

FY 2023 | Unified Planning Work Program

Chapter 1 Introduction



Table of Contents

Chapter 1: Introduction

Introduction	7
Planning Priorities Facing the Region	8
UPWP Development Process	8
UPWP Document Organization	9
Planning Emphasis Areas	9
Federal Legislation Requirements	15
Coordination with Member Governments and Other Planning Partners	16
Supportive Regional Highway Planning Program (SRHPP), Transit Support Program (TSP), and Geographic Information System (GIS) Pass-Through Funding	17
UPWP Budget and Funding	18
Agency Roles and Responsibilities	23
DVRPC's Working Committees	28
UPWP Program Areas	29
UPWP Linkages	38

Tables

Table 1: Funding Summary	20
Table 2: Project Funding by Source	21
Table 3: FAST Act Planning Factors	39
Table 4: Long Range Plan Key Principles	40
Table 5: MPO Regional Planning Process Requirement Milestones	41

Delaware Valley Regional Planning Commission FY 2023 Unified Planning Work Program

Introduction

The FY 2023 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, 2022 through June 30, 2023. 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 2023 Unified Planning Work Program.

Planning Priorities Facing the Region

The metropolitan planning regulations promulgated through the FAST (Fixing America's Surface Transportation) 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 2023 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, 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. During the time that this UPWP was being drafted, the Infrastructure Investment and Jobs Act (IIJA), which reauthorizes the nation's surface transportation legislation (as well as other infrastructure), was signed by the President. Since regulations and guidance for MPOs' development of UPWPs is not yet available from the IIJA, this FY23 UPWP will continue to follow the current regulations and guidelines under the FAST Act, and the FAST Act will continue to be referenced. DVRPC will update the UPWP, as needed, when new regulations, guidelines, and funding for UPWPs become available.

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 August/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 is presented at the 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 2023 Unified Planning Work Program is divided into six chapters. Chapter One serves as an introduction to DVRPC's operations and relationships to other transportation and planning organizations in the Delaware Valley region. Chapter Two provides details of the Program Areas and Projects which DVRPC will be undertaking during FY 2023. 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 directed by priority Planning Emphasis Areas (PEAs) as identified by our federal and state partners. Planning activities identified in this document strive to incorporate the requirements of the FAST Act, where applicable. New Planning Emphasis Areas were announced by FHWA and FTA in January of 2022, after the FY23 UPWP was drafted. In issuing the new PEAs, the federal agencies recognized the variability of work program development update cycles, and encouraged MPOs to incorporate the new PEAs into the next update cycle of their UPWPs. Although the new PEAs were issued as the draft UPWP was completing its public comment period, DVRPC is well-positioned to address them in FY23 and beyond. Examples of the previous Planning Emphasis Areas that the UPWP was crafted to address are below, followed by a summary of the new PEAs.

- Continue to collaborate with state DOTs and federal partners to implement provisions of the FAST Act including Performance Measure Targets and freight provisions.

- Continue to support greater coordination with other MPOs, state DOTs, transit agencies, TMAs and counties in mobility and land use planning. This can include Regional Models of Cooperation like the Central Jersey Transportation Forum, grant or technical assistance programs to encourage vibrant, sustainable communities, and developing and maintaining databases in support of smart growth, and other related activities.
- Implement actions that support Ladders of Opportunity through fairness and improved coordination of services, access and mobility for low income, minority, persons with disabilities and seniors.
- Pursue congestion relief strategies such as Transportation Demand Management (TDM) strategies and low-cost operational improvements at intersections and bottlenecks.
- Implement actions to assist the DOTs with data collection such as Model Inventory of Roadway Elements (MIRE) on county and local roads and data on local-owned road and bridge assets.
- Collect and submit traffic counts to state DOTs.
- Where possible, support the collection of bicycle and pedestrian volume data on county roadways
- Provide opportunities to develop and complete the East Coast Greenway and Circuit Trails network
- Verify and update roadway inventory and performance measures on Highway Performance Monitoring System (HPMS) sample sections.
- Coordinate with state DOTs in the development and integration of standards and measures necessary to meet a performance-based approach to Asset Management and to implement the Capital Investment Strategy.
- Participate in data-driven safety planning activities.
- Improve primary freight corridors and hubs for more efficient access and improved system performance.
- Enhance the visibility and effectiveness of freight planning and support the improvement of intermodal freight connectors.
- Continue to champion truck parking improvements throughout the state.
- Continue to advance rail freight projects, connectivity solutions, and planning initiatives: specifically, enhance regional connectivity in South Jersey through New Jersey and Pennsylvania.
- Investigate the impacts of increased goods delivery from on-line sources with regard to land use and transportation.

