



From Plan to Platform

Treating the Long-Range Transportation Plan as a Digital Ecosystem

September, 2026 | Jackie Davis | for AMPO Annual Conference
jdavis@dvrpc.org

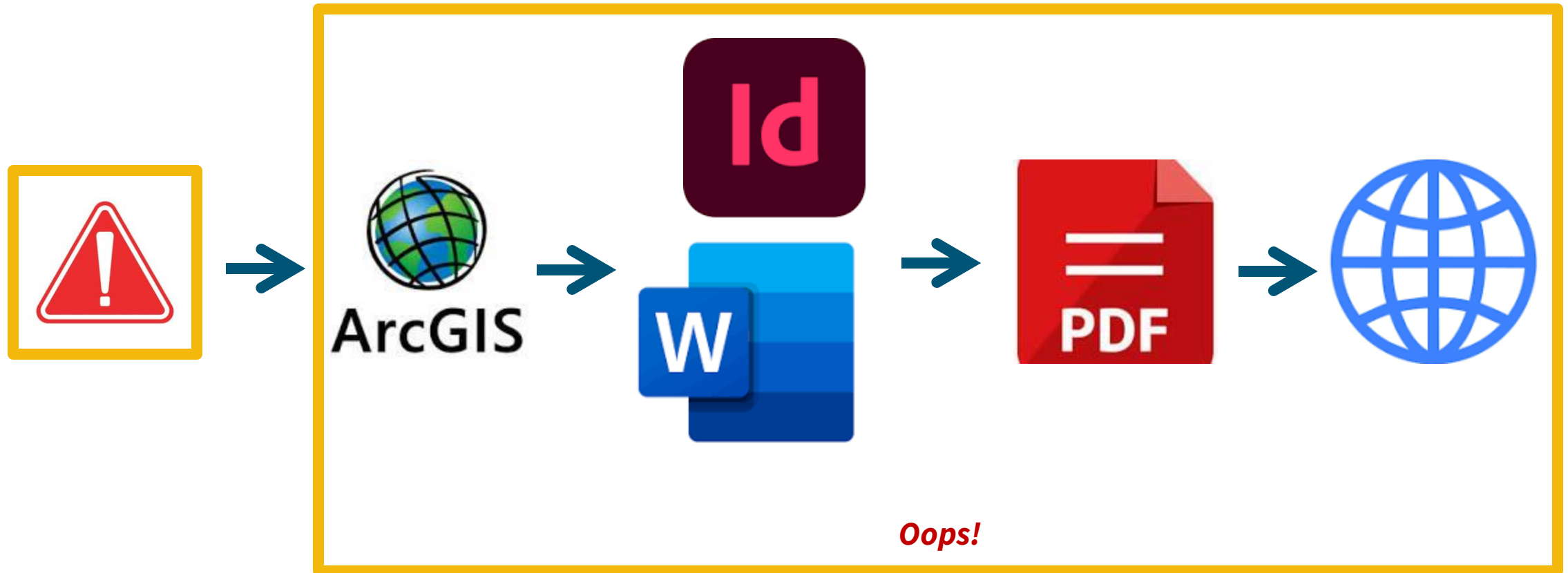


UPDATE:



Plan for Greater Philadelphia

Why We Stopped Treating the Plan as a PDF



What if the *PDF* wasn't the Plan...
What if the *platform* was?

From Plan to Platform



Foundation: Oracle Project Database

Oracle Project Database

 Major Regional Project Database

 jdavis@dvrpc.org

MRP Projects

FS Code Lookup

TIP Projects

Admin Only

MRP Projects

Select Plan Cycle

A1- UC2050

Q Search...

State

☐ NJ (55)

☐ PA (206)

RT Mode

☐ I (25)

☐ R (109)

☐ T (98)

☐ X (29)

Constrained

☐ FUNDED (140)

☐ ILLUSTRATIVE (25)

☐ UNFUNDED (96)

Locations

☐ All NJ Counties (2)

☐ All PA Counties (24)

☐ Bucks (23)

☐ Burlington (12)

☐ Camden (24)

☐ Chester (31)

☐ Delaware (36)

Total Row Count 261

 Reset

Create New MRP

MRP ID ↑	Facility	RT Mode	Category	Category %	\$2025 (M)	YOE (M)	Timing	All Locations	TIP	Plan Cycle
NJ1001	I-676 Reconstruction	I	R1.01,R1.02,R2.01	R1: 50%, R2: 50%	\$63.50	\$63.50	3-4	Camden, Gloucester		A1- UC2050
NJ1002	I-76 Reconstruction	I	R1.01	R1: 100%	\$114.90		3	Camden		A1- UC2050
NJ1003	I-676 Viaduct over Streets Rehabilitation	I	R1.01,R2.01	R1: 50%, R2: 50%	\$99.20		1-4	Camden		A1- UC2050
NJ1004	East State Street (CR 601) over Bordentown SEC	I	R2.02	R2: 100%	\$54.40		4	Camden		A1- UC2050
NJ1005	U.S. 322 over Main Street	I	R2.02	R2: 100%	\$42.80		2	Gloucester		A1- UC2050
NJ1006	I-295 over Big River Creek	I	R1.01	R2: 100%	\$77.70		2-4	Gloucester		A1- UC2050
NJ1007	NJ 133 over NJ Turnpike	I	R2.02	R2: 100%	\$80.90		2	Mercer		A1- UC2050
NJ1008	NJ Route 38 over NJ Turnpike Tollway Reconstruction	I	R2.02	R2: 100%	\$65.40		4	Burlington		A1- UC2050
NJ1009	NJ Route 38 over I-295	I	R2.02	R2: 100%	\$60.60		4	Burlington		A1- UC2050
NJ1010	I-295 SB over NJ Route 45 and Conrail	I	R1.01	R2: 100%	\$41.20		1	Burlington		A1- UC2050
NJR001	NJ 29 from U.S. 1 to Sullivan Way	R	R3.01,R6.03	R3: 50%, R6: 50%	\$545.30		1-2	Mercer		A1- UC2050
NJR002	I-295 at NJ 38 Missing Moves	R	R4.02,R5.02	R4: 75%, R5: 25%	\$235.00	\$235.00	1-2	Burlington	21311	A1- UC2050
NJR003	I-295 Direct Connect through I-76 / NJ 42	R	R1.01,R4.02,R5.01	R1: 31%, R4: 22%, R5: 47%	\$371.15	\$371.15	1	Camden	05342, 355E	A1- UC2050
NJR004	U.S. 1 Alexander Road to Mapleton Road Widening	R	R4.02,R5.02	R4: 35%, R5: 65%	\$15.44	\$15.44	1-2	Camden	17419	A1- UC2050
NJR005	The Circuit (NJ)	R	R6.01	R6: 100%	\$190.00	\$508.24	1-3	All NJ Counties	D1709	A1- UC2050
NJR006	U.S. 130 Realignment	R	R1.02,R4.02	R1: 50%, R4: 50%	\$599.18	\$599.18	1	Burlington		A1- UC2050
NJR007	NJ 73 Intersection Improvements	R	R4.02	R4: 100%	\$46.82	\$38.71	1	Burlington	13319	A1- UC2050
NJR008	NJ 73 and Church Road Interchanges	R	R4.02,R5.01	R4: 50%, R5: 50%	\$140.00	\$140.00	1	Burlington	12380	A1- UC2050

