

2011 Congestion Management Process

Supplemental Projects Status Memorandum



May 2012

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transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



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Executive Summary

The annual *Supplemental Projects Status Memorandum* documents the Delaware Valley Regional Planning Commission's (DVRPC's) efforts to track the status of supplemental project commitments to major Single Occupancy Vehicle (SOV) capacity-adding projects in the nine-county DVRPC region. It records coordination with project sponsors and state departments of transportation (DOTs) to ensure that SOV capacity-adding projects are consistent with the federally mandated Congestion Management Process (CMP). This is the fifth edition of this annual memorandum.

This memorandum includes tables of agreed-upon supplemental projects for capacity-adding projects, as well as updates to commitment tables initially recorded in previous editions of this memorandum. The projects selected for updates have progressed to construction, or have completed construction, and the commitment tables are therefore being updated to reflect their current status.

In the current economic climate of global recession, it is not surprising that there are fewer major SOV capacity-adding projects than usual advancing to construction throughout the region. State DOTs have had to make do with limited funding, and preservation projects, including bridge and pavement maintenance, have been prioritized in both Pennsylvania and New Jersey. As a result, this report includes just one new major SOV capacity-adding project that did not already have a documented table of supplemental commitments, the PA 100 Shoen Road to Gordon Drive project in Chester County, Pennsylvania. All of the other projects included in this memorandum provide updates of previously documented commitment tables.

Good project planning considers the context and long-term needs to address the transportation problem. Most major SOV capacity-adding projects include supplemental projects regardless of funding source. Although only those projects funded with federal dollars are required to be consistent with the CMP, DVRPC encourages non-federally funded major SOV capacity-adding projects to also include supplemental strategies to get the most value from the investment. The I-95/NJ 29, Scudder Falls Bridge project is listed in this document as an example of a project that is not funded with federal dollars, but that included a set of supplemental project commitments. DVRPC staff offers technical and meeting assistance to any agency developing a major SOV capacity-adding project.

Introduction

The purpose of this memorandum is to document DVRPC's efforts to track the status of supplemental project commitments to major SOV capacity-adding projects in the nine-county DVRPC region. This document also serves to record efforts to coordinate with project sponsors and state DOTs to ensure that SOV capacity-adding projects are consistent with the federally mandated¹ CMP. This is the fifth edition of this annual memorandum. It includes tables of agreed-upon supplemental projects for capacity-adding projects, as well as updates to commitment tables initially recorded in previous editions of this memorandum.

The CMP requires the lead agency to explore alternatives to adding SOV capacity to the road system. Where additional SOV capacity is appropriate, the process requires supplemental strategies that enhance the benefits of the capacity additions and extend the useful life of the capacity-adding project to get the most from the investment.

As the Philadelphia region's Metropolitan Planning Organization (MPO), DVRPC is charged with developing and implementing the CMP for the region. An element of the federal CMP requirement is to track the status of all CMP commitments, identifying which have been implemented, which are advancing, and which need follow-up. DVRPC staff assists project stakeholders with developing appropriate commitments and exploring options to improve congestion management in the region. DVRPC's work with specific projects is documented in this annual memorandum.

This memorandum includes updates of commitments from projects in previous memoranda. The projects selected for updates have progressed to construction, or have completed construction, and the commitment tables are therefore being updated to reflect their current status. If construction has been completed, commitments should also be complete or nearing completion. If not, plans to complete the commitments as part of another Transportation Improvement Program (TIP) project or other appropriate program should be in place. Commitments contained in this memorandum have been reviewed by the project sponsors and by the CMP Advisory Committee and were endorsed by the DVRPC Regional Transportation Committee (RTC) on behalf of the DVRPC Board. This process is indicative of DVRPC's and the Advisory Committee's support for the CMP commitments identified in the memorandum.

¹ The requirement that SOV capacity-adding projects have supplemental strategies comes from the Federal Metropolitan Planning Regulation (23 CFR Section 450.320 [e]). The regulation states that when a major SOV capacity-adding project is planned in areas that do not meet the National Ambient Air Quality Standards for ozone or carbon monoxide, appropriate analysis of reasonable travel demand reduction and operational management strategies for the corridor in which the project is planned is required. The regulation states that the need for a major SOV capacity addition must be demonstrated, and that if a major SOV capacity addition is warranted, the CMP shall identify strategies to manage the SOV facility safely and effectively. Management and operational strategies shall be incorporated into the project or committed to by the state or MPO for implementation.

Project Review Process

DVRPC staff reviews all of the proposed projects and amendments for the current TIPs for Pennsylvania and New Jersey. All projects that were identified as “major SOV capacity-adding” projects in the TIPs were then reviewed with regard to CMP and supplemental strategy status. For this memorandum, the list of projects was reduced to those that had Final Design or Construction funding programmed in the TIP in Fiscal Years 2011 through 2014. Staff referenced previous memoranda to determine if supplemental strategies had been developed for each project. In the one case in which strategies had not been developed, DVRPC worked with the project manager to develop the strategies recorded in the commitment table. Those projects entering or finishing Final Design or those that were in a later stage of progression are prioritized for planning efforts. Projects that propose to add SOV road capacity using federal transportation funds in the Delaware Valley must develop a table of supplemental commitments to be consistent with the CMP or they cannot be funded in the TIP past the Preliminary Engineering phase.

Projects in Preliminary Engineering and the early stages of Final Design are important to this memorandum. The purpose of this early outreach is to work cooperatively with project stakeholders to develop long-term solutions to regional congestion. Regulations require investigation of whether a major element of the problem can be addressed by means other than building new road capacity. If new capacity is necessary, this outreach offers assistance to develop supplemental strategies (ideas to reduce congestion) and supplemental projects (multimodal components to be incorporated in the parent project²).

While one purpose of these annual memoranda is to track the status of CMP supplemental commitments, this exercise has helped project sponsors and DOT project managers become more familiar with the requirements of the CMP. This familiarity is facilitating cooperation among DVRPC and the various project stakeholders to identify the requisite commitments before projects go to design and engineering. Communication between DVRPC staff and DOT project managers regarding development of supplemental projects has improved each year. DVRPC staff contacted project managers and reviewed project scopes of work. When requested, staff met with managers and stakeholders to identify supplemental strategies for commitments, or to identify components of the project that satisfy the requirement for consistent supplemental projects. The project managers and stakeholders were asked to review and revise the existing list of supplemental projects for inclusion in this memorandum.

In the current economic climate of global recession, it is not surprising that there are fewer major SOV capacity-adding projects than usual advancing to construction throughout the region. State DOTs have had to make do with limited funding, and preservation projects, including bridge and

² The “parent project” is the original project from which discrete elements may subsequently be broken out as separate subprojects with unique database tracking numbers.

pavement maintenance, have been prioritized in both Pennsylvania and New Jersey. As a result, this report includes just one new major SOV capacity-adding project that did not already have a documented table of supplemental commitments. However, querying the Pennsylvania and New Jersey TIP databases identified eight projects for follow-up to determine the current status of agreed-upon supplemental commitments. There are also a number of potential SOV capacity-adding projects, mostly in Pennsylvania that are early in their development and do not yet have supplemental projects. In these latter cases, DVRPC has offered assistance to project stakeholders to explore alternatives to adding SOV capacity to the road system and participate in design discussions to facilitate commitment development if analysis determines that the problem cannot be solved without additional roadway capacity.

The development of supplemental projects for major SOV capacity-adding projects must include work with a multimodal scoping group. The goal of the scoping group is to develop an agreed-upon list of supplemental projects to manage the facility effectively. These projects can be funded through a variety of sources, but the responsible organization/agency must develop a list of commitments that identifies the parties who are responsible for the supplemental projects' implementation. DVRPC should be involved throughout this process to act as a resource and to assist in the tracking of supplemental project implementation. Ultimately, this involvement will simplify the annual reporting process for all of the participants and ensure that major SOV capacity-adding projects are consistent with the CMP. Major SOV projects that are not consistent with the CMP will not be included for federal funding in the TIP beyond Preliminary Engineering.

