CHAPTER 2

Cooperation and Coordination

The CMP Advisory Committee

The update of the CMP was vastly enriched by the ongoing participation of members of the CMP Advisory Committee. The committee met four times in person and exchanged many emails to reach consensus on the 2012 update. It will continue meeting to address ongoing matters, more frequently during focused update periods. Participating agencies and organizations are listed below.

Table 1: CMP Advisory Committee

<table>
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<tr>
<th>CMP Advisory Committee Members</th>
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<tbody>
<tr>
<td>Counties and Cities</td>
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<tr>
<td>▪ New Jersey: Burlington, Camden, Gloucester, Mercer; City of Camden, City of Trenton</td>
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<tr>
<td>▪ Pennsylvania: Bucks, Chester, Delaware, Montgomery, Philadelphia; City of Chester, City of Philadelphia</td>
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<tr>
<td>DOTs</td>
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<td>▪ NJDOT</td>
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<td>▪ PennDOT</td>
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<td>Transit Authorities</td>
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<td>▪ Southeastern Pennsylvania Transportation Authority (SEPTA)</td>
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<td>▪ New Jersey Transit (NJ Transit)</td>
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<td>▪ Port Authority Transit Corporation (PATCO)</td>
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<td>▪ Delaware Transit Corporation</td>
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<tr>
<td>Federal Partners</td>
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<tr>
<td>▪ FHWA, New Jersey and Pennsylvania regions; FHWA Philadelphia</td>
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<td>▪ FTA Region III</td>
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<tr>
<td>Transportation Management Associations (TMAs)</td>
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<td>▪ All eight TMAs in the Delaware Valley region</td>
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<td>Other DVRPC Committees</td>
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<td>▪ Regional Citizens Committee²</td>
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<td>▪ Goods Movement Task Force</td>
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<td>Other MPOs³</td>
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<tr>
<td>▪ New Jersey: North Jersey Transportation Planning Authority (NJTPA) and South Jersey Transportation Planning Organization (SJTPO)</td>
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<td>▪ Pennsylvania: Lancaster County Transportation Coordinating Committee, Lehigh Valley Planning Commission, Reading Area Transportation Study, Southwestern Pennsylvania Commission, Tri-County Regional Planning Commission</td>
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<td>▪ Delaware/Maryland: Wilmington Area Planning Council (WILMAPCO)</td>
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² As this report was being drafted, the Regional Citizens Committee was replaced by the Public Participation Task Force.
³ All surrounding MPOs are invited to be on the CMP Advisory Committee email list and to participate in or observe the discussion for the sake of coordination. Additional MPOs are added by request or for doing similar work.
Cooperation within DVRPC

The update of the CMP involved the interdisciplinary input of an internal DVRPC work group. This group included staff from the Planning and Technical Services divisions. On the planning side, this included the offices of Long-Range Planning and Economic Coordination, Transportation and Corridor Studies, Transportation Studies, Freight and Aviation Planning, Transportation Operations Management, and Transit, Bicycle, and Pedestrian Planning. On the Technical Services side, this included the offices of Capital Programs, Project Implementation, and Modeling and Analysis.

These meetings have resulted in greater coordination within DVRPC, which is expected to increase effectiveness. Some areas of enhanced coordination include:

- **TIP** – The process by which projects are considered for addition to the TIP incorporates the CMP and the Plan in selecting and prioritizing projects for funding.
- **Long-Range Plan** – The Plan guided the CMP, and the CMP was used as one of several criteria for evaluating projects to consider in the update of the Plan. This cycle will continue with future updates.
- **Corridor Studies/Planning Work Program Tasks** – In a large, complex region like the Delaware Valley, the CMP contributes to the selection of corridor studies and other follow-up tasks that result in projects. In a smaller region, the CMP can more readily jump to specific projects. DVRPC conducts various studies that consider the CMP and result in project recommendations. The CMP remains engaged in how to effectively advance high-priority projects into TIPs. In addition, the CMP provides information for various other planning efforts, and those results feed back into the CMP.

Public Participation

The CMP was updated in an open and participatory process. Clear information for the CMP is maintained on the DVRPC website. Representatives from the Regional Citizens Committee were included in the Advisory Committee. Outreach meetings are held annually at NJDOT and PennDOT, as well as at other locations upon request. Two newsletters are prepared to complement DVRPC corridor studies each year. Usually, these are prepared for the kick-off meetings of corridor or area studies to familiarize a diverse group of participants about the wide range of transportation strategies that they may wish to consider.