Oracle Project Database

Project **Notes** TIP MRP Plan Cycle Map

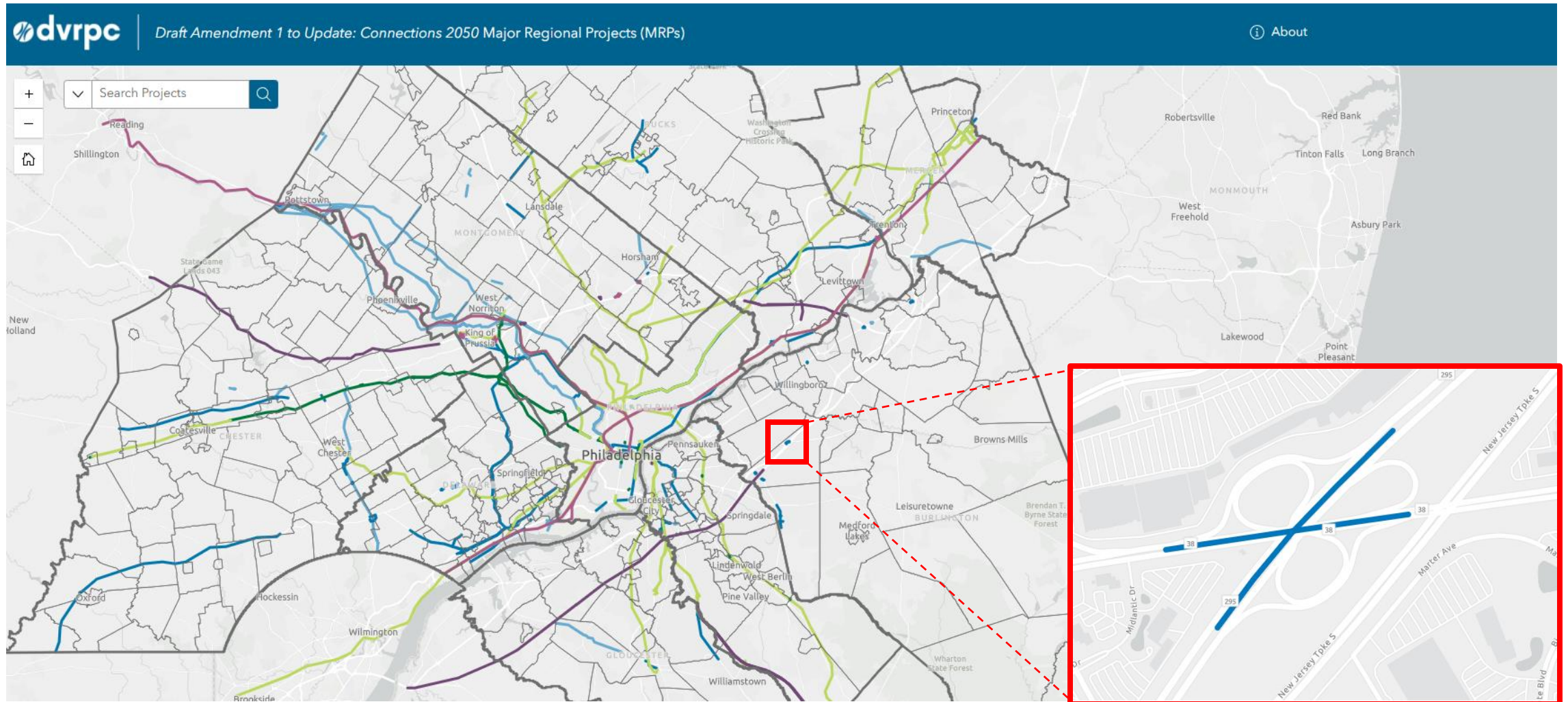
Create New Note

	Create Date ⌵	Comments	Plan Cycle	Amendment	Last Edited By	Last Update
	11/1/2024	Modeled and programmed in the TIP	UC 2050	UC2050 2024		11/1/2024
	9/1/2023	C2050 Amendment 2: 9/2023- Move into Funded Plan from aspirational Vision Plan following FY2024 NJ TIP adoption at \$204.9 M	UC 2050	C2050A2		9/1/2023

1 - 2



Web map follows the database



Connected Decision Support



Pennsylvania Roadway Candidate Project Evaluation

Cost-Benefit Ranking Table

▼ entries per page

Search:

Project ID	Title	County	Sponsor	Cost (Million \$)	Benefit Score	Benefit/Cost Ratio
MRPCAN003	PA 100 at PA 73 - Single Point Urban Interchange	Montgomery	Montgomery County	75	0.32	4.25
MRPCAN004	I-95 at PA 132 (Street Road)	Bucks	Bucks County	200	0.29	1.43
MRPCAN005	Bristol Road Extension	Bucks	Bucks County	45	0.23	5.16
MRPCAN006	PA 663 / John Fries Hwy.	Bucks	Bucks County	45	0.24	5.22
MRPCAN007	US 30 / Coatesville-Downingtown Bypass (Eastern)	Chester	PennDOT	666.4	0.40	0.59

Showing 1 to 5 of 58 entries

« < 1 2 3 4 5 ... 12 > »