Project managers and stakeholders are strongly encouraged to address commitments for projects with numerous phases in one planning effort. This approach allows stakeholders to identify significant, effective supplemental strategies that may not be considered for individual project phases. An example of when to apply this comprehensive view is a series of lane additions that are phased in 1- or 2-mile sections, but will ultimately add SOV capacity for a 10-mile stretch of road. When considered as a whole, larger-scale and possibly more effective strategies can be considered for incorporation into the project commitments. This comprehensive approach also reduces the need to repeat supplemental strategy development procedures.

DVRPC has published a series of documents to educate project stakeholders about the CMP and the required CMP procedures. These documents provide useful information to help develop supplemental projects to fully meet related regulations and are valuable tools for project managers to maximize the benefits that the CMP offers to their projects. The following documents are available online or by request from DVRPC CMP staff.

- ◆ *Overview of the 2011 Congestion Management Process* (Publication Number 11042A): This 17-page document provides a basic understanding of the CMP.
- ◆ The 2011 CMP has been adopted and the full report is being prepared. Please contact staff to find out about the status of this report.
- ◆ *2009 Congestion Management Process Report* (Publication Number 09028B): This report is no longer current, but provides background information on the CMP.
- ◆ *Congestion Management Process Procedures Memorandum* (Publication Number TM09029): The memorandum details the process that project managers should follow to meet CMP requirements. It includes checklists and steps for developing appropriate commitments. This is the latest version of this evolving document adopted by the CMP Advisory Committee.

SOV Capacity-Adding Projects

Overview

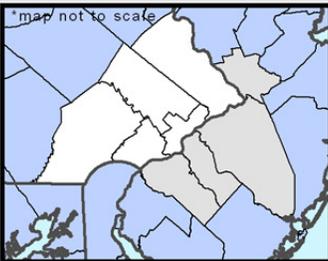
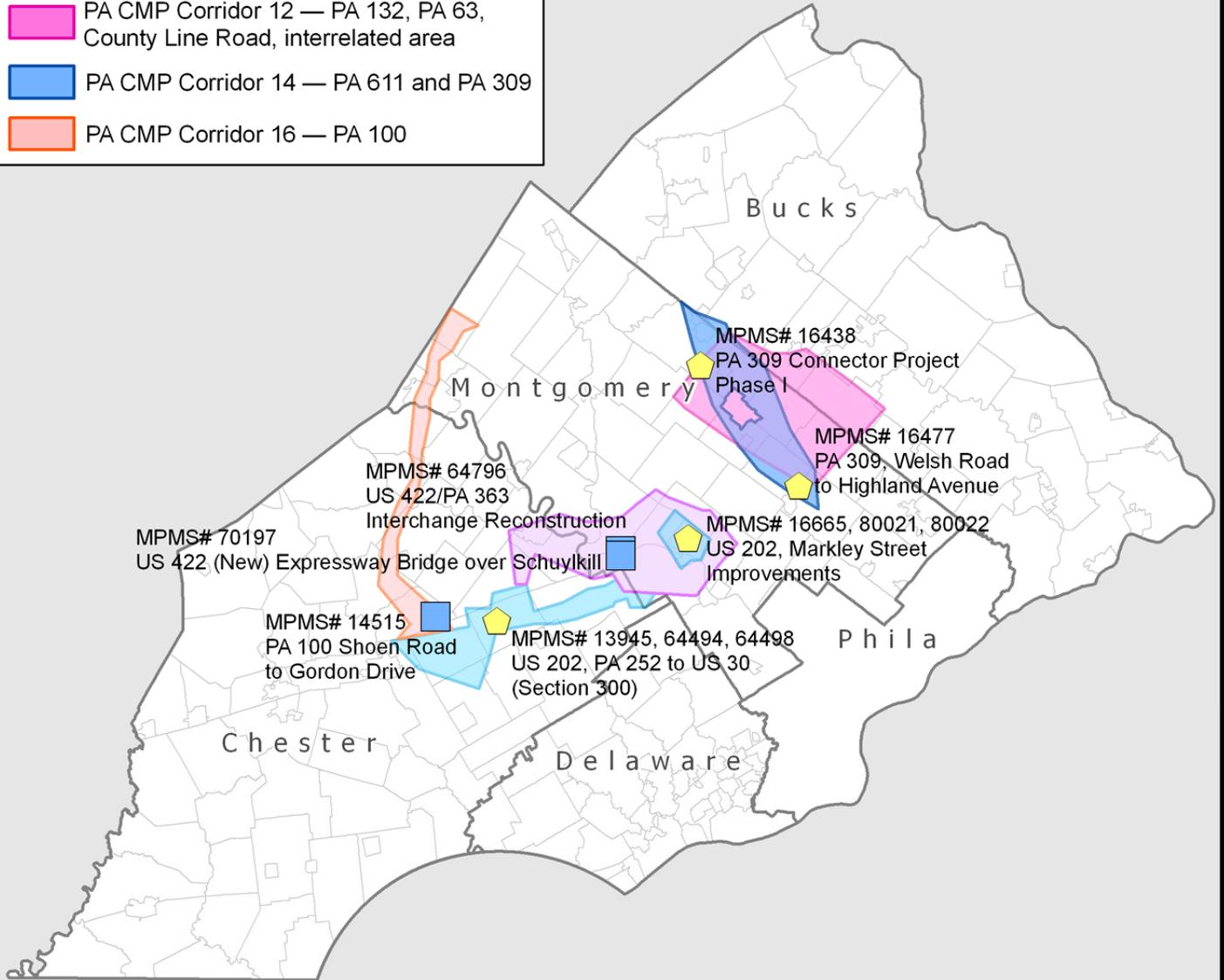
In this chapter, two types of parent SOV capacity-adding projects are addressed:

- ◆ **Major SOV capacity-adding projects submitting tables of commitments for the first time.** The PA 100 Shoen Road to Gordon Drive project is the only one that fits this description. This parent project is listed in Table 1, and the project description is included in this chapter. Supplemental strategy commitments for this project are detailed in Appendix A of this memorandum.
- ◆ **Major SOV capacity-adding projects whose commitments are being updated or revised.** These parent projects are listed in Tables 1 and 2. Parent project descriptions are included in this chapter as a refresher, although they were also detailed in previous memoranda. These descriptions have been updated here to include the most recent project information. The updated supplemental strategy projects for these projects are detailed in Appendix B of this memorandum.

Figures 1 (Pennsylvania Projects) and 2 (New Jersey Projects) are regional context maps that identify the locations of all of the parent projects identified in this memorandum.

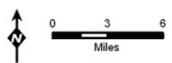
Figure 1: Status of CMP Commitments— Pennsylvania Projects

- Commitments Identified
- Commitments Being Updated
- PA CMP Corridor 8 — US 202, US 322
- PA CMP Corridor 9 — US 422
- PA CMP Corridor 12 — PA 132, PA 63, County Line Road, interrelated area
- PA CMP Corridor 14 — PA 611 and PA 309
- PA CMP Corridor 16 — PA 100





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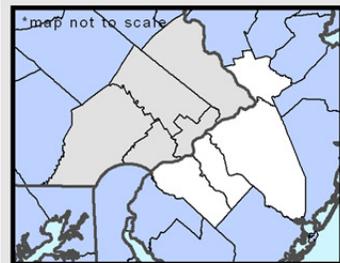
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Figure 2: Status of CMP Commitments— New Jersey Projects

-  Commitments Being Updated
-  NJ CMP Corridor 2 — I-295, NJ Turnpike (S)
-  NJ CMP Corridor 3 — AC Expressway/NJ 42

DB# 355 (I-295/I-76/NJ 42, Direct Connection, Camden County)
 DB# 355B (I-295/I-76/NJ 42, Direct Connection, Contract 1)
 DB# 355C (I-295/I-76/NJ 42, Direct Connection, Contract 2)
 DB# 355D (I-295/I-76/NJ 42, Direct Connection, Contract 3)
 DB# 355E (I-295/I-76/NJ 42, Direct Connection, Contract 4)
 DB# 355F (I-295/I-76/NJ 42, Direct Connection, Camden County, Advanced ITS Contract)

DB# 355A
 I-295/NJ 42, Missing Moves, Bellmawr



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Updated Commitments

Periodically, it is necessary to update or revise CMP commitments that were identified in previous memoranda. These annual memoranda provide an opportunity to update the status of previous commitments or to revise commitments that may have changed as the project has progressed through project development and construction. In this memorandum, commitments for the I-295/I-76/NJ 42, Direct Connection and I-295/NJ 42, Missing Moves, Bellmawr projects in New Jersey are being updated from those listed in the 2007 memorandum. In Pennsylvania, the PA 309 Connector Project—Phase I, PA 309 Welsh Road to Highland Avenue, US 202 Section 300, US 202 Section 500, US 422/PA 363 Interchange Reconstruction, and US 422 (New) Expressway Bridge over Schuylkill projects are being updated. These updates are detailed in Appendix B of this memorandum.