- Improve safety as it regards freight related access to warehouses and industrial parks for trucks as well as employees.
- Maximize opportunities for Complete Streets implementation and consider adoption of a Complete Streets Policy.
- Refine local project prioritization processes to include scoring factors that are based on potential health outcomes, safety improvements, connectivity for all modes, proximity to schools and transit stops, and other factors.
- Invest in compliance and adaptation of Intelligent Transportation Systems (ITS) Regional Architecture in all pertinent and applicable projects.
- Improve traffic operations through Intelligent Transportation System upgrades and enhanced coordination at the interstate, state, county and local level.
- Work with state DOTs and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather.
- In partnership with New Jersey Department of Transportation's (NJDOT's) Complete Team, institutionalize an improved process for initiating mobility and freight improvements with an updated, coordinated and streamlined approach to developing and vetting problem statements.
- Implement actions to assist NJDOT Division of Local Aid and Economic Development in expanding outreach and assistance to local public agencies to foster improved project delivery and compliance with federal regulations.
- Continue to engage with the public to strengthen public confidence and participation in the planning process through the use of web tools/technology, social media, outreach, education and public forums/meetings.
- Update and maintain the region's Long-Range Plan, TIP, Congestion Management Process, and Travel Demand Model and work with NJDOT and NJ TRANSIT in the development of the Statewide Long-Range Transportation Plan.
- Partner with PennDOT to market and manage PennDOT's Local Technical Assistance Program (LTAP) in District 6.
- Work to incorporate automated/connected/electric/shared use vehicles into the planning process, recognizing the challenges, opportunities, and uncertainty associated with these technologies.
- Implement actions that uphold fairness and improved coordination of services, access, and mobility for low income and minority populations, persons with disabilities, and senior citizens.

- Work with willing county and municipal partners for integration of transportation and land use to promote community livability and maximize the efficiency of the transportation system.
- Continue programs that support communities as they initiate or expand work on transit-oriented development (TOD).

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.

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.

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.

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.

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.

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).

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.

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.

Federal Legislation Requirements

As the federally designated metropolitan planning organization for the region, DVRPC must respond to the planning requirements of two federal laws: the FAST Act/Infrastructure Investment and Jobs Act and the Clean Air Act Amendments of 1990 (CAAA). The Infrastructure Investment and Jobs Act bill 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 IJJA 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 IJJA. However, as noted earlier, the FY23 UPWP will continue to follow the current federal regulations and guidelines for MPOs under the FAST Act until IJJA regulations and guidelines for UPWPs become available.

Under the FAST Act legislation, the MPO is a partner in the planning for the use of all federal transportation funds allocated within their region. The FAST Act also requires the MPO to produce and oversee a 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 promulgated from the FAST Act identify ten planning factors that must be considered in the metropolitan planning process. The ten planning factors listed below are integrated within the 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**.
- 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 underwent the site-visit portion of the review in October 2018 and received the Final Certification Review Report in February 2019. With the preparation and distribution of the Final Report, the FHWA and FTA certified DVRPC's metropolitan transportation planning process including DVRPC's successful actions to address one corrective action. The site-visit portion of the next federal certification review is expected to be conducted in the Fall of 2022.

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 and municipalities, to support projects that link revitalization, economic development and transportation needs.