Table of contents

Benefit Scoring Summary

Ranked Benefit Score Plots

Project Benefit Scoring Table

Criteria Analysis Project Rankings

Cost-Benefit Ranking Table

Cost-Benefit Ranking Plots

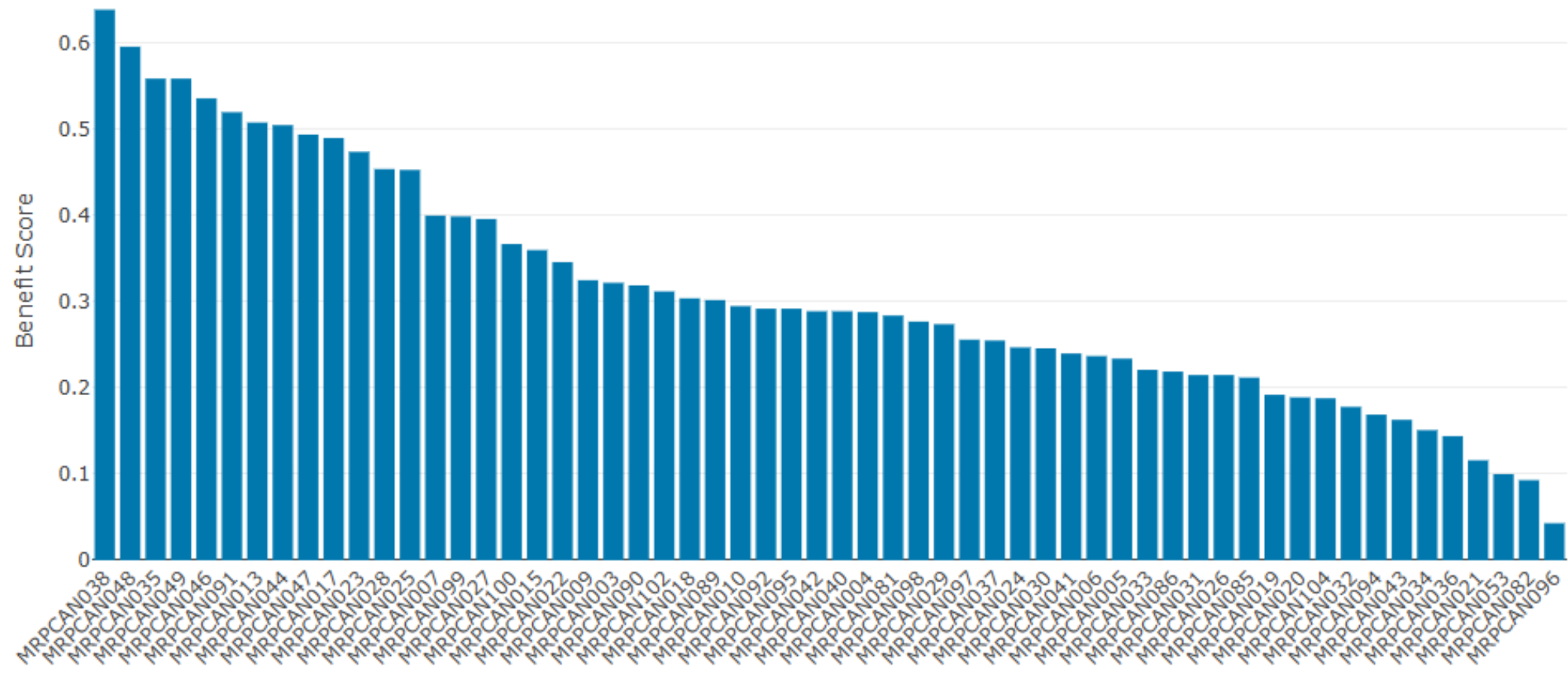
Ranked Benefit Score Plots

Benefit Score

By County

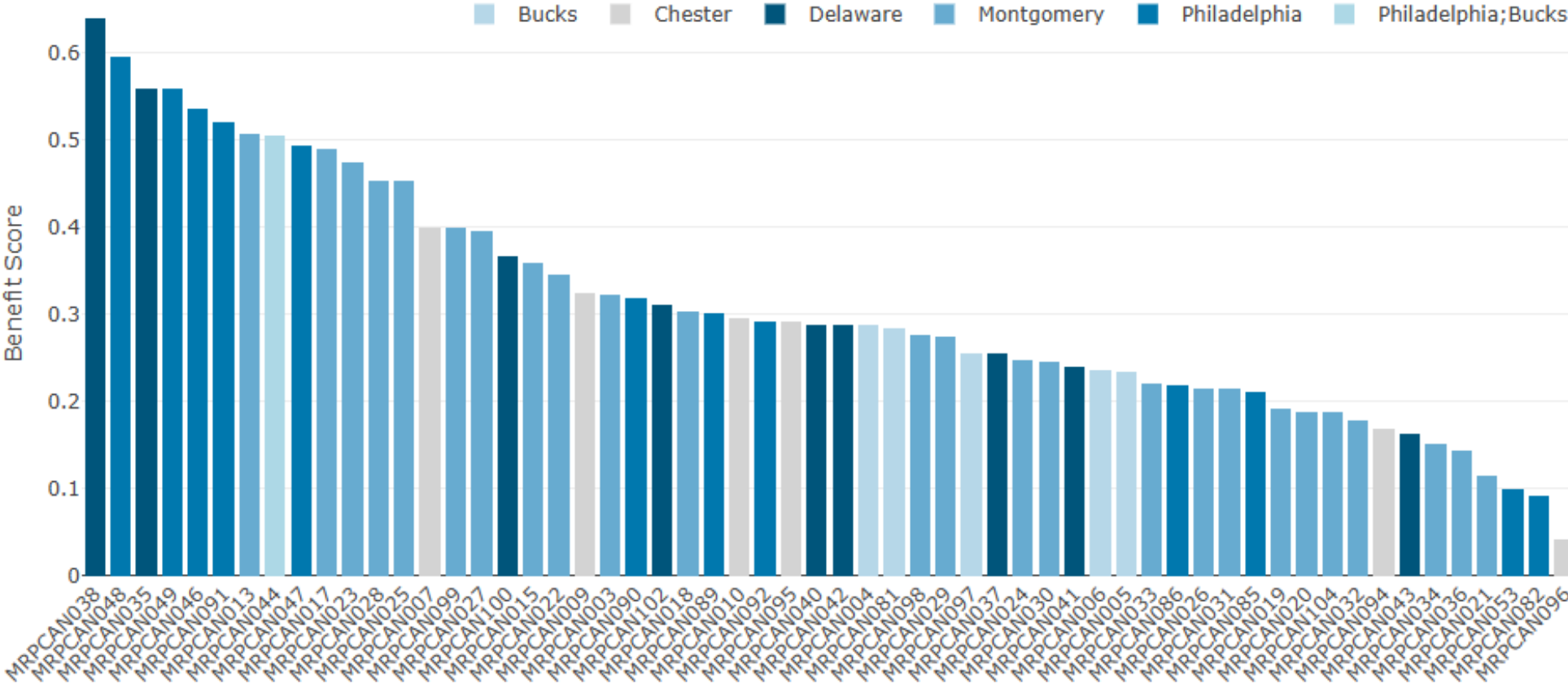
By Sponsor

By Criteria Category



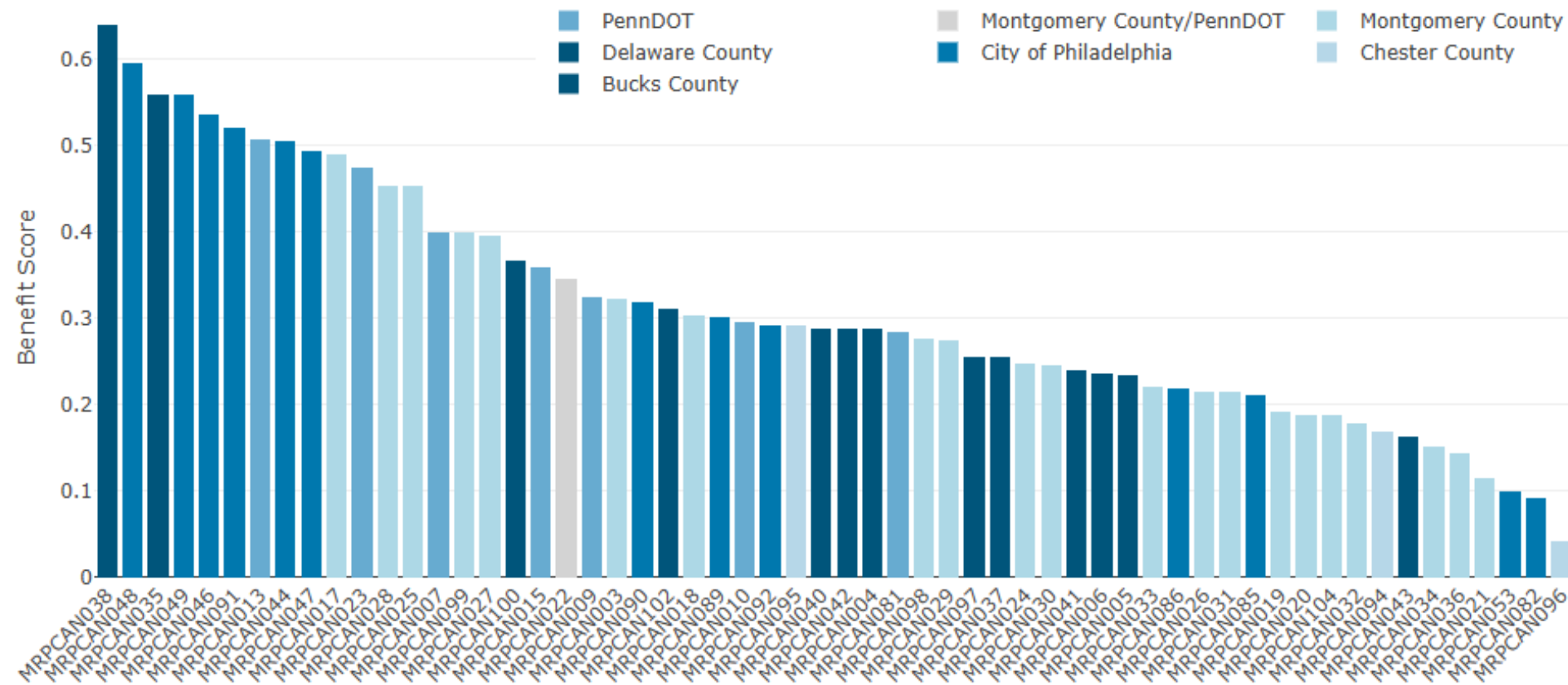