Pennsylvania SOV Capacity-Adding Projects

Table 1 lists the Pennsylvania SOV capacity-adding projects included in the fifth round of CMP status review and the current status of the projects. Project descriptions are included in this chapter. Supplemental commitments for the PA 100 Shoen Road to Gordon Drive project, the only one without a previously developed commitment table, are detailed in Appendix A. Supplemental commitments for the other projects in Table 1 are detailed in Appendix B.

Table 1: Pennsylvania Major Single Occupancy Vehicle Capacity-Adding Projects

Project	County	MPMS Number(s)	CMP Review Status	TIP Status
PA 100 Shoen Road to Gordon Drive	Chester	14515	Commitments identified	Construction in 2013
PA 309 Connector Project—Phase I (Allentown Road to PA 63/Sumneytown Pike)	Montgomery	16438	Commitments identified in 2009; updated in 2011	Under construction, expected completion in 2012
PA 309, Welsh Road to Highland Avenue	Montgomery	16477	Commitments identified in 2007; updated in 2011	Completed
US 202, PA 252 to US 30 (Section 300)	Chester	13945, 64494, 64498	Commitments identified in 2007; updated in 2011	Under construction
US 202, Markley Street Improvements (Section 500)	Montgomery	16665, 80021, 80022	Commitments identified in 2007; updated in 2011	Final Design and Right-of-way acquisition, construction in 2013
US 422/PA 363 Interchange Reconstruction	Montgomery	64796	Preliminary commitments identified in 2010; updated in 2011	Final Design and Right-of-way acquisition, construction in 2012
US 422 (New) Expressway Bridge over Schuylkill	Montgomery	70197	Preliminary commitments identified in 2010; updated in 2011	Final Design

Sources: Pennsylvania Department of Transportation Project Managers; Pennsylvania Transportation Improvement Program 2011–2014 (Delaware Valley Regional Planning Commission, 2010).

Note: CMP = Congestion Management Process. MPMS = Multimodal Project Management System. TIP = Transportation Improvement Program.

PA 100 Shoen Road to Gordon Drive

This project provides for the two existing 12-foot lanes with 10-foot shoulders to be reconfigured to three 11-foot lanes with 4-foot shoulders. Inefficient jug handles will be removed and dedicated left- and right-turn lanes will be installed. The project will also include an improved stormwater collection and management system, as well as the addition of sidewalks from Ship Road to Sharp Lane, which will connect with the existing Uwchlan Trail System. Traffic signals from Gordon Drive/Rutgers Drive to Shoen Road will be upgraded to include new supports, signal heads, actuation, emergency pre-emption, and all electrical components. The project will retain the closed-loop system footprint between the intersections and the municipal building.

The Lionville park-and-ride lot was completed in the initial phase of this project as an early CMP commitment. Intelligent Transportation Systems (ITS) treatments for this section of roadway have been completed. They were included in the US Route 202 ITS project, Multimodal Project Management System (MPMS) #64479. Four additional supplemental projects are planned by PennDOT, including traffic signal and stormwater management upgrades, construction of sidewalks, and installation of dedicated left- and right-turn lanes. See Table A-1 in Appendix A for the full list of CMP commitments for this project.

PA 309 Connector Project—Phase I (Allentown Road to PA 63/Sumneytown Pike)

Phase I of the PA 309 Connector project includes improvements along Wambold and Fretz Roads, including a 2-mile stretch of Wambold Road between Allentown Road and PA 63 in Hatfield and Towamencin Townships. The project also includes realignment and widening of a 1-mile section of PA 63 (Sumneytown Pike) around the Village of Mainland to facilitate travel from PA 309 to PA 63 and points north and south.

Improvements to Wambold and Fretz Roads include center and left-turn lanes and realignment of s-curves and offset intersections. Supplemental commitments include 8-foot-wide shoulders to accommodate bicyclists and upgrades of traffic signals.

Phase I of the PA 309 Connector project has been “right sized” to provide the benefits of the improvement without unnecessarily widening the road system. Phase I is smaller in scale than the proposed Phase II, and the supplemental commitments are aligned with the scale of this phase of the larger project. More expansive supplemental commitments are expected to accompany Phase II of the PA 309 Connector project to reflect the major capacity-adding components of that project.

Phase I of the PA 309 Connector project is currently under construction and will be completed in 2012. All of the CMP commitments for this project have been completed. Commitments included construction of 8-foot shoulders to accommodate bicycles, traffic signal interconnection, and installation of center and left-turn lanes. See Table B-1 in Appendix B for the full list of CMP commitments for this project. Phase II of the PA 309 Connector project has been delayed due to lack of funding. When Final Design is able to be restarted, a commitment table will need to be developed and included in the next edition of this memorandum.

PA 309, Welsh Road to Highland Avenue

The PA 309 Reconstruction project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the Easton Road and PA Turnpike interchanges. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway.

As a part of this project, the Norristown Road Interchange, in Section 101, will be reconstructed to include new ramps to provide exit access from PA 309 southbound onto Norristown Road and entrance access from Norristown Road onto PA 309 northbound. These new ramps are the component of the project that defines the reconstruction of this section of PA 309 as a major SOV capacity-adding project.

This project has been completed. Nearly all of the feasible CMP commitments have been completed or are currently under construction. Commitments included improvements to SEPTA's Landsdale/Doylestown rail line and stations, signal upgrades, ITS, and intersection improvements. See Table B-2 in Appendix B for the full list of CMP commitments for this project.

US 202, PA 252 to US 30 (Section 300)

The US 202, Section 300 project consists of the widening and improvement of an approximately 6.5-mile stretch of highway between US 30 and North Valley Roads in East Whiteland and Tredyffrin Townships. Improvements to the highway will consist of reconstructing existing travel lanes, adding a third lane of travel in each direction, widening bridges to accommodate new lanes, installing ITS, and additional intersection and off-site improvements.

Commitments are being tracked by the Pennsylvania Department of Transportation (PennDOT) project manager, the Chester County Planning Commission, and the Transportation Management Association (TMA) of Chester County (TMACC). The Greater Valley Forge TMA (GVFTMA) maintains a website (www.us202.com) that provides timely and valuable updates on the project's progress. CMP supplemental commitments are making good progress in this project with significant involvement from the Chester County Planning Commission, TMACC, GVFTMA, and the Southeastern Pennsylvania Transportation Authority (SEPTA).

This project is currently under construction. Most of the commitments for this project are ongoing or completed. Commitments cover the full spectrum of potential supplemental projects, including enhancements to transit routes, provision of connector shuttles, outreach to employers, Transportation Demand Management (TDM) programs, ITS, incident management, and construction of sidewalks and trails. See Table B-3 in Appendix B for the full list of CMP commitments for this project.