Environmental Justice

The CMP and its related projects must not result in direct or disparate negative impacts on low-income and minority groups. This is not only important to the Delaware Valley region, it is also a requirement for tasks funded with federal dollars. Therefore, the potential impacts of the CMP are considered in relation to DVRPC’s environmental justice (EJ) evaluation method, established in a 2001 report, “…and Justice for All: DVRPC’s Strategy for Fair Treatment and Meaningful
Involvement of All People” (Publication #01022). Initially used to evaluate the TIP, DVRPC’s EJ “degrees of disadvantage” (DOD) methodology has been included in many projects, programs, and studies.

Broadly speaking, DVRPC’s EJ methodology identifies groups that may be negatively impacted and identifies where there are high proportions of these groups. This allows a people- and place-based approach to consider the impact of the regional transportation system and DVRPC’s programs, policies, and investments. DVRPC currently assesses where there are high proportions of the following population groups:

1. Non-Hispanic minorities;
2. Hispanic persons;
3. Persons with physical disabilities;
4. Persons with limited English proficiency;
5. Female heads of household with child;
6. Carless households;
7. Households in poverty; and
8. Elderly persons.

DVRPC’s EJ analysis is based on the number of DODs that each tract has (i.e., a census tract that meets or exceeds the regional average for Hispanics and carless households is considered to have two DODs). Tracts with five or more DODs were considered to have significance for the CMP. Any tract having a specific demographic group with a concentration two or more times the regional average also has significance for the CMP. Approximately 20 percent of the DVRPC population lives in tracts where five or more DODs are an issue.

The DVRPC EJ analysis was used in several ways in the CMP. These included:

- Review of corridors – The locations with high (five or more) DODs were used both as a proxy for contiguous neighborhoods, and also for areas to further review for full coverage by a corridor. For example, if a congested corridor covered most of a tract with many DODs, it was further checked to determine if the boundary should be extended to cover that whole tract.
- Criteria analysis – As part of the objective to invest where transit is needed and reward development that makes transit more feasible, the transit score analysis was used, as described in “Creating a Regional Transit Score Protocol” (Publication #07005). The inputs for that analysis have some relationship with the DOD in that people in these disadvantaged groups are more likely than the average population to have zero cars or one car per several-person household.
- Strategy input – In coordination with DVRPC EJ staff, transportation strategies were identified that are appropriate for each disadvantaged group. Analysis was done to establish in what tracts there were disadvantaged populations at densities of two or more times the regional average. Appropriate strategies were incorporated in the subcorridors containing these tracts. This work was reviewed by the CMP Advisory Committee.
- Subcorridor documentation – If the analysis determined that a subcorridor contained disadvantaged populations at densities of two or more times the regional average, this information was included in the subcorridor notes. (See Chapter 4)
- Evaluation – When the congested corridors were close to final, they were mapped with the high EJ tracts. The purpose was to be sure that the CMP is encouraging appropriate investment in all of those locations with especially high levels of need for transportation options.

Strategies to Improve Transportation for EJ Populations

This section of the CMP Report considers groups of transportation strategies with relationship to EJ populations that may be helped by them. The disadvantaged groups that may benefit are
listed with each group of strategies. The strategies are meant to be a starting point, and they are in no particular order. Due to the various combinations of DODs that may be present in a subcorridor, it is expected that each corridor study or project will detail recommendations that are pertinent to its own unique combination of disadvantaged groups. These strategies are from the “Range of Strategies to Reduce Congestion.” See that section of the CMP Report for definitions of the strategies listed below, as well as other relevant strategies (Chapter 3, p.19).

Enhance Outreach for EJ
These strategies include conducting outreach in locations and at times that allow the greatest opportunities to reach groups that have been marginalized in the past. Broader inclusion will ensure a sound and effective study of a congestion issue or project. Strategies may also include providing information in the languages spoken by the various population groups in a community, particularly those affected by a proposed study or project. Approximately three percent of all people who live in the DVRPC region do not speak English or have limited proficiency with it, and that percent is many times higher in some communities. Executive Order 13166 compels federally funded agencies to make services more accessible to persons who are not proficient in the English language. The disadvantaged groups to which these strategies may apply include Non-Hispanic Minority, Hispanic, Poverty, Limited English Proficiency, or Female Head of Household with Child.
- Environmental Justice Outreach for Decision-Making.
- Multilingual Communication.

Improve Existing Transit Services
This set of strategies deals with ways to make existing transit services more convenient and useful. It includes expanding the hours and frequency of operation for regular, fixed-route bus and rail services, as well as other types of transit. Extended service hours and frequency for nights and weekends benefit workers in the service sector or nontraditional hour employment and those with limited driving ability due to disability or age. This benefits not only the disadvantaged groups, but also the public in general. The disadvantaged groups to which these strategies may apply include Carless, Elderly, Disabled, and Poverty.
- More Frequent Transit or More Hours of Service.
- Extensions or Changes in Bus Routes.
- Also, see other transit-related strategies.