Ranked Benefit Score Plots

- Benefit Score
- By County**
- By Sponsor
- By Criteria Category



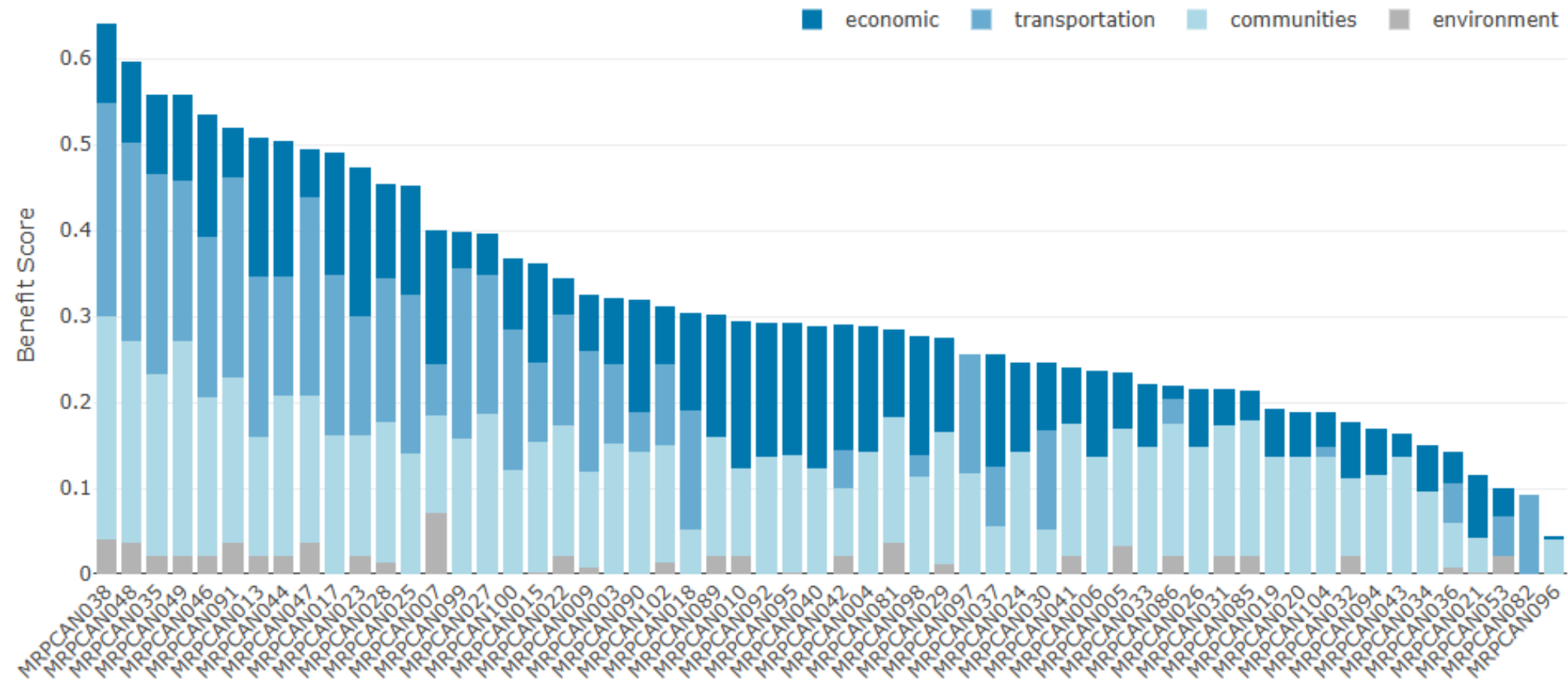
Ranked Benefit Score Plots

- Benefit Score
- By County
- By Sponsor
- By Criteria Category



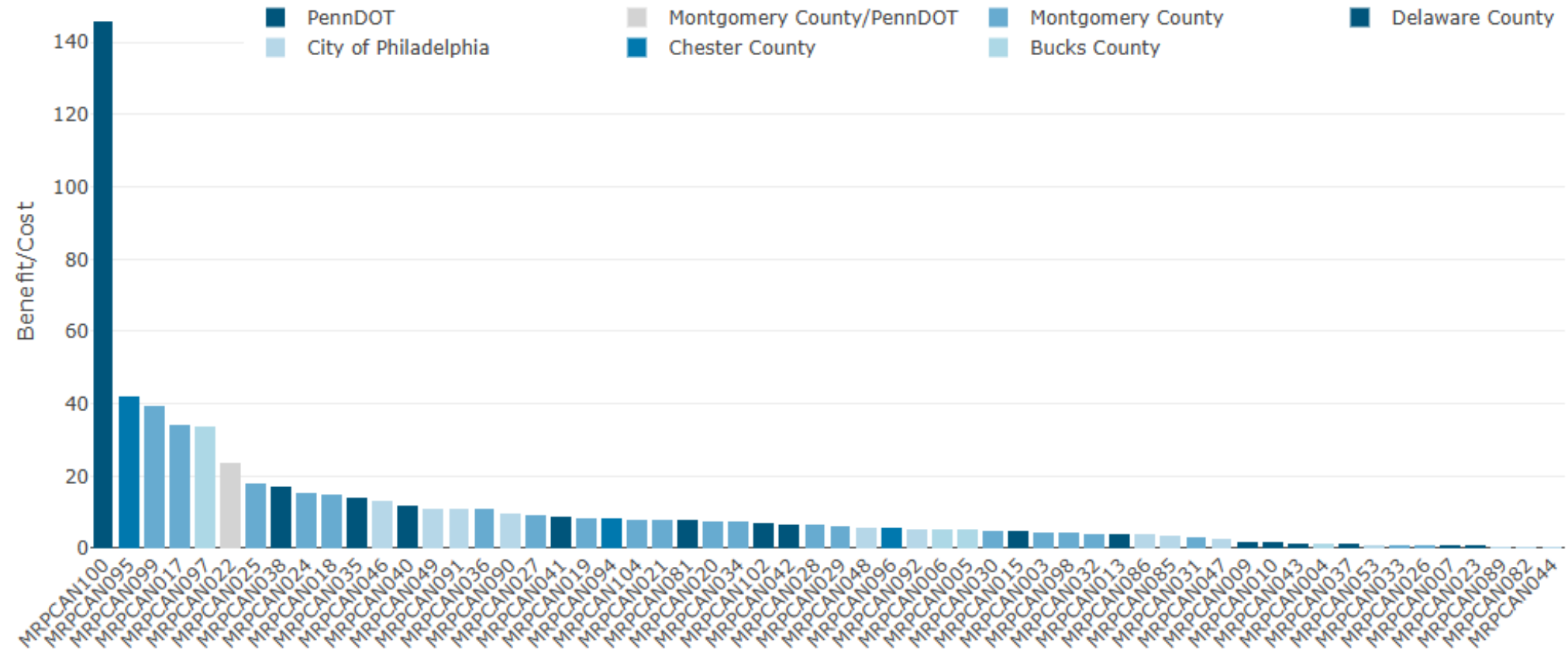
Ranked Benefit Score Plots

- Benefit Score
- By County
- By Sponsor
- By Criteria Category



Cost-Benefit Ranking Plots