US 202, Markley Street Improvements (Section 500)

This project consists of improving existing Markley Street between Main Street and Johnson Highway and along Johnson Highway between Markley Street and Powell Street in Norristown Borough. Markley Street will be rehabilitated (no widening) between Main Street and Marshall Street; a less than one-half mile section will be widened to accommodate one northbound lane,

two southbound lanes, and a common center turn lane between Marshall Street and James Street (just north of Harding Boulevard); and between James Street and Johnson Highway will be reconfigured to accommodate one travel lane in each direction with a common center/left-turn lane along with roadside parking at key locations in residential areas. This project includes improvements to four bridges (Main Street Bridge, northbound and southbound Markley Street Bridges, and the Elm Street Bridge, all over the Stony Creek). Johnson Highway will be reconfigured to incorporate a center turn lane between Markley Street and Powell Street. The proposed improvements were coordinated closely with Norristown Borough and are the basis of an agreement for the transfer of ownership (and maintenance responsibility) of Markley Street from Norristown Borough to PennDOT.

Commitments are being tracked by the PennDOT, Montgomery County Planning Commission, and GVFTMA. GVFTMA maintains a website (www.us202.com) that provides project information and copies of the latest preliminary roadway improvement plans.

Final Design is being completed, and the project is scheduled to begin construction in 2013. Early implementation commitments that are ongoing include ridesharing and TDM programs. Planned commitments include signal upgrades, improvements for pedestrians and bicyclists, and turning movement enhancements. See Table B-4 in Appendix B for the full list of CMP commitments for this project.

US 422/PA 363 Interchange Reconstruction

This project will provide a full-movement interchange at US 422/PA 363. This includes a US 422 eastbound off-ramp to PA 363, a US 422 westbound on-ramp from PA 363, and modifications to the existing ramps as necessary. Improvements to the Trooper Road (PA 363)/Audubon Road intersection are also included. This project is part two of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park.

The project sponsors met to discuss supplemental project commitments, and a preliminary commitment table was included in the *2010 Supplemental Projects Status Memorandum* (Publication Number 10020). The final commitment table is listed as Table B-5 in Appendix B of this memorandum. The project is scheduled to begin construction in 2013. At this time, most of the project's commitments are planned or being considered as the project completes Final Design, although a few have been completed or are ongoing. Commitments include signal upgrades, ITS, incident management, transit and park-and-ride enhancements, and adoption of smart growth zoning at the municipal level.

US 422 (New) Expressway Bridge over Schuylkill

This project consists of constructing a new US 422 bridge structure over the Schuylkill River for westbound traffic. In addition, the project will replace the existing US 422 structure over the Schuylkill River for eastbound traffic (sufficiency rating 44.1), the US 422 structure over Indian Lane (sufficiency rating 69.1), the US 422 structure over the Schuylkill River Trail (sufficiency rating 62.5), and the PA 23 structure over US 422 (sufficiency rating 24.8). The project will also construct a new flyover ramp from US 422 eastbound to PA 23. This project is part three of the "River Crossing Complex."

The project sponsors met to discuss supplemental project commitments, and a preliminary commitment table was included in the *2010 Supplemental Projects Status Memorandum* (Publication Number 10020). The final commitment table is listed as Table B-5 in Appendix B of this memorandum. Construction of this project is delayed due to funding shortages. Commitments are shared with the related US 422/PA 363 Interchange Reconstruction project.

New Jersey SOV Capacity-Adding Projects

Table 2 lists the New Jersey SOV capacity-adding projects included in the fifth round of CMP status review and the current status of each project. Project descriptions are included in this chapter, and supplemental projects are detailed in Appendix B to this memorandum.

Table 2: New Jersey Major Single Occupancy Vehicle Capacity-Adding Projects

Project	County	DB Number(s)	CMP Review Status	TIP Status
I-295/I-76/NJ 42, Direct Connection	Camden	355, 355B, 355C, 355D, 355E, 355F	Commitments identified in 2007; updated in 2011	Final Design
I-295/NJ 42, Missing Moves, Bellmawr	Camden	355A	Commitments identified in 2007; updated in 2011	Final Design

Sources: New Jersey Department of Transportation Project Manager, 2011; New Jersey Transportation Improvement Program 2012–2015 (Delaware Valley Regional Planning Commission, 2011).

Note: CMP = Congestion Management Process. DB = Database. TIP = Transportation Improvement Program.

I-295/I-76/NJ 42, Direct Connection

The I-295/I-76/NJ 42 Direct Connection project has completed the Environmental Impact Statement stage, and a Record of Decision (ROD) was issued in March 2009 by the Federal Highway Administration (FHWA). The signing of the ROD allowed for the project's Final Design phase to begin.

The project will provide a direct connection for I-295 traffic through the interchange with I-76 and NJ 42. It will improve safety and reduce congestion by eliminating ramp movements on mainline I-295 as well as eliminating the merge of I-295 traffic with I-76 and NJ 42 traffic. Presently, I-295 traffic must use exit ramps that are posted at 35 miles per hour to merge onto I-76 for a short distance before returning to the I-295 mainline. Drivers traveling through the interchange on I-295 must contend with vehicles entering from NJ 42 and I-76, creating dangerous weaving movements.

The improvements include a six-lane mainline that continues through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry, and the addition of shoulders throughout the interchange. Planned improvements include 13 new or reconstructed bridges, one culvert extension, 38 sign structures, 10 noise barriers, and 19 retaining walls. The estimated total cost for the project is over \$800 million.

Originally the Direct Connection and Missing Moves Projects were one project. They have subsequently been separated, and FHWA recognizes the utility of each project independently. In addition, the Direct Connection project has been broken out into four separate subcontracts. An advanced ITS contract has also been broken out to provide ITS, electronic, and communications equipment along corridors that approach and leave the interchange.

CMP commitments were developed from the project's original CMS report, and an updated set was adopted in the *2007 CMP Supplemental Projects Status Report* (Publication Number 07063). The commitments for this project are ongoing or have already been completed. Of note is the extensive ITS deployment commitment, which will begin construction in 2012. Other commitments include expansion of park-and-ride facilities, development of a Bus Rapid Transit (BRT) system by NJ Transit, incident management, and a corridor-wide carpool program. See Table B-6 in Appendix B for the full list of CMP commitments for this project.

I-295/NJ 42, Missing Moves, Bellmawr

The Missing Moves project will provide new ramps and related improvements to enable motorists to make movements between I-295 and NJ 42 that are not possible in the current configuration. This project is proceeding through Final Design and Right-of-way acquisition.

Originally, the Direct Connection and Missing Moves Projects were one project. They have subsequently been separated, and FHWA recognizes the utility of each project independently.

CMP commitments were developed from the project's original CMS report, and an updated set was adopted in the *2007 CMP Supplemental Projects Status Report* (Publication Number 07063). Commitments are shared with the related I-295/I-76/NJ 42, Direct Connection project.

Non-Federally Funded Projects

Good project planning considers the context and long-term needs of the transportation facility being improved. Most major SOV capacity-adding projects include supplemental projects regardless of funding source. Although only those projects funded with federal dollars are required to be consistent with the CMP, DVRPC encourages non-federally funded major SOV capacity-adding projects to also consider supplemental strategies to get the most value from the investment. People generally tend to care more that transportation investments serve their needs than how the improvement was funded. Regardless of the parent project's funding source, supplemental strategies can help to improve a project by considering multiple modes and taking steps to get the most value over the lifetime of the investment. The I-95/Scudder Falls Bridge Improvement project is included in this report as an example of a project that is not funded with federal dollars but that included a set of supplemental project commitments.

I-95/Scudder Falls Bridge Improvement and Interchange at NJ 29

This project is not required by federal regulation to be consistent with the CMP due to its funding source. However, it is valuable for all transportation investments in the region to be coordinated and to advance toward our shared regional goals. The regional CMP provides technical and other assistance to help with coordinated, consistent projects. The I-95/Scudder Falls Bridge

Improvement project has been included in this report in order to document the good coordination that took place with this important regional project.