DVRPC also responds to the needs of other partners, including state and federal agencies, operating authorities, as well as nonprofit foundations and organizations. Consequently, DVRPC annually undertakes a number of special projects funded under a variety of programs to address pressing regional issues. DVRPC continues to implement programs like 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 Process, Transportation Performance Management activities as well as other regional planning efforts. During FY23, 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 Process, Transportation Operations Master Plan, and Regional Transportation Safety Action 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 highway and trail 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 Process. 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 FY2023 Unified Planning Work Program is \$22,090,950 which remains at the same level compared with the operating budget of \$22,103,460 in FY 2022 Unified Planning Work Program. The estimated revenue and funding amount is expected to remain at the same level as FY2022 while more administrative tasks will be taken on by DVRPC staff due to expanded passthrough programs. Total pass-through funding for member governments in FY 2023 is \$11,729,150, nearly doubling the pass-through funding of \$6,392,000 in FY 2022. The increase in pass-through funding is driven by newer programs requested by the local member governments such as Travel Demand Management (TDM), Transportation Travel Options (TOP) Program, and Camden County Guide Rails. Additionally, DVRPC continues to manage the Transportation and Community Development Initiative (TCDI) program along with the New Jersey Local Concept Development Project in FY2023.

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
- Federal Transit Administration (FTA) Metropolitan Planning Funds
- Federal Aviation Administration (FAA) Funding
- PA/NJ Transportation Improvement Program Funds
- Member Government Contributions
- PennDOT Supplemental Funding
- PennDOT Connects (State Planning and Research) Funding
- PennDOT State Funds
- PA Department of Environmental Protection (PADEP) Funding
- DVRPC Local Initiatives
- William Penn Foundation Grants

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 2023 | Unified Planning Work Program

Table 1: Funding Summary

FUNDING SOURCE	GENERAL FUND	HIGHWAY PROGRAM	TRANSIT PROGRAM	COMP PLANNING	OTHER PROGRAMS	TOTAL
MISCELLANEOUS	\$0	\$0	\$0	\$0	\$2,783,775	\$2,783,775
FAA	0	0	0	0	198,000	198,000
PA FTA	0	0	1,830,000	0	106,000	1,936,000
PA FHWA	0	4,848,000	0	0	4,616,912	9,464,912
PA STATE	0	669,000	0	0	449,600	1,118,600
PA OTHER	0	0	0	0	300,000	300,000
PA LOCAL	0	0	0	0	239,000	239,000
NJ FTA	0	0	510,753	0	-	510,753
NJ FHWA	0	2,538,546	0	0	1,526,600	4,065,146
NJ STATE	0	0	0	0	-	0
NJ LOCAL	0	0	0	0	10,000	10,000
PA LOCALS	\$153,127	\$354,000	\$305,500	\$419,324	\$3,055	\$1,235,006
Bucks County	23,471	35,100	36,348	64,272	611	159,802
Chester County	19,400	66,688	48,465	53,126	611	188,290
Delaware County	19,756	56,159	36,348	54,101	611	166,975
Montgomery County	31,095	52,649	48,465	85,150	611	217,970
City of Philadelphia	58,221	140,395	133,278	159,433	611	491,938
City of Chester	1,184	3,009	2,596	3,241	-	10,030
NJ LOCALS	\$60,805	\$0	\$0	\$166,509	\$2,444	\$229,758
Burlington County	16,766	0	0	45,913	611	63,290
Camden County	16,397	0	0	44,903	611	61,911
Gloucester County	10,975	0	0	30,051	611	41,637
Mercer County	10,762	0	0	29,472	611	40,845
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	\$8,409,546	\$2,646,253	\$585,833	\$10,235,386	\$22,090,950
MEMBER GOVERNMENTS AND TRANSIT OPERATING AGENCIES						
PA FTA	\$0	\$0	\$900,000	\$0	\$0	900,000
PA FHWA	0	0	0	0	\$5,643,120	5,643,120
NJ FTA	0	0	386,600	0	\$0	386,600
NJ FHWA	0	0	0	0	\$2,479,000	2,479,000
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	\$1,998,780	1,998,780
SUBTOTAL	\$0	\$0	\$1,608,250	\$0	\$10,120,900	\$11,729,150
GRAND TOTAL	\$213,932	\$8,409,546	\$4,254,503	\$585,833	\$20,356,286	\$33,820,100