Benefit / Cost

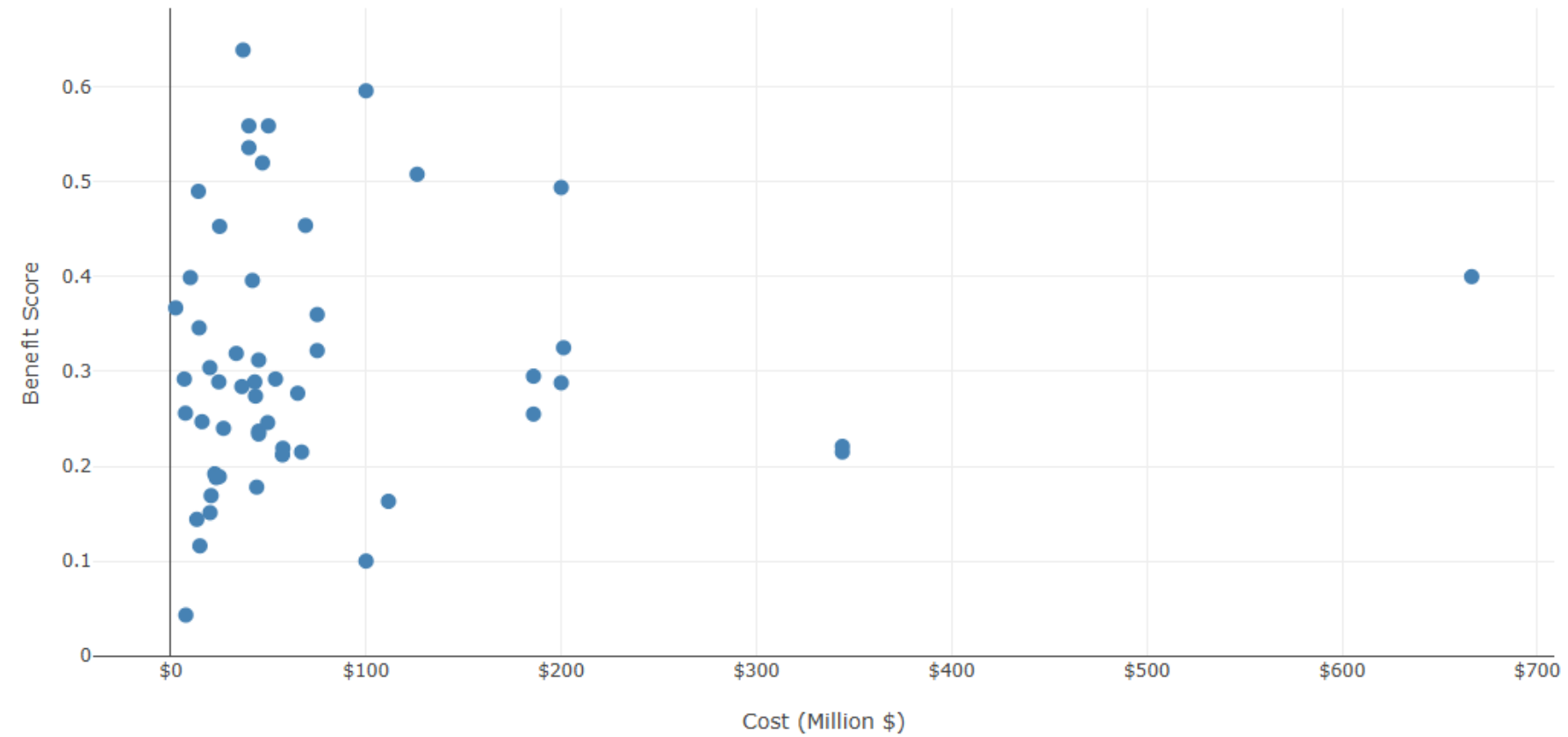


Counties

Select Counties

Cost Range (Million \$)

\$ 2.50 - 885.30

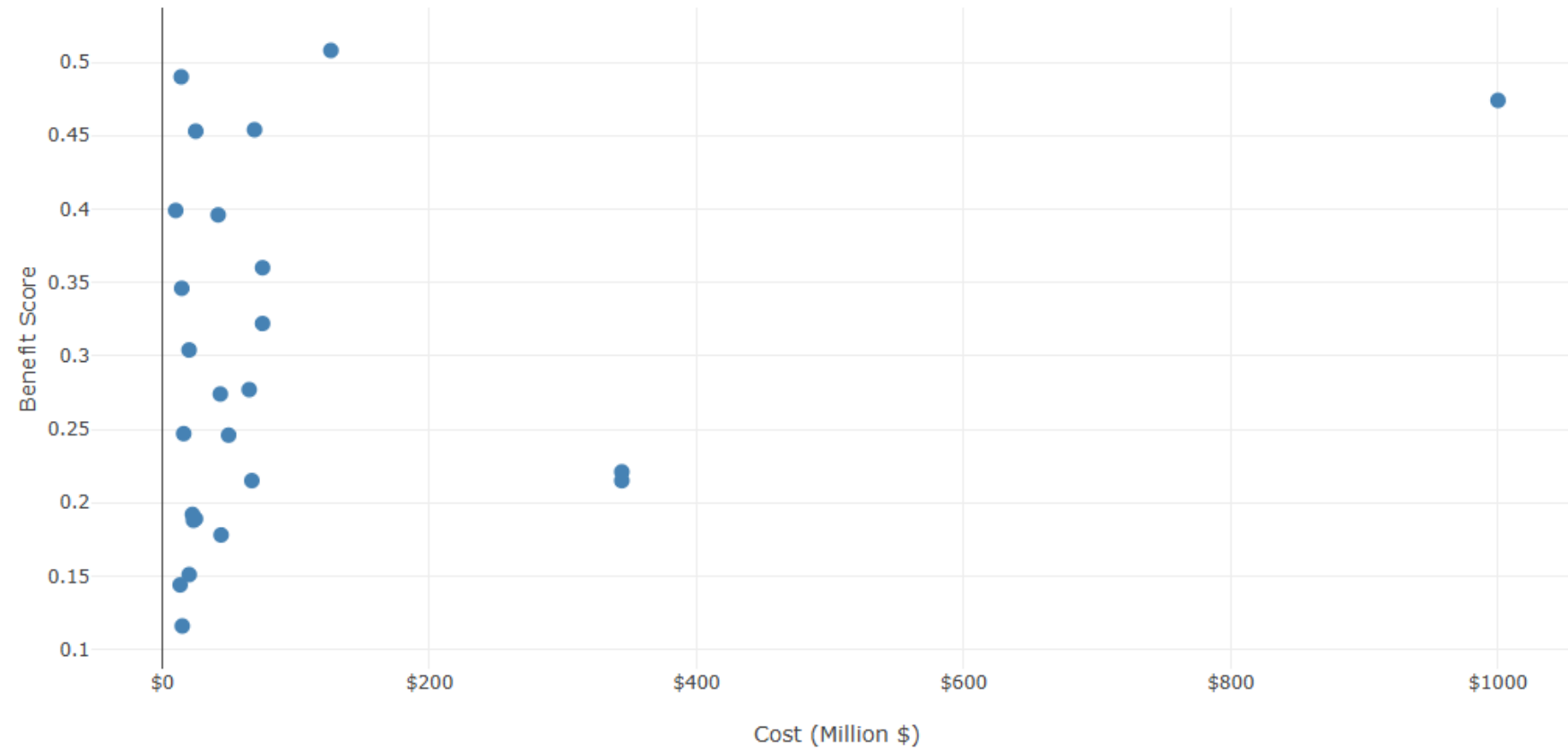


Counties

Montgomery

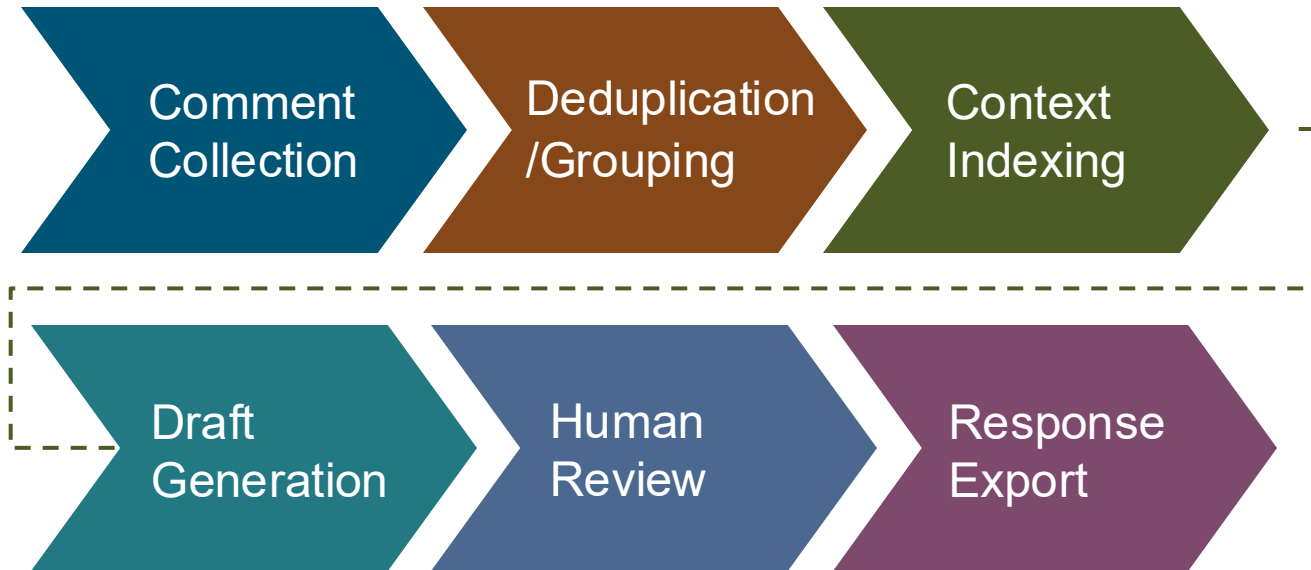
Cost Range (Million \$)

\$ 2.50 - 6194.10



Digital Engagement

AI Support for Analysis



Comment

I have questions about funding for bike/ped infrastructure.