The Preferred Alternative presented in the Environmental Assessment/Draft Section 4(f) document includes a completely new, larger Scudder Falls Bridge, in addition to reconfiguration of the Taylorsville Road Interchange and the reconstruction and reconfiguration of the NJ 29 Interchange through the use of roundabouts. The total length of the main bridge and side spans is about 1,740 feet. The project also includes an inside widening of the approximately 2.5-mile section of I-95 in Pennsylvania from PA 332 to Taylorsville Road. The Delaware River Joint Toll Bridge Commission's 2011 Capital Budget estimated that it will cost approximately \$321 million for the improvements to the Scudder Falls Bridge, I-95, and the interchanges within the project limits.

Construction of this project is currently expected to begin in 2013. The start of construction is dependent upon when the Delaware River Joint Toll Bridge Commission decides on the method of procurement. Options include design–bid–build or public–private partnership.

A commitment table for this project is listed in Appendix C.

Ongoing Coordination

A number of projects that have been in development for years were considered for review of supplemental project commitments for the 2011 memorandum. These projects are still in early stages and have not yet worked on supplemental commitments. DVRPC has continued to communicate with the project sponsors to make them aware of the need for developing smart transportation solutions and CMP commitments to the region's congestion challenges.

Specifically, DVRPC staff is communicating with the US 322 Corridor Congestion Relief project team in New Jersey and the US 202 Section 100 project study team in Pennsylvania to help evaluate appropriate strategies to address congestion in those corridors.

DVRPC staff is also working closely with the US 422 River Crossing Complex, Lafayette Street Extension, and US 1 bridges project managers to identify and finalize CMP commitments for these major SOV capacity-adding projects.

DVRPC staff continues to offer assistance to state DOTs and other project sponsors to identify safety, access management, and additional CMP strategies that may offer immediate improvements to congested corridors through road safety audits, corridor studies, and local grant programs. To fully meet federal regulations, DVRPC staff and project sponsors need to start working together at the point of considering alternatives. The federal regulations state that the need for a major SOV capacity addition must be demonstrated, and that if a major SOV capacity addition is warranted, the CMP shall identify strategies to manage the SOV facility safely and effectively. Management and operational strategies shall be incorporated into the project or committed to by the state or MPO for implementation.

DVRPC will include recommendations to incorporate CMP practices and procedures, including the adoption of CMP supplemental strategy commitments, into DVRPC's official comments on Draft and Final Environmental Impact Studies. The CMP should be considered when selecting a

preferred alternative for problems that may appear to call for major capacity-adding projects. Again, DVRPC staff is available to provide technical and meeting support as free resources to the project sponsor.

Conclusions

This document is the fifth annual memorandum tracking the status of supplemental strategies and commitments for major SOV capacity-adding projects in Pennsylvania and New Jersey. A large majority of major SOV capacity-adding projects entering the Construction and Final Design phases have been addressed in previous memoranda.

In the current funding environment, many major SOV capacity-adding projects are taking longer and longer to proceed through the design phases and, in turn, be constructed. Many projects are being reconsidered or rescoped to accommodate shrinking budgets or smart transportation objectives. In these situations, DVRPC staff continues to work with project managers to develop, revise, and track supplemental project commitments.

To meet federal regulations, DVRPC staff has become more involved in the early phases of project development to assist project sponsors in conducting the appropriate analysis of reasonable (including multimodal) travel demand reduction and operational strategies. Where SOV capacity additions are necessary, the CMP staff continues to help develop supplemental strategies. This involvement allows DVRPC staff to offer assistance in developing alternative or short-term supplemental projects, such as access management, safety improvements, or ITS improvements, that may provide short- to medium-term congestion benefits as major SOV capacity-adding projects work through the various environmental review and design phases.

Moving forward, DVRPC staff is working on a set of tools to help project sponsors evaluate whether a congested facility can be improved using alternative solutions, rather than expanding capacity on the facility. This analysis is a requirement of the CMP regulation, and DVRPC has been working toward an efficient mechanism to implement this requirement.

The projects reviewed in this memorandum show an increased level of awareness of CMP regulations by the project sponsors and increased cooperation between the project stakeholders and DVRPC CMP staff. The reviewed projects developed acceptable final sets of supplemental CMP commitments in advance of planned construction phases. The other projects that are being studied or designed are considering appropriate commitments and alternatives to SOV capacity additions. Project managers have been discussing those options and commitments with DVRPC staff. Commitments identified in previous memoranda are progressing along with the construction of the projects.

Supplemental commitments remain flexible enough to accommodate changing conditions, as a project progresses through development to construction, while remaining meaningful. If a project's CMP commitments need to be changed because of feasibility issues, those commitments should be replaced with commitments that have similar benefits to prolonging the utility of the parent project.

Any significant changes to adopted commitments should be discussed with the stakeholder group and provided to DVRPC. Changes to commitments should be included in the annual memoranda tracking supplemental strategy commitments so that they can be reviewed and approved by the CMP Advisory Committee and the DVRPC RTC or Board.



New Congestion Management Process Commitments by Project (Pennsylvania)

Table A-1: PA 100 Shoen Road to Gordon Drive (MPMS# 14515)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Install dedicated left- and right-turn lanes	Planned	PennDOT	Turning Movement Enhancements
Upgrade stormwater collection and management system	Planned	PennDOT	Environmentally Friendly Transportation Policies
Install sidewalk from Ship Road to Sharp Lane to connect with existing Uwchlan Trail System	Planned	PennDOT	Pedestrian and Bicycle Improvements
Upgrade traffic signals from Gordon Drive/Rutgers Drive to Shoen Road, including new supports, signal heads, actuation, emergency pre-emption, and all electrical components	Planned	PennDOT	Basic Upgrade of Signals
Construct Lionville park-and-ride lot	Completed	PennDOT	Park-and-Ride Lots
Implementation of a traffic management system on US 202 from US 1 to PA 29; on US 30 from US 202 to PA 340; and on PA 100 from US 202 to the PA Turnpike	Completed	PennDOT	See MPMS #64479

Sources: Pennsylvania Department of Transportation Project Manager, 2011; Pennsylvania Transportation Improvement Program 2011–2014 (Delaware Valley Regional Planning Commission, 2010).

Notes: MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation.



Update of Congestion Management Process Commitments for Selected Projects

Pennsylvania Updates

Note: **Highlighted text** indicates updated items.

Table B-1: PA 309 Connector Project—Phase I (Allentown Road to PA 63/Sunneystown Pike) (MPMS# 16438)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Include 8-foot shoulders to accommodate bicycle travel	Complete	PennDOT	Pedestrian and Bicycle Improvements
Realign offset intersections and s-curves	Complete	PennDOT	Safety Improvements
Install traffic signals at major intersections and upgrade and coordinate signals in corridor	Complete	PennDOT	Basic Upgrade of Signals
Install center and left-turn lanes	Complete	PennDOT	Safety Improvements
Coordinate connector road access with residential developers	Complete	PennDOT, Developers	Access Management
Maintain website to provide public with information about project progress and development	Complete	McCormick and Taylor	www.PA309connector.com Outreach and Marketing

Sources: Pennsylvania Department of Transportation Project Manager, 2011; Pennsylvania Transportation Improvement Program 2011–2014 (Delaware Valley Regional Planning Commission, 2010); <http://www.pa309connector.com/>.

Notes: MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation.