Table 2: Project Funding by Source

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2023 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
	Chpt. Two-Sect. A						
	DVRPC PROGRAM AREAS						
47	23-23-010	Regional Forum	\$ 302,500	\$ 226,687	\$ 73,313	\$ 2,500	\$ -
49	23-23-020	Work Program Administration	385,000	264,468	85,532	5,000	10,000
51	23-23-030	Public Participation, Involvement and Outreach	414,500	311,316	100,684	2,500	-
55	23-23-040	Title VI and Environmental Justice	211,500	157,925	51,075	2,500	-
59	23-23-050	Data Visualization and Communication	595,000	449,595	145,405	-	-
63	23-23-060	Web Development and Database Management	875,000	661,169	213,831	-	-
65	23-23-070	Data Coordination and Analysis	341,250	256,911	83,089	1,250	-
69	23-23-080	Technical Assistance to Member Governments	331,274	220,412	71,287	19,575	20,000
73	23-33-010	Smart Growth	673,500	454,312	146,930	32,258	40,000
77	23-33-020	Community & Economic Development	606,000	216,108	69,892	45,000	275,000
83	23-33-030	Energy and Climate Change Initiatives	376,508	282,609	91,399	2,500	-
89	23-33-040	Environmental Planning	314,500	259,500	-	55,000	-
95	23-33-050	Geographic Information Systems	339,400	233,789	75,611	30,000	-
97	23-34-010	Long-Range Planning	597,000	417,103	134,897	45,000	-
101	23-34-020	Freight and Aviation Planning	389,500	282,036	91,214	16,250	-
105	23-34-030	Travel and Land Use Modeling	482,250	348,342	112,658	1,250	-
109	23-34-040	Regional Congestion Management Process	232,250	174,549	56,451	1,250	-
113	23-34-050	Air Quality Planning	254,250	191,172	61,828	1,250	-
119	23-34-060	Performance-Based Planning and Asset Management	312,500	217,241	70,259	25,000	-
123	23-34-070	Socioeconomic and Land Use Analytics	225,000	154,903	50,097	20,000	-
127	23-34-080	Transportation Improvement Program (TIP)	661,250	498,711	161,289	1,250	-
131	23-52-010	Regional Transit Planning Program	419,250	-	285,000	44,250	90,000
135	23-52-020	Bicycle and Pedestrian Planning Program	331,750	234,621	75,879	21,250	-
139	23-52-030	Mobility Analysis and Design Program	672,250	476,798	154,202	25,250	16,000
143	23-52-040	Transportation Safety	399,250	300,738	97,262	1,250	-
149	23-52-050	Transportation Operations	572,950	137,297	44,403	1,250	390,000
155	23-52-060	Competitive Program and Project Management	1,254,500	64,500	-	-	1,190,000
157	23-52-070	PA TDM Base Program Administration and Commuter Services	325,000	-	-	-	325,000
159	23-53-010	Travel Monitoring	739,500	594,500	-	-	145,000
		Subtotal	\$ 13,594,382	\$ 8,087,312	\$ 2,603,487	\$ 402,583	\$ 2,501,000
	Chpt. Two-Sect. B						
	DVRPC PROJECTS						
	15-44-300	William Penn-Planning, Design and Construction of Priority Trails**	40,000	-	-	-	40,000
	21-34-080	Regional Aviation System Planning**	45,000	-	-	-	45,000
	21-34-130	Reg. Aviation Plan - 2045**	65,000	-	-	-	65,000
	22-34-080	Regional Aviation System Planning**	80,000	-	-	-	80,000
	22-52-120	Racial Minority Mobility Choices Study**	125,000	-	-	-	125,000
	23-10-010	General Fund	213,932	-	-	-	213,932
165	23-33-100	Regional Transportation GIS Coordination	400,000	-	-	-	400,000
167	23-33-110	Local Technical Assistance Program (LTAP)	30,000	-	-	-	30,000
169	23-33-120	Pennsylvania Coastal Zone Management Implementation Program	50,000	-	-	-	50,000
173	23-33-130	Healthy Communities Planning	137,500	79,340	25,660	6,500	26,000
177	23-33-140	PA/NJ Local Planning Initiatives	90,000	-	-	40,000	50,000
181	23-33-150	An Investigation into Multi-Municipal Planning to Meet Stormwater Permitting	50,000	-	-	-	50,000
183	23-33-160	Local Government Energy Implementation Strategies and Initiatives	50,000	-	-	-	50,000
185	23-33-200	William Penn Regional Trail Program	89,000	-	-	-	89,000
189	23-34-100	Regional Aviation System Planning	220,000	-	-	-	220,000
191	23-34-110	Central Jersey Transportation Forum	125,000	-	-	-	125,000
193	23-34-120	I-95 Planning Assistance	100,000	-	-	-	100,000
195	23-34-130	Enhance and Maintain Travel Forecasting Tools	665,000	-	-	5,000	660,000