The numbers on p. 64 of the 2050 plan for what is "vision plan" (13.89B) and *what is* "allocated" (1.69B) for Bike/Ped regionally don't jibe with what is on Table 51 in the Process and Analysis document that is in the Vision Plan for major bike/ped projects (1.641B) *vs. what is programmed* (233.8 M).

Can you explain the difference?

[Generate Draft Response](#)

Response (Editable)

Edit the draft below:

The figures you referenced from page 64 of the 2050 Plan and Table 51 in the Process and Analysis document indeed show different amounts, and this is primarily due to the categorization and timing of funding allocations for various projects.

The "vision plan" amount of \$13.89 billion represents the total envisioned investment needed to fully implement all proposed bicycle and pedestrian infrastructure improvements over the duration of the plan, which extends through 2050. This figure encompasses both major regional projects and smaller-scale improvements across the entire network.

On the other hand, the "allocated" funds of \$1.69 billion refer to the budget that has currently been secured and designated for these projects within the near-term planning horizon. This includes funds that are committed to specific projects and are expected to be spent within the next few years.

The discrepancy you noted in Table 51, showing \$1.641 billion for major bike/ped projects versus the programmed \$233.8 million, highlights the

Status
Pending

Reviewer Name
mruane@dvrpc.org

Reviewer Notes

[Save Changes](#)

Acknowledgement Statement: Main Points



Limited to organization and initial draft



Sensitive information, like names, was removed



Helped us group and sort comments quickly

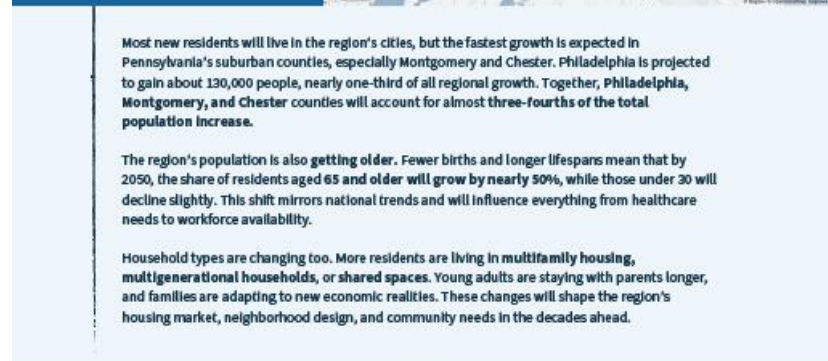
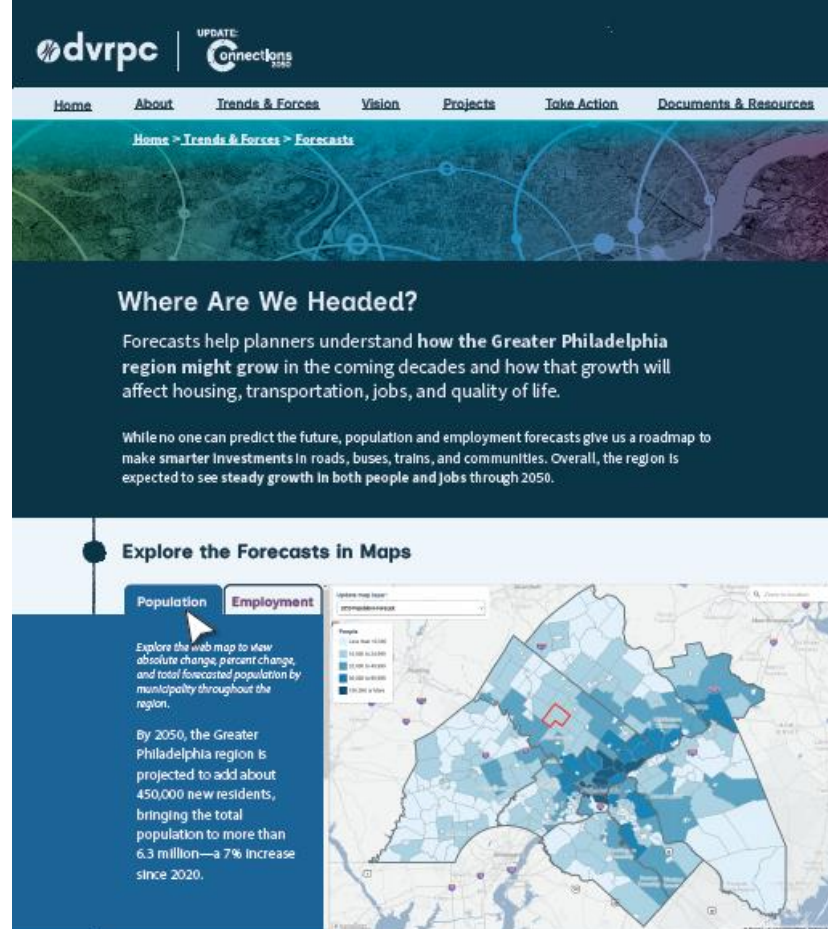


AI never replaced human judgment.



Computing use was minimal, but broader environmental and social impacts of large-scale data processing.