Table B-2: PA 309, Welsh Road to Highland Avenue (MPMS# 16477)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Signal improvements at grade crossings on SEPTA Lansdale/Doylestown line	Planned/Completed	SEPTA	Several grade crossing detection and control systems already completed
Extensions of signals and catenary on SEPTA Lansdale/Doylestown line	Completed/In Process	SEPTA	New signal systems being implemented in stages from Wayne Junction to Lansdale along SEPTA Lansdale/Doylestown line

Table B-2: PA 309, Welsh Road to Highland Avenue (MPMS# 16477)
(continued)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Additional equipment for increased service on SEPTA 94 and 98 bus routes	Completed/ Ongoing /Dropped (Route 98 portion)	SEPTA	Route 94 expanded to provide additional capacity, primarily serving Montgomery County Community College main campus
Direct access from PA 309 to SEPTA Fellwick Station	Dropped	SEPTA	Not feasible due to grade differences; Fellwick Station has since been closed due to low ridership
Station parking improvements at Gwynedd Valley, North Wales, Norristown, Colmar, and Lansdale	Completed	SEPTA	Committed as part of PA 202 Section 600; some difficulties with negotiating purchase of land to expand parking at North Wales
Station parking improvements at Fortuna, Link Belt, Chalfont, New Britain, and Doylestown	Completed	SEPTA	Committed as part of PA 202 Section 700; improvements at Fortuna not implemented due to uncertainty of station's future
US 202 Corridor Car Pool/Van Pool	Completed	Partnership Transportation Management Association	Committed as part of PA 202 Section 600; program discontinued in 2005
Station parking improvements at Penllyn, Ambler, Fort Washington, Oreland, North Hills, Chestnut Hill East, Gravers, and Wyndmoor	In Progress	SEPTA	Parking expanded at Fort Washington and in negotiations in Ambler with property owner; improvement planned for Wyndmoor and Gravers
Station improvements at Melrose	Completed	SEPTA	Complete reconstruction
Park and pool lot using existing retail parking locations	Dropped	PennDOT	Dropped due to legal and liability issues (unacceptable to property owners)
Intelligent Transportation Systems	Completed/Ongoing	PennDOT	\$15M incorporated in project
Intersection improvements on Limekiln Pike, Bethlehem Pike, Susquehanna Road, Church Road, and Paper Mill Road	Completed	PennDOT	\$3.9M incorporated for intersection improvements (total)
Bethlehem Pike signal improvements (equipment upgrades and interconnect 12 intersections)	Completed	PennDOT	\$630K incorporated in project

Sources: Pennsylvania Department of Transportation Project Manager, 2011; Partnership Transportation Management Association, 2011; Southeastern Pennsylvania Transportation Authority, 2011; Pennsylvania Transportation Improvement Program 2011–2014 (Delaware Valley Regional Planning Commission, 2010).

Notes: MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation. SEPTA = Southeastern Pennsylvania Transportation Authority.

Table B-3: US 202, PA 252 to US 30 (Section 300) (MPMS# 13945, 64494, 64498)

Commitment	Status	Lead Agency/Organization	Comments/ Appropriate Strategy
Provide new bus service to Great Valley corporate area, including SEPTA 205, 306, and TMACC BEELine	Completed/Ongoing	SEPTA, Chester County Planning Commission, TMACC	BEELine initiated service March 2007; SEPTA services in April 2007; 306 service will be terminated in March 2012 or earlier if approved by SEPTA
Initiate new bus route (204) serving reverse commute market between Paoli Station and Frazer, Exton, and Lionville, including mid-day service	Completed/Ongoing	SEPTA, Chester County Planning Commission, PennDOT	New Bus Service
Subscription Cruise Line East incorporate shuttle service between rail stations, park-and-ride lots, and employment sites	Completed/Ongoing	PennDOT, GVFTMA	Shuttle Service to Stations
Subscription Cruise Line West incorporate shuttle service between rail stations, park-and-ride lots, and employment sites	Dropped	PennDOT, TMACC	Not feasible
Provide early morning train from Philadelphia to Thorndale to serve reverse commute	Completed/Ongoing	SEPTA	Initiated on April 2001, funded by JARC
Provide Thorndale Limited service (Great Valley Flyer), hourly outbound service between Malvern and Thorndale; also provide late AM peak train from Thorndale to Center City and additional late night train from Center City to Thorndale	Completed/Ongoing	SEPTA	Great Valley Flyer running; Malvern is the last stop on the late night train #591 since November 2010
Provide late evening (6:45 PM) train from Philadelphia to Thorndale	Completed/Ongoing	SEPTA	More Frequent Transit or More Hours of Service
Provide midday and late evening service on Route 206	Completed/Ongoing	SEPTA	This a carryover project from US 202 Section 400, funded by JARC
TMAs work closely with government and the business community to find solutions to relieving congestion and commute alternatives	Completed/Ongoing	GVFTMA, TMACC	Funded through MAP Program and TMA Assistance grants
TMAs expand programs within US 202 corridor	Ongoing	GVFTMA, TMACC, PennDOT	Marketing/Outreach for TDM Services
Provide assistance in setting up car- and vanpools and provide ride matching with DVRPC	Completed/Ongoing	GVFTMA, TMACC, DVRPC, PennDOT	MAP Program

**Table B-3: US 202, PA 252 to US 30 (Section 300) (MPMS# 13945, 64494, 64498)
(continued)**

Commitment	Status	Lead Agency/Organization	Comments/ Appropriate Strategy
Initiate corridor-specific Share-A-Ride program (DVRPC); TMAs assist in matching employees and individuals; erect signs promoting ridesharing program (PennDOT)	Completed/Ongoing	DVRPC, GVFTMA, TMACC, PennDOT	Signs erected; other efforts ongoing
TMAs provide information and assistance to employers and employees in the corridor who wish to set up flexible or alternative work schedules or telecommuting programs	Completed/Ongoing	GVFTMA, TMACC	US 202, Section 300/400 CMS Commitment log ^a
Expand park-and-ride lot capacity; construct lots at: <ul style="list-style-type: none"> ■ US 202 and US 30 ■ US 202 and PA 29/Matthews Road ■ US 202 and South Gulph Road ■ US 202 and Paoli Pike ■ PA 113 and PA 100 ■ I-476 and Matsonford Road ■ US 422 and Lewis Road ■ US 1 and PA 272 ■ US 1 and PA 472 	Completed	PennDOT, SEPTA	<ul style="list-style-type: none"> ■ US 202 and US 30 = 125 spaces ■ US 202 and PA 29/Matthews Road = 100 spaces ■ US 202 and Paoli Pike = 60 spaces ■ PA 113 and PA 100 = 37 spaces ■ I-476 and Matsonford Road = 60 spaces ■ US 422 and Lewis Road = 88 spaces ■ US 1 and PA 272 = 15 spaces ■ US 1 and PA 472 = 15 spaces <p>Planned park-and-ride lot at US 322 at US 30 is being designed</p>
Expand park-and-ride at Exton and Thorndale	Completed	PennDOT, SEPTA	Lot now has 116 spaces
Construction of Chester Valley Trail from Norristown, Montgomery County, to Exton, Chester County	Completed/Ongoing	Montgomery and Chester counties, PennDOT	Phase 1 complete; Phase 2 being designed
Pursue feasibility of Chester Valley Trail Phase 3 from Exton to Downingtown	Ongoing	PennDOT, Chester County	Feasibility and alternative analysis is ongoing
Install bike lockers at five Paoli/Thorndale Line stations	Replaced	SEPTA	SEPTA will not provide bike lockers for security reasons; racks will be installed system-wide
Pave gravel lot at Malvern Station to add 50 parking spaces	Completed	SEPTA	Wall and tunnel work ongoing

**Table B-3: US 202, PA 252 to US 30 (Section 300) (MPMS# 13945, 64494, 64498)
(continued)**

Commitment	Status	Lead Agency/Organization	Comments/ Appropriate Strategy
Work with private developer to provide additional amenities at Exton Station	Completed	PennDOT, Chester County, West Whiteland Township	Expanded Parking/Improved Access to Stations (all modes) 100 additional parking spaces constructed
Complete ongoing corridor-related roadway, intersection, and signal improvements as part of PennDOT's 12-Year Program	Planned/Completed	PennDOT, Tredyffrin Township, East Whiteland Township	US 202, Section 300/400 CMS Commitment log ^a
ITS and Incident Management System initiatives will be considered in Final Design	Completed/Ongoing	PennDOT	ITS Expanded Travel Time System
News releases and traffic operational brochures will be prepared during the various phases of US 202 improvement project	Ongoing	PennDOT, TMACC, GVFTMA	www.us202.com
Provide sidewalks on all overpasses within Section 300	Completed	PennDOT	US 202, Section 300/400 CMS Commitment log
Pursue a voluntary parking management program in the corridor	Deferred	GVFTMA, TMACC	Met with weak response; liability is a concern
Continuation of county and municipal planning initiatives	Completed/Ongoing	Chester County Planning Commission	Chester County <i>Landscapes</i> Plan advocates TDM

Sources: US 202 Section 300, in *Congestion Management System Report* (Delaware Valley Regional Planning Commission, July 1999); Chester County Planning Commission, 2011; Pennsylvania Department of Transportation Project Managers, 2011; Southeastern Pennsylvania Transportation Authority, 2011; Pennsylvania Department of Transportation Improvement Program 2011–2014 (Delaware Valley Regional Planning Commission, 2010).