Table 2 Continued

Page	PROJECT NUMBER	PROGRAMS/PROJECTS	FY 2023 BUDGET	HIGHWAY PLANNING	TRANSIT PLANNING	COMPREHENSIVE PLANNING	OTHER
201	23-34-140	District 6 Modeling Assistance	460,000				460,000
203	23-34-150	Philadelphia Trip Generation Model	150,000				150,000
207	23-34-160	I-95 Traffic Forecasts	155,000				155,000
209	23-34-170	PA Air Quality Action Supplemental Services	125,000				125,000
211	23-34-180	NJ Air Quality Action Supplemental Services	50,000				50,000
213	23-34-190	Regional Electric Vehicle Planning Program	150,000				150,000
217	23-52-100	Regional TOP Competitive Program Administration (PA and NJ)	300,000			20,000	280,000
221	23-52-110	ExPo: Experimental Pop-ups Program	200,000				200,000
225	23-52-120	PennDOT Road Diet Prioritization	150,000				150,000
227	23-52-130	Regional Sidewalk Development Program	150,000				150,000
231	23-52-140	Pottstown Area Regional Plan Development	70,000	52,894	17,106		
233	23-52-150	PennDOT Connects Bike-Friendly Resurfacing Program	250,000				250,000
237	23-52-160	Vine Street Cap	200,000				200,000
239	23-52-170	Transportation Systems Management and Operations (TSMO)	554,000				554,000
243	23-52-180	Connectivity Options for US202 Section 200	150,000				150,000
245	23-52-190	Burlington Township / Florence Township Connector Road Planning Study	125,000				125,000
247	23-53-020/025	HPMS and Functional Classification System (PA & NJ)	190,000	190,000			
249	23-53-030	PennDOT District 6-0 Traffic Volume Data	300,000				300,000
251	23-53-035	NJDOT Counting Program	270,000				270,000
253	23-59-700	Member Government Special Studies	991,944				991,944
255	23-59-701	New Projects and Misc. Carryover	818,442				818,442
		Comp. PL. reserved match	111,750		111,750		
		Subtotal	8,496,568	322,234	42,766	183,250	7,948,318
		SUBTOTAL DV/PC PROGRAM	\$ 22,090,950	\$ 8,409,546	\$ 2,646,253	\$ 585,833	\$ 10,449,318
		**Carryover Projects					
MEMBER GOVERNMENT / TRANSIT OPERATING AGENCIES / OTHER PASS-THROUGH							
Chapter Three A & B							
263-280	A: 23-60-010 to 23-60-051	Supportive Regional Highway Planning Program	\$ 698,000				\$ 698,000
287-312	B: 23-61-010 to 23-61-100	NJ Supportive Regional Highway Planning Program	499,000				499,000
		Subtotal	\$ 1,197,000				\$ 1,197,000
Chapter Four A & B							
319-340	A: 23-63-000 to 23-63-010	PA Transit Program	\$ 1,125,000		\$ 1,125,000		
347-362	B: 23-63-020 to 23-63-027	NJ Transit Program	483,250		483,250		
		Subtotal	\$ 1,608,250		\$ 1,608,250		
Other Member Government Projects							
	Chpt. Five	William Penn Trail Grants	\$ 1,000,000				\$ 1,000,000
367	23-33-200	Camden County Guidetrails (2 Years)	1,000,000				1,000,000
369	23-53-300	PA/NJ Regional GIS Implementation Coordination	300,000				300,000
371	23-62-100	New Jersey Local Concept Development- (3 Years)	430,000				430,000
373	23-67-100	PA Transportation and Community Development Initiative (TCDI)- (2 Years)	1,200,000				1,200,000
375	23-70-100	PA Transportation Demand Management (TDM) Base Program- (2 Years)	2,200,000				2,200,000
377	23-80-100	Travel Options Program (TOP) Competitive Program (PA and NJ)- (2 Years)	2,793,900				2,793,900
		Subtotal	\$ 8,923,900				\$ 8,923,900
		SUBTOTAL MEMBER GOVERNMENTS AND OPERATING AGENCIES	\$ 11,729,150	\$ 1,608,250	\$	\$	\$ 10,120,900
		GRAND TOTAL	\$ 33,820,100	\$ 8,409,546	\$ 4,254,503	\$ 585,833	\$ 20,570,218