The Final Platform



Website



plan.dvrpc.org





jdavis@dvrpc.org | www.dvrpc.org

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

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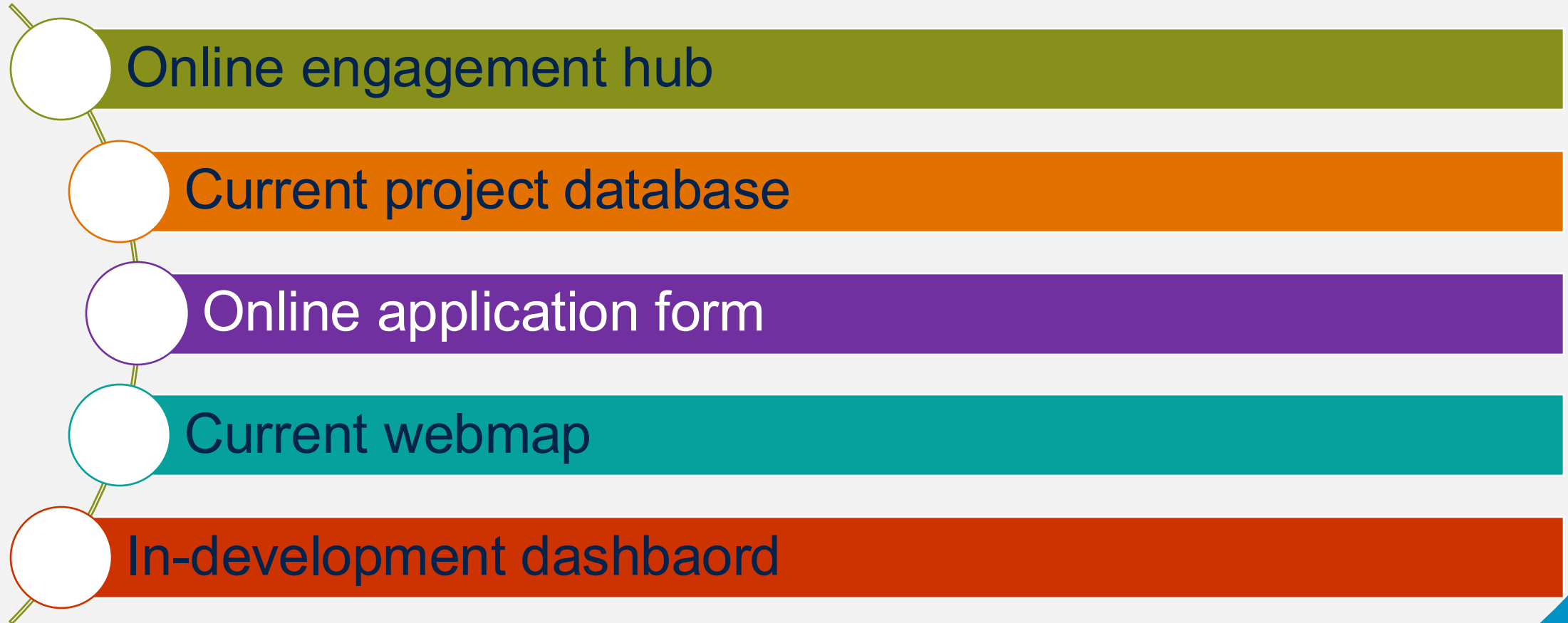


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AMPO Annual Conference: September 2026

The RTP's 'document suite'



Project Home

Project Archive

Photo Contest

What is a regional transportation plan?

A regional transportation plan looks ahead 20 to 30 years and asks: How will our region change over time? Where will jobs grow? How many people will we have, and where will they live? **And how will our transportation needs change by 2050?** The Metro Vision Regional Transportation Plan outlines the region's priorities and potential investments for tackling

the Denver region's investments in the transportation system. In addition, the plan is multimodal, which means the transportation system includes walking the bus, driving, and biking

Metro Vision Regional Transportation Plan video



Online engagement hub

- One-stop shop for information on the update.
- Easy and quick to update, compared to main website.

[Administrative Login](#)

Denver Regional Council of Governments

Transportation Regional Improvement Projects and Survey

[Plans](#)

2050 MVRTP Breakdown **Project Search** Projects Reports Map

Search for Project(s) in the RTP

Select by Project Details

Project Name:

COG ID:

Investment Priorities:

---(Include all or select from list)---

Funding Type:

---(Include all or select from list)---

Regionally Funded
100% Locally Derived
Vision (Unfunded)
N/A

Description:

Select by RTP Characteristics

Plan:

2050 MVRTP :: Active - 2050-0

Staging Period:

---(Include all or select from list)---

2020-2029
2020-2050
2030-2039
2040-2050

County:

---(Include all or select from list)---

Adams
Arapahoe
Boulder
Broomfield

Admin Quick Search

Search Projects Reset

Project database (current)

- Recently updated to match the structure of the adopted RTP.
- New search abilities and amendment functionality.
- Downloadable 'report' of all projects and programs.
- Highly under-utilized by internal staff and external partners.
- Underlying data structure useful for additional products.

Candidate Project Submittal Form

The Denver Regional Council of Governments, or DRCOG, is currently developing an update to the [2050 Metro Vision Regional Transportation Plan](#), known as the RTP. Please use this form to request projects to be listed in the RTP. Please submit one form per project; you may submit as many forms as you need. All proposed projects must meet federal fiscal constraint requirements, meaning there must be reasonably anticipated funding to implement the proposed project. The RTP must also meet federal air quality conformity and state greenhouse gas emission reduction requirements.

Eligible Agencies:

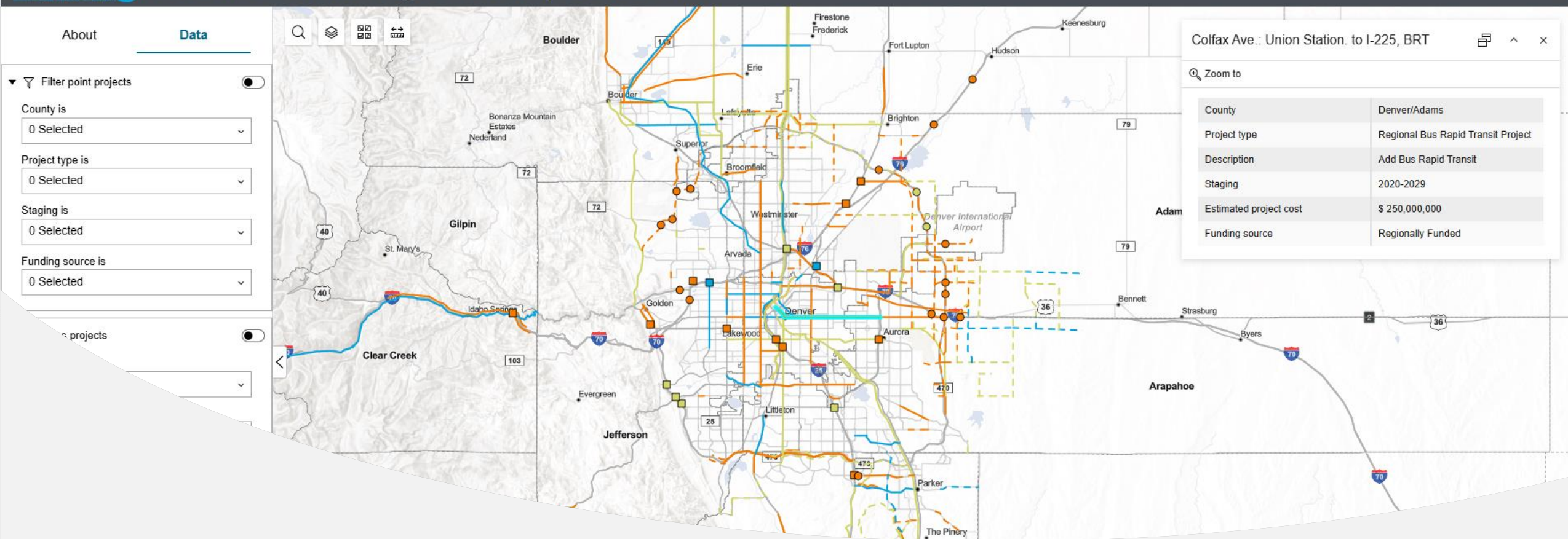
- Only public sector agencies can submit for projects to be included in the 2050 RTP that are on public right-of-way. This includes municipal and county governments, CDOT, DRCOG and the Regional Transportation District, known as RTD.
- Only RTD can submit FasTracks rapid transit projects.
- Only private toll companies or toll highway authorities can submit toll road projects (CDOT Colorado Transportation Investment Office, E-470 Public Highway Authority, Jefferson Parkway Public Highway Authority, Northwest Parkway).
- Maximum submittals by county subregions are as follows:
 - Adams - 15.
 - Arapahoe - 19.
 - Boulder - 10.
 - Broomfield - 5.
 - Clear Creek - 5.
 - Denver - 25.
 - Douglas - 10.
 - Gilpin - 5.
 - Jefferson - 16.
 - Southwest Weld - 5.
- Regional agencies (CDOT, DRCOG, and RTD) will use an interagency process that will not take away any submittal slots from the subregions.

Eligible Projects:

- Air quality regionally significant projects on the Regional Roadway System to be included. (Please review [Appendix I](#) of the current RTP for a list of regionally significant roadway and transit projects).
 - Roadway capacity.
 - Rapid transit capacity.

Online application form

- Output easily customized into scoring sheets for staff and project tables for TRIPS.
- Still required a 'paper' version for reference by locals.



