HSIP: Highway Safety Improvement Program
IRI: International Roughness Index
ISTEA: Intermodal Surface Transportation System Efficiency Act
ITS: Intelligent Transportation Systems
LEP: Limited-English-Proficiency
LRTP: Long Range Transportation Plan
M&O: Management and Operations
MAP-21: Moving Ahead for Progress in the 21st Century
MOA: Memorandum of Agreement
MOU: Memorandum of Understanding
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization

MTP: Metropolitan Transportation Plan
NAAQS: National Ambient Air Quality Standards
NHS: National Highway System
NJDOT: New Jersey Department of Transportation
NO_2: Nitrogen Dioxide
O_3: Ozone
PAMS: PennDOT's Pavement Asset Management System
PBPP: Performance-Based Planning and Programming
PennDOT: Pennsylvania Department of Transportation
PM_{10} and $PM_{2.5}$: Particulate Matter
PPP: Public Participation Plan
SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHSP: Strategic Highway Safety Plan
STBG: Surface Transportation Block Grant
STIP: State Transportation Improvement Program
STU: Surface Transportation - Urban
TAM: Transit Asset Management
TAMP: Transportation Asset Management Plan
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TPM: Transportation Performance Management
TSMO: Transportation Systems Management and Operations
TYP: Twelve Year Plan
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation

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