Create New Transit Services
These strategies focus on providing new transit services. The more extensive and convenient transit is for people, the more it will be used. Special consideration should be given to enhancing connections to and between existing transit services. This benefits not only the disadvantaged groups, but also the public in general. The disadvantaged groups to which these strategies may apply include Carless, Elderly, Disabled, or Poverty.
- (New) Bus Route.
- Fixed-Guideway Service (new, extensions, or added stations).

Make Bicycling and Walking More Feasible as Transportation Modes
People unable to obtain a driver’s license because of immigration status or English language skill levels may favor bicycling or walking as transportation. Elderly people who ride bicycles or parents with young children often feel safer on off-road bicycle facilities than on shared traffic facilities. Improving the ease and safety of using bicycles or walking for transportation is a low-cost transportation alternative for EJ disadvantaged groups and the public in general. Many Smart Transportation or policy approaches make it more feasible to walk or bicycle to get places; just a few are listed below. The disadvantaged groups to which these strategies may apply include Carless, Poverty, Limited English Proficiency, or Elderly.
- Improvements for Bicycling.
- Improvements for Walking.
- Complete Streets Policies.
Reduce Commuting Costs
These strategies include promoting and implementing solutions to congestion that are affordable or provide a lower-cost alternative to populations that may have limited income. The disadvantaged groups to which these strategies may apply include Poverty, Carless, Elderly, Female Head of Household with Child, or Disabled.

- Carpool/Vanpool Programs.
- Emergency Ride Home.
- Ride-Matching.

Communicate Eligibility
Marketing who can use special transit services that may mistakenly be considered to serve a smaller segment of the population than is really eligible promotes a wider range of transit options. It may also help to reduce vehicular use if the other choices attract people who may otherwise drive alone in their cars. In addition, by creating a larger base of ridership, services that may have been in jeopardy of termination may be allowed to continue and generate greater revenue. The potential disadvantaged groups to which these strategies may apply include Disabled, Elderly, Female Head of Household with Child, Non-Hispanic Minority, Hispanic, or Limited English Proficiency.

- Marketing/Outreach for Transit and TDM Services.
- Promotion of a Regional Commuter Benefit.

Enhance Nontraditional Transit and Human Service Transportation
These strategies address the forms of transportation that may be relied upon by certain demographic groups. This includes providing service to communities that do not have the density to support regular transit service through small buses or other methods. This allows connections to employment, shopping, and personal services that may otherwise be unattainable or difficult to reach for those without, or with limited, personal vehicle access. The disadvantaged groups to which these strategies may apply include Non-Hispanic Minority, Hispanic, Limited English Proficiency, Carless, Poverty, Elderly, Disabled, or Female Head of Household with Child.

- Flexible Routing/Route Deviation Service.
- Shuttle Service to Stations.

Encourage Full Use of Job Access Reverse Commute Route (JARC) and New Freedoms Initiative Programs
The JARC program strives to eliminate transportation barriers that make it difficult for welfare recipients and other transit-dependent individuals to enter the workforce. This includes individuals who live in an inner city or low-income community in the suburbs, but need to commute to outlying suburbs for employment. The New Freedoms program strives to eliminate transportation barriers that make it difficult for persons with disabilities to enter the workforce. It provides funding for projects aimed at increasing the use primarily of transit and transit facilities for disabled individuals. The disadvantaged groups to which this strategy may apply include Poverty, Carless, Female Head of Household with Child, Elderly, or Disabled.

- Transportation Services for Specific Populations.

Improve Transportation Safety and Security
It is important that those who use public transit are provided with a safe and secure experience. Women and elderly people are particularly likely to have safety concerns when traveling late at night or alone. Better lighted stops, security cameras, and emergency phones are a few examples of extra safety measures that may be provided. The disadvantaged groups to which these strategies may apply include Female Head of Household with Child, Elderly, or Carless.

- Enhanced Transit Amenities and Safety.
- Making Transfers Easier for Passengers (Bottleneck Improvements).
Encourage Services That Make it Easier to Function with Fewer or No Personal Vehicles

This strategy involves encouraging services that make it possible to meet basic needs with limited or no access to a personal vehicle. An example is businesses that provide free delivery of goods from stores, especially within a local range, to encourage transit and nonmotorized access for shopping trips. This benefits not only the disadvantaged groups, but also the public in general. The disadvantaged groups to which these strategies may apply include Carless, Elderly, Disabled, Poverty, or Female Head of Household with Child.

- Local Delivery Service.
- Car Sharing.