

FY 2024 | Unified Planning Work Program

Chapter 1 Introduction



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Delaware Valley Regional Planning Commission

FY 2024 Unified Planning Work Program

Introduction

The FY 2024 Unified Planning Work Program (UPWP) for the Delaware Valley Regional Planning Commission (DVRPC) incorporates the planning programs and support activities of DVRPC and its member governments for the period July 1, 2023 through June 30, 2024. A Unified Planning Work Program (UPWP) is developed annually by the DVRPC Board with its planning partners to reflect the region's short-range planning needs.

Federal laws and regulations require the formation of a metropolitan planning organization (MPO) for each urbanized area with a population of more than 50,000. The MPO designated for each urbanized area is obliged to carry out a continuing, cooperative and comprehensive, performance-based, multi-modal transportation planning process. For MPOs such as DVRPC with a population greater than 200,000, a designation of Transportation Management Area (TMA) is assigned. This designation brings with it additional planning requirements. The Delaware Valley Regional Planning Commission (DVRPC) is the

federally-designated TMA MPO for the nine-county metropolitan region that includes Bucks, Chester, Delaware, and Montgomery counties and the City of Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.



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

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

Planning Priorities Facing the Region

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

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

UPWP Development Process

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

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

UPWP Document Organization

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

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

Planning Emphasis Areas

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

New 2022 Planning Emphasis Areas

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

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

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

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

Equity and Justice⁴⁰ in Transportation Planning

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

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

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

Complete Streets

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

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

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

Public Involvement

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

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

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

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

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

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

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

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

Federal Land Management Agency (FLMA) Coordination

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

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

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

Planning and Environment Linkages (PEL)

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

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

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

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

Data in Transportation Planning

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

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

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

Federal Legislation Requirements

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

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

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

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

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

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

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

Coordination with Member Governments and Other Planning Partners

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

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

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

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

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

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

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

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

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

UPWP Budget and Funding

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

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

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

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

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

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

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

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

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

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

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

Table 1: Funding Summary

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

Table 2: Project Funding by Source

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2024 BUDGET	HIGHWAY PL PROGRAM	TRANSIT PL PROGRAM	COMPREHENSIVE PLANNING	OTHER
	Chpt. Two-Sect. A	DVRPC PROGRAM AREAS					
45	24-23-010	Regional Forum	\$ 317,500	\$ 235,196	\$ 79,804	\$ 2,500	
47	24-23-020	Work Program Administration	380,867	273,175	92,892	5,000	10,000
49	24-23-030	Public Participation, Involvement and Outreach	429,500	318,821	108,179	2,500	
52	24-23-040	Title VI and Environmental Justice	221,500	163,517	55,483	2,500	
55	24-23-050	Data Visualization and Communication	620,000	462,924	157,076	-	
58	24-23-060	Web Development and Database Management	900,000	671,987	228,013	-	
60	24-23-070	Data Coordination and Analysis	356,250	285,062	89,938	1,250	
63	24-23-080	Technical Assistance to Member Governments	423,077	313,930	78,397	10,750	20,000
66	24-33-010	Smart Growth	488,500	305,008	103,492	40,000	
69	24-33-020	Community & Economic Development	658,500	469,271	159,229	30,000	
72	24-33-030	Energy and Climate Change Initiatives	379,008	281,121	95,387	2,500	
76	24-33-040	Environmental Planning	334,500	334,500	-	-	
79	24-33-050	Geographic Information Systems	354,400	264,614	89,786	-	
81	24-34-010	Long-Range Planning	627,000	449,485	152,515	25,000	
84	24-34-020	Freight Planning	404,500	301,088	102,162	1,250	
87	24-34-030	Travel and Land Use Modeling	487,250	362,873	123,127	1,250	
90	24-34-040	Regional Congestion Management Program	242,250	179,943	61,057	1,250	
94	24-34-050	Air Quality Planning	264,250	196,370	66,630	1,250	
98	24-34-060	Performance-Based Planning and Programming	327,500	225,862	76,638	25,000	
102	24-34-070	Socioeconomic and Land Use Analytics (SLUA)	235,000	175,463	59,537	-	
105	24-34-080	Transportation Improvement Program (TIP)	761,250	567,456	192,544	1,250	
108	24-52-010	Regional Transit Planning Program	433,750	-	315,000	28,750	90,000
111	24-52-020	Bicycle and Pedestrian Planning Program	346,750	254,235	86,265	6,250	
114	24-52-030	Mobility Analysis and Design Program	702,250	508,470	172,530	5,250	16,000
117	24-52-040	Transportation Safety	419,250	312,101	105,899	1,250	
122	24-52-050	Transportation Operations	597,950	154,333	52,367	1,250	390,000
128	24-52-060	Competitive Program and Project Management	1,334,500	144,500	-	-	1,190,000
130	24-52-070	PA TDM Base Program Administration and Commuter Services	325,000	-	-	-	325,000
132	24-53-010	Travel Monitoring	764,500	619,500	-	-	145,000
		Subtotal	\$ 14,136,552	\$ 8,810,805	\$ 2,903,747	\$ 196,000	\$ 2,226,000
	Chpt. Two-Sect. B	DVRPC PROJECTS					
	21-34-130	Reg. Aviation Plan - 2045**	100,000			-	100,000
	22-33-200	William Penn- Completing the Circuit #284-21**	65,000			-	65,000
	22-34-080	Regional Aviation System Planning**	50,000			-	50,000
	23-34-100	Regional Aviation System Planning**	110,000			-	110,000
	23-52-190	Downtown Bicycle and Pedestrian Plans for Burlington County**				-	80,000
	21-10-010	General Fund	213,932			-	213,932
139	24-33-100	Regional Transportation GIS Coordination	400,000			-	400,000
141	24-33-110	Local Technical Assistance Program (LTAP)	30,000			-	30,000
143	24-33-120	Pennsylvania Coastal Zone Management Implementation Program	50,000			-	50,000
145	24-33-130	Healthy Communities Planning	142,500	82,178	27,822	6,500	26,000
148	24-33-140	PA/NJ Local Planning Initiatives	90,500	-	-	40,500	50,000
151	24-33-150	An Investigation into Multi-Municipal Planning to Meet Stormwater Permitting Requirements	50,000			-	50,000
153	24-33-160	Regional Energy Transition Plan for Southeast PA	185,000			-	185,000
155	24-33-170	Carbon Reduction Program	200,000	62,589	37,411	-	100,000
158	24-33-180	Regional Affordable and Accessible Housing	210,000	156,884	53,116	-	-
160	24-33-190	Economic Development District (EDD) Program	140,000			70,000	70,000