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 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.

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

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

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

The Regional Community and Economic Development Forum (RCEDF) facilitates the various economic development, land use and housing agencies in the region to work together on issues of regional importance, fosters greater cooperation between agencies, strives to coordinate regional transportation and land use planning activities with the needs of the economic development community and advises on the development of the Comprehensive Economic Development Strategy.

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

The Regional Safety Task Force (RSTF) is an interdisciplinary team of safety stakeholders/professionals that offers guidance and direction to the Commission's transportation

safety planning program. The focus of the task force is diverse and addresses all users and operators of the transportation network, as well as all modes. The Task Force provides valuable input in the development of the Regional Transportation Safety 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.

UPWP Program Areas

This Planning Work Program continues the reorganized structure begun in FY 2008 which consolidated many related projects into program areas. Some initiatives remain as stand-alone projects due to special circumstances. Each Program 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 2023, 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 secretariat and management services. Through the Board Policy Committee, identification, monitoring and formulation of policy analyses for issues of regional significance is undertaken. Staff activities include researching and monitoring key issues, review of pertinent federal and state legislation or policy guidance, technical assistance and drafting proposed position statements or comment letters for consideration by the Policy Committee and the Board.

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 2024 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 FY2022 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 project 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: Housing Needs Analysis, Roebing Steel Plant Land Use and Feasibility Study, Updated Smart Growth Project Database

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 and Manage PA TCDI Program, Develop Guidelines and Launch NJ TCDI Program, CEDs Key Regional Economic Development Project Database and Related CEDs Analyses

Energy and Climate Change Initiatives

This program focuses the attention of local governments on developing policies and actions for reducing energy use and associated greenhouse gas emissions and adapting to predicted climate change impacts by providing leadership, coordination, and technical assistance on these issues.

Key Products: Updated Regional Energy Use and Greenhouse Gas Emissions Inventory, Climate Change Forums, Regional Power Purchase Agreement Partnership, Regional Streetlight Procurement Program Round 3

Environmental Planning

This program promotes healthy ecological systems, protection of water quality, active transportation, climate change resiliency and the creation of livable communities. More specifically, the program: 1) identifies and highlights key resources such as Connection 2050's planned Greenspace Network and Conservation Focus Areas, agricultural lands, and waterways, and works to protect them by developing and employing strategic planning tools at regional and municipal scales; 2) plans, funds, and develops a connected network of facilities for bicyclists and pedestrians with a focus on the Circuit Trails; and 3) engages partners to identify and develop targeted management practices and policy approaches for increasing resiliency to the impacts of climate change.

Key Products: Municipal Natural Resource Protection Plans (as contracted), Circuit Trails Project Development Database, Updated Web Pages with trail inventory, trail user data and open space-related 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: More Dispatches From the Future scenario report, Updated TIP/LRP Benefit Evaluation Criteria, Amended Connections 2050 Financial Plan

Freight and Aviation 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: Future of Freight Deliveries Scenarios report, Lower Bucks Freight Access Study

Transportation Safety

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

Key Products: Hunting Park Avenue Safety Study, local technical assistance for Vision Zero planning

Regional Congestion Management Process

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: Technical report that identifies top intersection bottlenecks, and a select set of specific improvement strategies

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: Transportation Air Quality Conformity Demonstration Report, Technical report to Delaware County identifying sources of transportation emissions and potential mitigation strategies

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: successful monthly meetings of the Regional Technical Committee including the documentation of agendas and minutes

Transportation Improvement Program (TIP)