Notes: ^aUS 202, Section 300/400 CMS Commitment log is an ongoing record of CMS implementation activities being tracked by PennDOT and stakeholders group involved in project. Some commitments from the US 202 Section 400 project were carried over into Section 300. CMS = Congestion Management System. DVRPC = Delaware Valley Regional Planning Commission. GVFTMA = Greater Valley Forge Transportation Management Association. JARC = Job Access Reverse Commute. MAP = Mobility Alternatives Program. MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation. SEPTA = Southeastern Pennsylvania Transportation Authority. TDM = Transportation Demand Management. TMA = Transportation Management Association. TMACC = Transportation Management Association of Chester County.

Table B-4: US 202, Markley Street Improvements (Section 500) (MPMS# 16665, 80021, 80022)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Providing turn lanes at intersection to address congestion	Planned	PennDOT	SR 202-500 MPMS #16665 Improvements to the existing intersections are Congestion Management elements

Table B-4: US 202, Markley Street Improvements (Section 500) (MPMS# 16665, 80021, 80022) (continued)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
<p>Maintain and improve existing pedestrian facilities along Markley and Johnson Highway:</p> <ul style="list-style-type: none"> ■ New Americans with Disabilities Act requirements will be addressed for new sidewalk and handicap ramps. ■ New sidewalks will be provided along the west side of Markley Street between Main Street and Marshall Street to provide a connection from the Elm Street Station to Main Street. ■ Pedestrian refuge islands will be provided at the intersection of Markley Street and Main Street. ■ Continental crosswalks will be evaluated and provided where appropriate. ■ Countdown pedestrian signals will be provided in accordance with the new PennDOT requirement. ■ The two flashing school signals along Markley Street will be upgraded. 	Planned	PennDOT	SR 202-500 MPMS #16665 includes reconstruction of sidewalks in areas of impact
Investigate the warrants for a traffic signal at the intersection of Markley Street, Coolidge Boulevard, and Brown Street at the Eisenhower Middle School to improve pedestrian safety for the school crossings	Planned	PennDOT	Signal Improvements
Interconnect the existing and proposed signals along Markley Street and Johnson Highway	Planned	PennDOT	SR 202-500 MPMS #16665
Install bus shelter at northwest corner of Markley Street and Swede Road	Completed	SEPTA, GVFTMA	Transit project initiative
Provide additional center turn lane to address between block congestion points	Planned	PennDOT	SR 202-500 MPMS #16665
Route cyclists through Norristown from Section 600 on less traveled roads (down Powell/Swede Street to the Norristown Transportation Center and Schuylkill Valley Trail)	Planned	Montgomery County, PennDOT	To be tracked in SR 202-61S (per 12/10/2007 Status Meeting Minutes)
Minimize impacts to SEPTA Elm Street Station	Planned	PennDOT	SEPTA parking lot impacts avoided under current preliminary design
Continue developing programs for businesses along corridor	Ongoing	GVFTMA	SR 202-500 MPMS #16665

Table B-4: US 202, Markley Street Improvements (Section 500) (MPMS# 16665, 80021, 80022) (continued)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Ongoing efforts to reduce congestion and enhance ridesharing	Ongoing	GVFTMA	SR 202-500 MPMS #16665

Sources: Greater Valley Forge Transportation Management Association, 2011; Pennsylvania Department of Transportation Project Manager, June 2011; Pennsylvania Transportation Improvement Program 2011–2014 (Delaware Valley Regional Planning Commission, 2010).
Notes: GVFTMA = Greater Valley Forge Transportation Management Association. MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation. SEPTA = Southeastern Pennsylvania Transportation Authority.

Table B-5: US 422/PA 363 Interchange Reconstruction (MPMS# 64796) and US 422 (New) Expressway Bridge over Schuylkill (MPMS# 70197)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Connect traffic signals to fiber optic cable along Trooper Road	In design	PennDOT	Computerized Traffic Signals
Coordinate appropriate signals with Upper Merion closed loop system	In design	PennDOT	Computerized Traffic Signals
Battery back-up for signal installations	In design	PennDOT	Computerized Traffic Signals
Consider bus priority and tracking for Main Street/Ridge Pike in Lower Providence Township	Being considered	SEPTA	Significant fiscal considerations for both SEPTA and municipalities must be evaluated
Install bus shelters	Ongoing	GVFTMA/Lower Providence Township	GVFTMA and Lower Providence Township working to install bus shelters along Ridge Pike and Trooper Road; usual vendor has cut program, alternative funding sources being investigated
Evaluate bus service for Routes 99 and 125 in context of new casino at the Valley Forge Convention Center	Being considered	SEPTA	Additional service would likely require external funding sources that have not been identified
Investigate additional express Manayunk/Norristown Line service	Being considered	SEPTA	Increased Transit Service
Signal prioritization for emergency vehicles	In design	PennDOT	Signal Prioritization for Emergency Vehicles
Provide responder training through US 422 Coalition and GVFTMA	Completed/Ongoing	US 422 Coalition and GVFTMA	GVFTMA manages US 422 Corridor Coalition Incident Management Taskforce; Taskforce meets quarterly
Expand expressway service patrols on US 422	Being considered	PennDOT	Incident Management
Consider VMS on PA 29 alternate to US 422	Being considered	PennDOT	Incident Management
Provide US 422 info on websites and business expos	Ongoing	GVFTMA	GVFTMA maintains www.422improvements.com

Table B-5: US 422/PA 363 Interchange Reconstruction (MPMS# 64796) and US 422 (New) Expressway Bridge over Schuylkill (MPMS# 70197) (continued)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Lower Providence Township Master Plan for Valley Forge Corporate Center (VFCC) Redevelopment Plan	Completed	Lower Providence Township	Lower Providence Township Board of Supervisors unanimously adopted VFCC Revitalization Committee's recommended zoning changes December 3, 2009
Investigate Norristown High Speed Line Extension to King of Prussia	Ongoing	SEPTA/DVRPC	This project is in 2035 DVRPC Long-range Plan; study is being advanced by the Strategic Planning and Analysis department at SEPTA
Investigate Manayunk/Norristown Line Extension	Completed	Montgomery County, SEPTA	Not feasible using toll revenue
Investigate bus operations along expressway shoulders during peak periods	Under consideration	PennDOT	Involves PennDOT and FHWA policy decisions
Consider express bus service to Philadelphia along US 422 and I-76	Under consideration	SEPTA	GVFTMA discussing shuttle from Norristown to Limerick outlets
Transit service outreach for elderly and identified minorities	Under consideration	DVRPC/District EJC coordinators	Environmental Justice
Complete construction of the Schuylkill River Trail	Ongoing	Chester and Montgomery Counties	Bicycle and Pedestrian Improvements
Investigate expanding existing or creating new park-and-ride lots	Under consideration	PennDOT	Park-and-Ride Lots
Develop promotional materials for park-and-ride lots	Under consideration	PennDOT	Park-and-Ride Lots
Improve signage for park-and-ride lots	Under consideration	PennDOT	Park-and-Ride Lots
Continue GVFTMA Corporate Shuttles to rail stations	Ongoing	GVFTMA	GVFTMA continues to operate closed door shuttle service as part of US 202, Section 300 project (MPMS# 13945, 64494, 64498); discussions ongoing to provide shuttles from Norristown Transportation Center and Paoli Transportation Center to the King of Prussia Business District; service anticipated to start in 2012
Incorporate appropriate safety improvements	In Design	PennDOT	Safety Improvements and Programs
Provide trail connection under US 422 to connect to proposed Upper Merion Trail	In Design	PennDOT	Bicycle and Pedestrian Improvements
Improve directional signage in project area	In Design	PennDOT	Signage Improvements
Consider intersection improvements along alternate routes	Under consideration	PennDOT	Intersection Improvements