Table 2 Continued

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2024 BUDGET	HIGHWAY PL PROGRAM	TRANSIT PL PROGRAM	COMPREHENSIVE PLANNING	OTHER
162	24-33-200	Regional Trails Program	289,000	111,962	68,038	-	89,000
165	24-34-100	Aircraft Operations Counting Program	110,000	-	-	3,000	107,000
167	24-34-110	Central Jersey Transportation Forum (CJTF)	125,000	-	-	-	125,000
169	24-34-120	I-95 Planning Assistance	100,000	-	-	-	100,000
171	24-34-130	Enhance and Maintain Travel Forecasting Tools	685,000	-	-	5,000	680,000
175	24-34-140	District 6 Modeling Assistance	460,000	-	-	-	460,000
177	24-34-150	Philadelphia Trip Generation Model	150,000	-	-	-	150,000
180	24-34-160	I-95 Traffic Forecasts	155,000	-	-	-	155,000
183	24-34-170	PA Air Quality Action Supplemental Services	125,000	-	-	-	125,000
185	24-34-180	NJ Air Quality Action Supplemental Services	50,000	-	-	10,000	40,000
187	24-34-190	Regional Electric Vehicle Planning Program	150,000	-	-	-	150,000
190	24-34-200	2025 On-Board and Household Travel Survey Planning	200,000	-	-	-	200,000
193	24-52-100	Regional TOP Competitive Program Administration (PA and NJ)	300,000	-	-	20,000	280,000
196	24-52-110	ExPo: Experimental Pop-ups Program	200,000	-	-	-	200,000
199	24-52-120	SEPTA Regional Rail TSCD and Station Area Planning	200,000	-	-	-	200,000
201	24-52-130	Increasing Safe and Accessible Transportation Options	426,072	-	-	-	426,072
205	24-52-140	Pottstown Area Regional Plan Development	75,000	56,030	18,970	-	-
207	24-52-150	PennDOT Connects Bike-Friendly Resurfacing Program	250,000	-	-	-	250,000
210	24-52-160	Transportation Planning & Project Dev. Support for Disadvantaged Communities	250,000	50,000	-	-	200,000
213	24-52-170	Transportation Systems Management and Operations (TSMO)	554,000	-	-	-	554,000
217	24-53-020/025	HPMS and Functional Classification System (PA & NJ)	200,000	200,000	-	-	-
219	24-53-030	PennDOT District 6-0 Traffic Volume Data	300,000	-	-	-	300,000
221	24-59-700	Member Government Special Studies	991,944	-	-	-	991,944
223	24-59-701	New Projects and Misc. Carryover	466,633	-	-	234,833	231,800
		Subtotal	\$ 8,889,581	\$ 719,643	\$ 205,357	\$ 389,833	\$ 7,574,748
		SUBTOTAL DVRPC PROGRAM	\$ 23,026,133	\$ 9,530,448	\$ 3,109,104	\$ 585,833	\$ 9,800,748
		**Carryover Projects					
MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH							
Chapter Three A & B							
229-244	A: 24-60-010 to 24-60-051	Supportive Regional Highway Planning Program	\$ 798,000	\$ -	-	\$ -	\$ 798,000
249-271	B: 24-61-010 to 24-61-100	NJ Supportive Regional Highway Planning Program	499,000	-	-	-	499,000
		Subtotal	\$ 1,297,000	\$ -	\$ -	\$ -	\$ 1,297,000
Chapter Four A & B							
277-295	A: 24-63-001 to 24-63-009	Transit Support Program	\$ 1,125,000	\$ -	\$ 1,125,000	-	-
301-314	B: 24-63-020 to 24-63-026	PA Transit Program	483,250	-	483,250	-	-
		Subtotal	\$ 1,608,250	\$ -	\$ 1,608,250	-	-
Other Member Government Projects							
319	Chapter Five	PA/NJ Regional GIS Implementation	300,000	-	-	-	300,000
321	24-53-300	New Jersey Local Concept Development (3 Years)	400,000	-	-	-	400,000
323	24-62-100	New Jersey Signal Relining (2 Years)	380,000	-	-	-	380,000
325	24-64-100	NJ Transportation and Community Development Initiative (TCDI) - (2 Years)	600,000	-	-	-	600,000
327	24-66-100	Concept of Operations for Traffic Operation Center - Camden City (2 Years)	275,000	-	-	-	275,000
		Subtotal	\$ 1,955,000	\$ -	\$ -	\$ -	\$ 1,955,000
		SUBTOTAL MEMBER GOVERNMENTS & OPERATING AGENCIES	\$ 4,860,250	\$ -	\$ 1,608,250	\$ -	\$ 3,252,000
		GRAND TOTAL	\$ 27,886,383	\$ 9,530,448	\$ 4,717,354	\$ 585,833	\$ 13,052,748