This program area provides for transportation financial planning, project development, and capital programming for the DVRPC region. Staff works with state, regional, and federal planning partners to identify financial resources available from public and private sources to implement the Transportation Improvement Program as well as the Long-Range Plan. Serving as the facilitator for

the region's stakeholders, DVRPC both develops and maintains a regional Transportation Improvement Program for Pennsylvania and New Jersey, as mandated by federal regulations; identifies, evaluates, and selects transportation projects that address the needs of the region and advance the goals of the Long-Range Plan; documents modifications to the program; and provides information and documents related to those processes, funding, and capital programming issues. This information will be provided to stakeholders and the public via meeting materials and postings on the DVRPC website. DVRPC will undertake an extensive public participation program that responds to any new requirements of IJIA as they become available and environmental justice concerns, as it relates to this program. Coordination with DOT program development and project development and delivery including PennDOT Connects in Pennsylvania and Local Concept Development in New Jersey will also occur. DVRPC staff along with significant input from our stakeholders will have developed, and our Board will have adopted, a TIP for PA in July of 2022. Also, in FY23, a similar process will be undertaken for the development of a NJ TIP which is expected to be adopted in Fall of 2023.

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 Asset Management

Performance-based planning was one of the most transformative elements of the MAP-21 federal transportation legislation, which was reinforced in the FAST Act. This strategic approach sets targets for transportation system condition and performance, and uses real data to measure if these targets are being met. This process then informs investment decisions in order to enhance infrastructure and operations. The US Department of Transportation (USDOT) has implemented new regulations related to Transportation Performance Management (TPM) through the Federal Rulemaking process. 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.

Key Products: continued coordination with planning partners to address US DOT Transportation Performance Management requirements and 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 IIJA 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: Information sharing forum on creative warehouse job access pilots

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: 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: concept development for potential bicycle improvements on Mercer County's resurfacing program, connectivity analysis for US 202 Section 200.

PA TDM Base Program Administration and Commuter Services

This program is new for FY2023, and will support administration of the Transportation Demand Management (TDM) base program for Southeastern PA, including oversight of TDM work conducted by TMAs and prior year Mobility Alternatives Program (MAP) 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 new 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 travelled (VMT) forecasting, the Traffic Monitoring System (TMS), the Congestion Management Process (CMP), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. The types of data collected have recently been enhanced to include the monitoring of selected bicycle and

pedestrian movements. In addition, DVRPC facilitates the periodic review and revision of the region’s highway functional classification system.

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 2023 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 Act, 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, current 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: FAST Act 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 and Aviation Planning										
Transportation Safety										
Congestion Management Programs										
Air Quality Planning										
Data Coordination and Analysis										
Technical Assistance to Member Governments										
Transportation Improvement Program (TIP)										
Transportation Operations										
Performance-Based Planning and Asset Management										
Competitive Program and Project Management										
Travel and Land Use Modeling										
Regional Transit Planning Program										
Bicycle and Pedestrian Planning Program										
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 and Aviation Planning							
Transportation Safety							
Congestion Management Process							
Air Quality Planning							
Data Coordination and Analysis							
Technical Assistance to Member Governments							
Transportation Improvement Program (TIP)							
Transportation Operations							
Performance-Based Planning and Asset Management							
Competitive Program and Project Management							
Travel and Land Use Modeling							
Regional Transit Planning Program							
Bicycle and Pedestrian Planning Program							
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 2021	January 2022
Transportation Improvement Program	July 2020 (PA) September 2021 (NJ)	July 2022 (PA) September 2023 (NJ)
Air Quality Transportation Conformity Determination	September 2021	July 2022
Long-Range Plan	September 2021	September 2025
Title VI Compliance Plan	March 2014	Spring 2022
Public Participation Plan	July 2018	As needed – evaluated annually
Limited English Proficiency Plan	April 2019	April 2024 – evaluated annually
Congestion Management Process	January 2020	January 2024
Transportation Safety Analysis and Plan	January 2019	Spring 2022
Coordinated Human Services Transportation Plan	October 2020	October 2024
CMAQ Performance Plan	September 2020 (interim)	September 2022
US DOT MPO Planning Process Certification Review	October 2018 (site visit) February 2019 (final report)	October 2022 (site visit) February 2023 (final report)