Table B-5: US 422/PA 363 Interchange Reconstruction (MPMS# 64796) and US 422 (New) Expressway Bridge over Schuylkill (MPMS# 70197) (continued)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Consider adopting appropriate smart growth strategies developed through US 422 Multimodal Master Plan	Completed/ Ongoing	Municipalities and Counties	Twelve of fourteen municipalities targeted for Master Plan resolution adopted it

Sources: Greater Valley Forge Transportation Management Association, 2011; Pennsylvania Department of Transportation Project Manager, 2011; Southeastern Pennsylvania Transportation Authority, 2011; <http://www.lowerprovidence.org/VFCCMasterPlan.htm>.

Notes: DVRPC = Delaware Valley Regional Planning Commission. GVFTMA = Greater Valley Forge Transportation Management Association. MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation. SEPTA = Southeastern Pennsylvania Transportation Authority.

New Jersey Updates

Note: **Highlighted text** indicates updated items.

Table B-6: I-295/I-76/NJ 42, Missing Moves, Direct Connection (DBNUMs 355, 355A, 355B, 355C, 355D, 355E, 355F)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Monitor demand for future park-and-ride lots in AC Expressway corridor, NJ 55 corridor, I-295 corridor near Woodbury	Ongoing	NJDOT, NJT	Avandale park-and-ride lot constructed; South Jersey BRT study has identified a long-term need of 1,800 park-and-ride spaces in the AC Expressway, NJ 42, and NJ 55 corridors for bus park-and-ride. Options include expansion of Avandale lot and/or construction of new lots at College Drive, Delsea Drive, or others as identified
Construct Pennsauken commuter rail/light-rail transfer station to add 200 parking spaces and expand transit options in the corridor	Ongoing	NJT	Scheduled to open in 2013; not related to BRT proposal
Explore adding BRT service along AC Expressway, NJ 42, NJ 55 corridors	Ongoing	NJT	South Jersey BRT study recently completed
Negotiate commitments for future park-and-ride lots; encourage developers and municipalities to incorporate park-and-ride lots where appropriate	Ongoing	NJDOT, NJT	Park-and-Ride Lots
Provide ITS, electronic and communications equipment along corridors that approach and leave the interchange; includes Adaptive Traffic Signal Systems along US 130 and NJ 168, Dynamic Message Signs, Closed Circuit Television Cameras, Bluetooth Travel Time Detectors, and TRANSMIT readers, along with the installation of three interim communication hubs	Ongoing	NJDOT	Advanced ITS contract; construction in spring 2012

Table B-6: I-295/I-76/NJ 42, Missing Moves, Direct Connection (DBNUMs 355, 355A, 355B, 355C, 355D, 355E, 355F) (continued)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Concept development of Advanced Traffic Information Systems and Advanced Traffic Management	Completed	NJDOT	See Advanced ITS contract
Support Traffic Operations South including Traffic Operations Center, Emergency Service Patrol, Incident Management, Route Diversion Plans, Highway Operations Groups, ITS	Completed/Ongoing	NJDOT	Intelligent Transportation Systems
Feasibility and Concept Development for Southern New Jersey Ferry Services	Completed	DVRPC	Gloucester County Ferry Service Study completed; ferry not feasible without permanent subsidy
Pilot Commuter Based Carpool Program	Completed	Cross County Connection Transportation Management Association	Regional carpool program established
Implementation of E-ZPass lanes at Walt Whitman Bridge Toll Plaza	Completed	Delaware River Port Authority	Automated Toll Collection Improvements
Park-and-ride lot/Express Bus Service at Hurffville-Cross Keys Road and Fries Mill Road intersection (Washington Township)	Other	NJDOT, NJT	Lot was in Final Design but never built due to local opposition
Park-and-ride lot/Express Bus Service at Kensley Landfill site along NJ 47 between NJ 47/55 Interchange and NJ 41 (Deptford Township)	Revised	NJDOT, NJT	Usable site not located initially; see first row of this table for revised commitment

Sources: URS Grenier Woodward Clyde, Inc., I-295/I-76/NJ 42 Interchange Transportation Investment Study, June 1999; New Jersey Department of Transportation Project Manager, 2012; New Jersey Transit Project Manager; 2012; New Jersey Transportation Improvement Program 2012–2015 (Delaware Valley Regional Planning Commission, 2011).

Notes: AC = Atlantic City. DBNUM = Database Number. DVRPC = Delaware Valley Regional Planning Commission. ITS = Intelligent Transportation Systems. NJDOT = New Jersey Department of Transportation. NJT = New Jersey Transit.



Non-Federally Funded Projects

Table C-1: I-95/Scudder Falls Bridge Improvement and Interchange at NJ 29

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Install a walkway for pedestrians and bicyclists, serving as a link between the two canal paths on both sides of the Delaware River	Planned	DRJTBC	Walking and Bicycling Improvements
Construct 14-foot inside shoulder along the entire length of the I-95 project area, including replacement Scudder Falls Bridge; shoulder would be wide enough to handle proposed US 1 Bus Rapid Transit service and other future bus rapid transit vehicles	Planned	DRJTBC, PennDOT, NJDOT	Bus Rapid Transit
Evaluate Lower Makefield Township park-and-ride lot for potential to accommodate transit vehicles as well as automobiles	Completed	DRJTBC, PennDOT	Park-and-Ride Lots
Consider Transportation Systems Management/Transportation Demand Management strategies once the project enters the Final Design phase; coordinate with PennDOT, and NJDOT; where applicable, strategies may also include consultation with large area employers and the Bucks County and Greater Mercer Transportation Management Associations	Planned	DRJTBC, PennDOT, NJDOT, Transportation Management Association Bucks, Greater Mercer Transportation Management Association	Encourage Use of Fewer Cars
Incorporate ITS, including ramp metering, dynamic message signs, highway advisory radio, incident detection and closed-circuit television cameras, electronic toll collection, signal systems, and traveler information systems	Ongoing	DRJTBC, PennDOT, NJDOT	ITS
Develop and implement long-range incident management plan	Completed	DRJTBC, PennDOT, NJDOT, Emergency responders	Incident Management

Sources: Delaware River Joint Toll Bridge Commission Project Manager, 2012; <http://scudderfallsbridge.com/>.

Notes: DRJTBC = Delaware River Joint Toll Bridge Commission. ITS = Intelligent Transportation Systems. NJDOT = New Jersey Department of Transportation. PennDOT = Pennsylvania Department of Transportation.

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Geographic Area Covered: The nine-county DVRPC Planning Area, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

Key Words: Congestion Management Process (CMP), Congestion Management System (CMS), Single Occupancy Vehicle (SOV), Supplemental Strategies, Major Capacity, Transportation Improvement Program (TIP), Multimodal, Transit

Abstract: This memorandum is the fifth annual review of the status of supplemental projects for major single occupancy vehicle capacity-adding projects in the region's Transportation Improvement Programs. The Delaware Valley Regional Planning Commission worked with project sponsors to identify or update Congestion Management Process (CMP) commitments. All projects reviewed were found to be making reasonable progress with supplemental projects in accordance with federal CMP regulations.

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