Agency Roles and Responsibilities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DVRPC's Working Committees

One of the primary roles of DVRPC is to coordinate its planning programs, and those of its member governments, with other organizations and citizens residing in the region. To accomplish this objective, DVRPC facilitates several committees to address the regional issues of transportation, land use, air quality, housing, goods movement, long range planning, and citizens' concerns. These committees enhance the regional forum provided by the Board and extend it so that all interested and involved parties can discuss and provide direction for policy on regional planning in the Delaware Valley. These working committees include:

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

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

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

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

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

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

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

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

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

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

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

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

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

UPWP Program Areas

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

Regional Forum

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

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

Work Program Administration

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

Key Products: FY 2025 Unified Planning Work Program.

Public Participation, Involvement, and Outreach

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

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

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

Title VI and Environmental Justice

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

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

Data Visualization and Communication

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

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

Web Development and Database Management

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

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

Data Coordination and Analysis

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

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

Key Products: Updated data portal and search tools.

Socioeconomic and Land Use Analytics

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

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

Geographic Information Systems

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

Key Products: Updated and new web mapping applications.

Smart Growth

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

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

Community and Economic Development

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

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

Energy and Climate Change Initiatives

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

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

Environmental Planning

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

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

Long-Range Planning

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

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

Freight Planning

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

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

Transportation Safety

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

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

Regional Congestion Management Program

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

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

Air Quality Planning

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

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

Technical Assistance to Member Governments

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

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

Transportation Improvement Program (TIP)

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

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

Transportation Operations

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

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

Performance Based Planning and Programming

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

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

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

Competitive Program and Project Management

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

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

Travel and Land Use Modeling

The Travel and Land Use Modeling work program element is intended to develop, enhance, maintain, and apply DVRPC's Land Use, Travel Demand, and Air Quality Models in support of a wide variety of planning activities. Short and long-range regional, corridor, and facility planning studies require accurate socioeconomic, land use, and travel forecasts. Certification of the regional plan and planning process require up to date models that address federal regulations. The models that produce these projections and perform these analyses need to be validated and calibrated with current data. Furthermore, refinement and revalidation of DVRPC's land use, travel simulation, and mobile source emissions models are needed on a continuing basis to maintain the accuracy and credibility of forecasts and to respond to new mandates and guidance from the federal government, state agencies, and member governments. In addition to the studies performed by DVRPC, staff will also provide support and assistance under this program to DVRPC's consultants.

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

Regional Transit Planning Program

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

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

Bicycle & Pedestrian Planning Program

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

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

Mobility Analysis and Design Program

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

Key Products: Delaware County hazardous trail crossings study.

PA TDM Base Program Administration and Commuter Services

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

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

Travel Monitoring

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

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

UPWP Linkages

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

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

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

Table 3: Federal Planning Factors

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

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

Table 4: Long Range Plan Key Principles

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

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

Table 5: MPO Regional Planning Process Requirement Milestones

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