



HOW THE CMP GETS US THERE

WHERE WE ARE

Congestion is a major problem in parts of the nine-county Philadelphia metropolitan region and continued sprawling land use development and other factors indicate that congestion will worsen. DVRPC's 2006 CMP is being circulated nationally as a best practice example but it needs updating. Work is underway on an update for Board adoption in July, 2008.

WHERE WE NEED TO GO

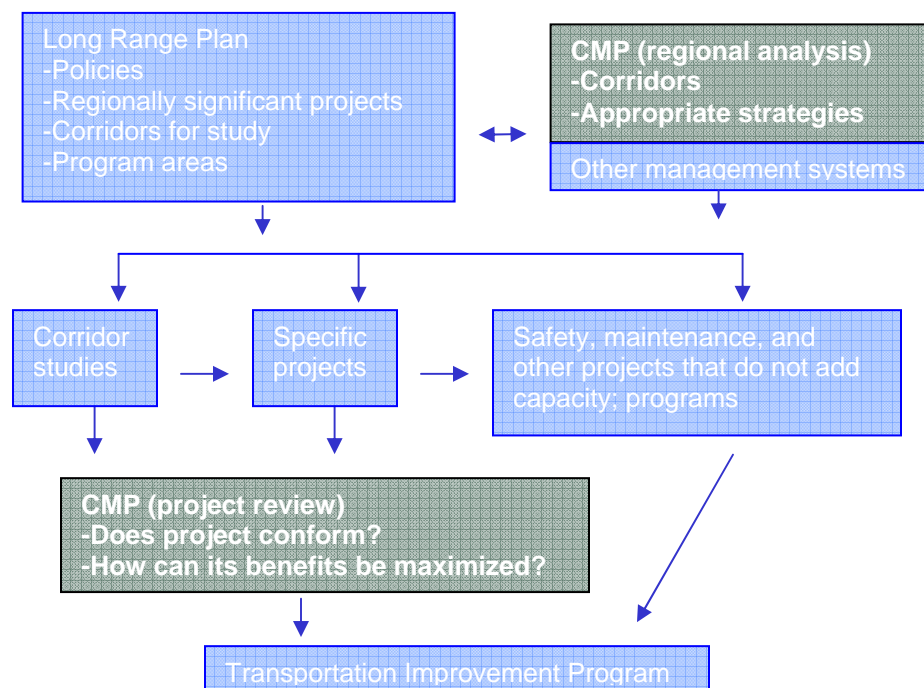
In order to reach regional goals for moving people and goods, protecting the environment, enhancing quality of life, and supporting economic development, the priorities for transportation projects and programs as adopted by the DVRPC Board are:

1. Maintain, optimize, and modernize the existing transportation system and rights-of-way. This includes optimizing the services delivered by the system, such as options for and convenience of transfers among modes
2. Manage demand for transportation by fostering land use patterns and other strategies that reduce the need for and length of trips
3. Increase capacity of the existing multimodal transportation system, limiting the addition of through-travel lanes
4. Add new capacity where necessary, limiting the addition of new roads

HOW THE CMP WILL GET US THERE

1. Strengthens the connection among the LRP, TIP, corridor studies, and other projects within DVRPC. Efforts also continue to enhance coordination among all MPO partners.
2. Provides rational background for discussion of where to invest to reduce congestion and reach regional goals
3. Facilitates focus on effective investments in road capacity and then investing only where needed. If road capacity is needed, the CMP helps with federal requirements for supplemental projects. See CMP and Project Development diagram on reverse side.
4. Enhances sharing of data, analysis, and completed studies

CMP IN THE PLANNING PROCESS



CMP & PROJECT DEVELOPMENT

Supplemental projects are required for SOV capacity-adding projects to proceed in TIP

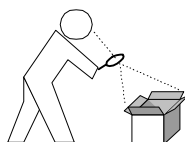
HOW TO MAKE IT WORK

CMP and associated studies offer data and problem statements



Problem Identification

Check CMP and contact DVRPC



Concept Development & Feasibility Assessment

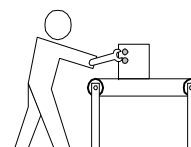
--Keep TIP descriptions current
--Form stakeholder group early



Preliminary Engineering

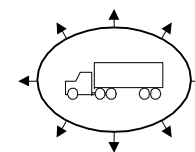


--Keep TIP descriptions current
--Coordinate with stakeholder group



**Final Design/
Final Engineering**

Continue to coordinate with stakeholder group



Construction

Reply to follow-up questions



Follow up

QUESTIONS TO ASK

Is the problem in a congested corridor?



--Check maps in CMP Report or on web site (below)
--See check list for Major SOV Capacity-adding Projects Proposed Outside Congested Corridors.

--Can the problem be addressed without building road capacity?
--What are other potential solutions to help relieve congestion now and in the future?



See "Developing Supplemental Commitments"

Are the leading project ideas consistent with CMP strategies?



See check list for CMP Consistency of Projects that Add Major SOV Capacity

Are there additional ways this project can enhance multimodal travel?

Are there ways to work together to ease negative impacts?

--Are the commitments getting done?
--Were the strategies effective?