Project webmap (current)

- Structured similarly to TRIPS for filtering and search options.
- While editable, primarily a 'static' deliverable.

Data Filters

Counties:

- All -

Staging period:

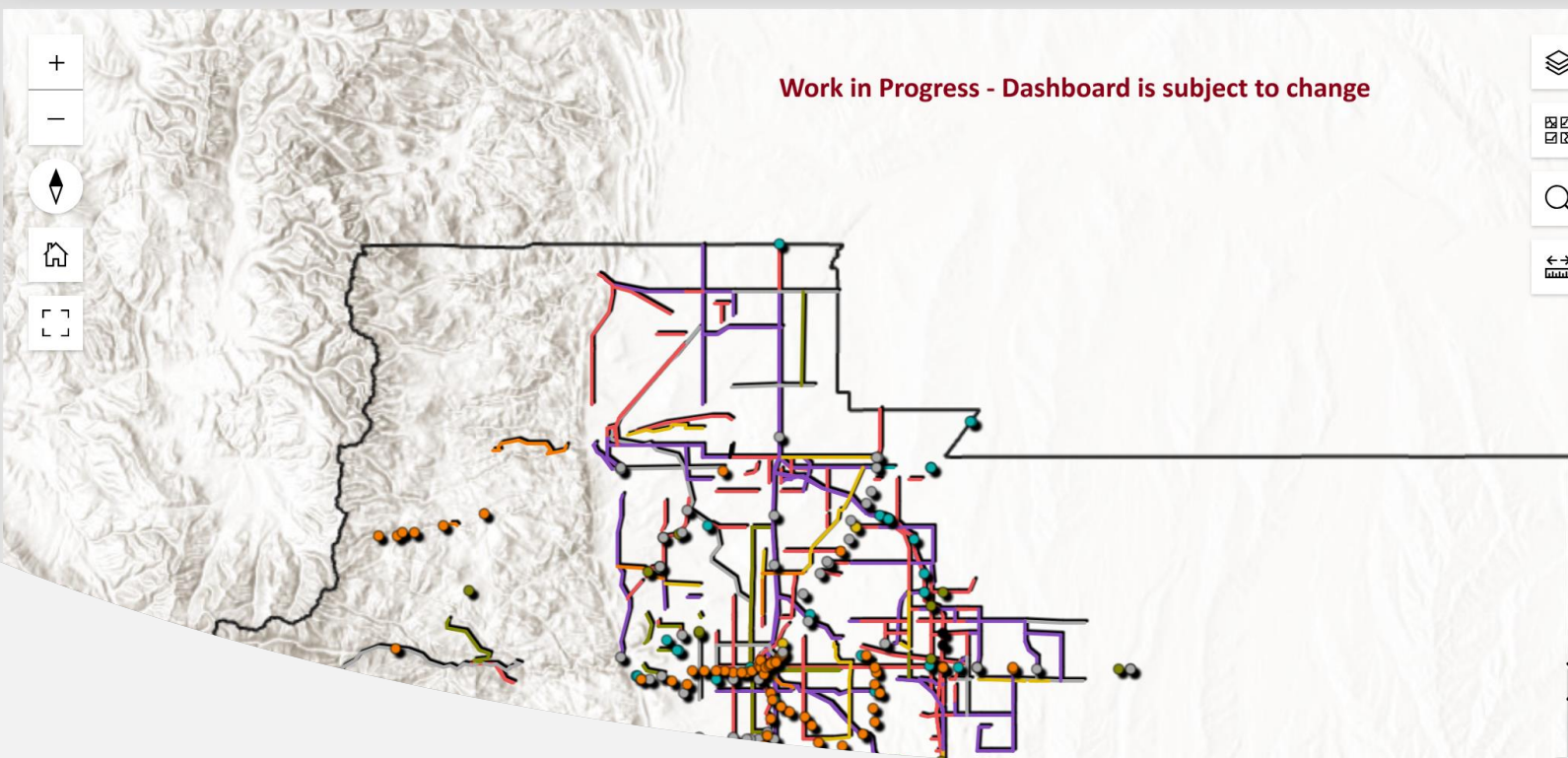
0 Selected

Type:

Map

Charts

Table



[Click here to view the RTP document and we...](#)



↑↓ Name (...)

104th Ave.

Staging Period: 2020-2029

Project Type: Roadway Capacity

Location: Colorado Blvd. to McKay Rd.

Project ID: AdCo-2021-08

Cost: \$8,100,000

[Current Street View](#)

104th Ave.: Marion St. to Colorado Blvd.

Staging Period: 2020-2029

Project Type: Roadway Capacity

Location: Marion St. to Colorado Blvd.

Project ID: AdCo-2021-42

Cost: \$28,920,000

[Current Street View](#)

104th Ave.: McKay Rd. to U.S. Route 85

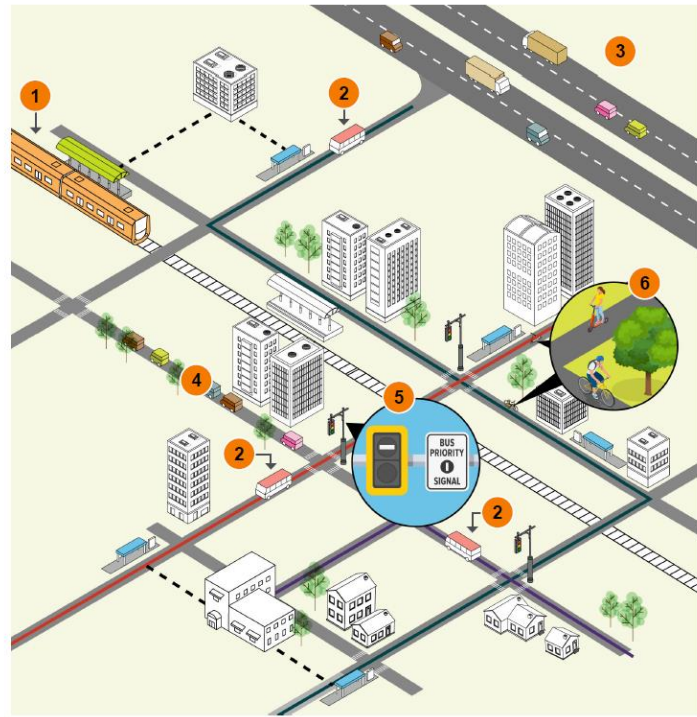
Staging Period: 2020-2029

Plan dashboard (in-development – subject to change)

- Planned: Enhanced search and filter functionality, downloadable project reports and mapping, and easier use for staff and partners.

Refreshing the document suite

Figure 2.17: Routine transportation system operations



Seamless and efficient travel

- 1 RTD's 12 rail lines service 78 stations, helping residents and visitors travel across the region.
- 2 Buses are the backbone of transit service for RTD — nearly 65% of all trips made by RTD users are on a bus.
- 3 Busy freeways in the region move around 400,000 people a day.
- 4 Streets provide access to nearby places, support mobility and contribute to the character of the neighborhood.
- 5 Transit signal priority helps buses move more efficiently through city streets.
- 6 Travelers in the region take nearly 2 million trips by walking or bicycling every day.

2050 Metro Vision Regional Transportation Plan | 87

- **New design template** that meets the latest accessibility best practices.
- Updated maps using the **latest map templates**.
- Enhanced graphics that **better tell the story**.

Lessons learned

- Combination of custom-built tools and off-the-shelf platforms.
- “Paper” or “analog” versions of documents still desired and helpful.
- Final products benefitted from iterative technology advancements.
- Flexibility in roll out (timing, final deliverable).
- Emphasizing changes are intended to benefit local electeds and technical staff as much as MPO staff.

Contact information

Alvan-Bidal Sanchez, AICP
Program Manager
asanchez@drcog.org

If you need digital accessibility assistance, submit a request at drcog.org/access or call 303-455-1000. Please expect a response within 72 hours (three business days).