

2013–2014 Congestion Management Process (CMP) Supplemental Projects Status Memorandum



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The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving 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.



The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

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Table of Contents

Executive Summary	1
CHAPTER 1: Introduction.....	3
CHAPTER 2: Project Review Process	5
CHAPTER 3: SOV Capacity-Adding Projects	7
Overview	7
Pennsylvania SOV Capacity-Adding Projects	10
Pennsylvania Projects with New Commitment Tables	10
• Ellis Town Center	10
• Galloway Road Extension.....	11
• North Delaware Avenue Extension, Phase 2	11
• US 1 Bridges	11
• US 202 and US 1 Loop Roads	11
New Jersey SOV Capacity-Adding Projects.....	12
• I-295 Paulsboro Brownfield Access	12
Ongoing Coordination	12
CHAPTER 4: Conclusions	15

Figures

- **Figure 1:** Status of Congestion Management Process Commitments—Pennsylvania Projects..... 8
- **Figure 2:** Status of Congestion Management Process Commitments—New Jersey Projects 9

Tables

- **Table 1:** Pennsylvania Major Single Occupancy Vehicle Capacity-Adding Projects 10
- **Table 2:** New Jersey Major Single Occupancy Vehicle Capacity-Adding Projects 12

Appendices

Appendix A. New Congestion Management Process Commitments by Project (Pennsylvania).....	A-1
• Table A-1: Ellis Town Center, (MPMS# 96946)	A-1
• Table A-2: Galloway Road Extension, (MPMS# 57617)	A-2

- **Table A-3:** North Delaware Avenue Extension, Phase 2, (MPMS# 74822)A-3
- **Table A-4:** US 1 Bridges, (MPMS# 13549, 93444, 93445, 93446)A-3
- **Table A-5:** US 202 and US 1 Loop Roads, (MPMS# 95429)A-4

Appendix B. Update of Congestion Management Process Commitments for Selected Projects..... B-1

New Jersey Updates B-1

- **Table B-1:** I-295 Paulsboro Brownfield Access, (DBNUM# 04321)B-1

Executive Summary

The *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 seventh edition.

This memorandum includes new tables of agreed-upon supplemental projects for five capacity-adding projects in Pennsylvania and an update to one table in New Jersey that was initially recorded in a previous edition of this memorandum. The New Jersey project selected for update in this edition has completed construction and successfully completed all of its commitments. All projects reviewed were found to be making reasonable progress with supplemental projects in accordance with federal CMP regulations.

In the current economic climate of slow recovery after the global recession, fewer major SOV capacity-adding projects than usual have been 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. However, Pennsylvania has greatly increased its available transportation funding with the passage of Act 89 of 2013. Act 89 will generate an additional \$2.3 billion annually by the fifth year of the Fiscal Years 2015–2018 Transportation Improvement Program (TIP) for PA. This infusion of much-needed funding has led to the reactivation of many projects that had been put on hold for years due to lack of funding. As a result, this report includes supplemental commitment tables for five major SOV capacity-adding projects in Pennsylvania that did not previously have an approved table. Each of these projects was already in the project pipeline prior to being listed in the FY 2015–2018 PA TIP for Final Design and Construction funds.

In addition to these projects, several other projects classified as adding major SOV capacity are scheduled to advance in later years of the FY 2015–2018 PA TIP. CMP staff will continue to monitor these projects and will work with stakeholders to develop supplemental commitments when the projects advance to an appropriate stage in the project development process.

As always, CMP staff will work with project sponsors to analyze whether congestion problems can be addressed by means other than adding new SOV capacity. Good project planning considers the context and long-term needs to address the transportation problem. DVRPC staff continues to offer technical and meeting assistance to any agency developing a major SOV capacity-adding project.

CHAPTER 1: 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 seventh edition of this 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. Once commitments have been developed and approved, DVRPC staff also offers technical and meeting assistance to help implement supplemental commitments. DVRPC's work with specific projects is documented in this memorandum.

In the past, this memorandum was published each year. In recent years, the TIP cycles have evolved to alternate updates of the New Jersey TIP in one year and the Pennsylvania TIP the next year. Because of this change, and because fewer major SOV projects are progressing through the project pipeline at present, this memorandum has shifted to a biennial publication (produced every two years) for the foreseeable future.

This memorandum includes an update of commitments from a project in New Jersey that was listed in a previous memorandum. The project selected for update in this edition has completed construction and successfully completed all of its supplemental commitments.

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 Technical 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 by the project sponsor in the project needs study or Environmental Impact Statement, 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.

CHAPTER 2: Project Review Process

DVRPC staff reviewed 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 (FD) or Construction (CON) funding programmed in the TIP in Fiscal Years 2014–2018. Staff referenced previous memoranda to determine if supplemental strategies had been developed for each project. In the five cases in which strategies had not been developed, DVRPC worked with the project manager and other appropriate stakeholders to develop the strategies recorded in the commitment table. Those projects entering or finishing FD 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 (PE) phase.

Projects in PE and the early stages of FD 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 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 slow recovery after the global recession, fewer major SOV capacity-adding projects than usual have been 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. However, Pennsylvania has greatly increased its available transportation funding with the passage of Act 89 of 2013. Act 89 will generate an additional \$2.3 billion annually by the fifth year of the Fiscal Years 2015–2018 Transportation Improvement Program (TIP) for PA. This infusion of much-needed funding has led to the reactivation of many projects that had been put on hold for years due to lack of funding. As a result, this report includes supplemental commitment tables for five major SOV capacity-adding projects in Pennsylvania that did not previously have an approved table. Each of these projects was already in the project pipeline prior to being listed in the FY 2015–2018 PA TIP for Final Design and Construction funds.

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.

There are also several potential SOV capacity-adding projects, mostly in Pennsylvania, that are early in their development and that do not yet have supplemental projects. In these cases, DVRPC has offered to help project stakeholders 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. Development of supplemental projects for major SOV capacity-adding projects must include work with a multimodal scoping group whose goal is to identify 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 identify the parties who will be responsible for the supplemental projects' implementation. DVRPC should be involved throughout this process to act as a resource and assist in the tracking of supplemental project implementation. Major SOV projects that are not consistent with the CMP will not be included for federal funding in the TIP beyond PE.

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 that 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.
- *DVRPC 2012 Congestion Management Process—Limiting Traffic Congestion and Achieving Regional Goals* (Publication Number 11042): This is the most recent CMP report and contains all of the technical information from 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.

CHAPTER 3: 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 parent projects are listed in Table 1, and the project descriptions are included in this chapter. Supplemental commitments for these projects are detailed in Appendix A of this memorandum. Projects with new commitment tables include:
 - Ellis Town Center;
 - Galloway Road Extension;
 - North Delaware Avenue Extension, Phase 2;
 - US 1 Bridges; and
 - US 202 and US 1 Loop Roads.
- **Major SOV capacity-adding projects whose commitments are being updated or revised.** In this update, there is only one project that fits this description, the I-295 Paulsboro Brownfield Access project in New Jersey. It is listed in Table 2. A project description is included in this chapter as a refresher, although it was also detailed in a previous memorandum. The updated supplemental commitments for this project 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 Congestion Management Process Commitments—Pennsylvania Projects

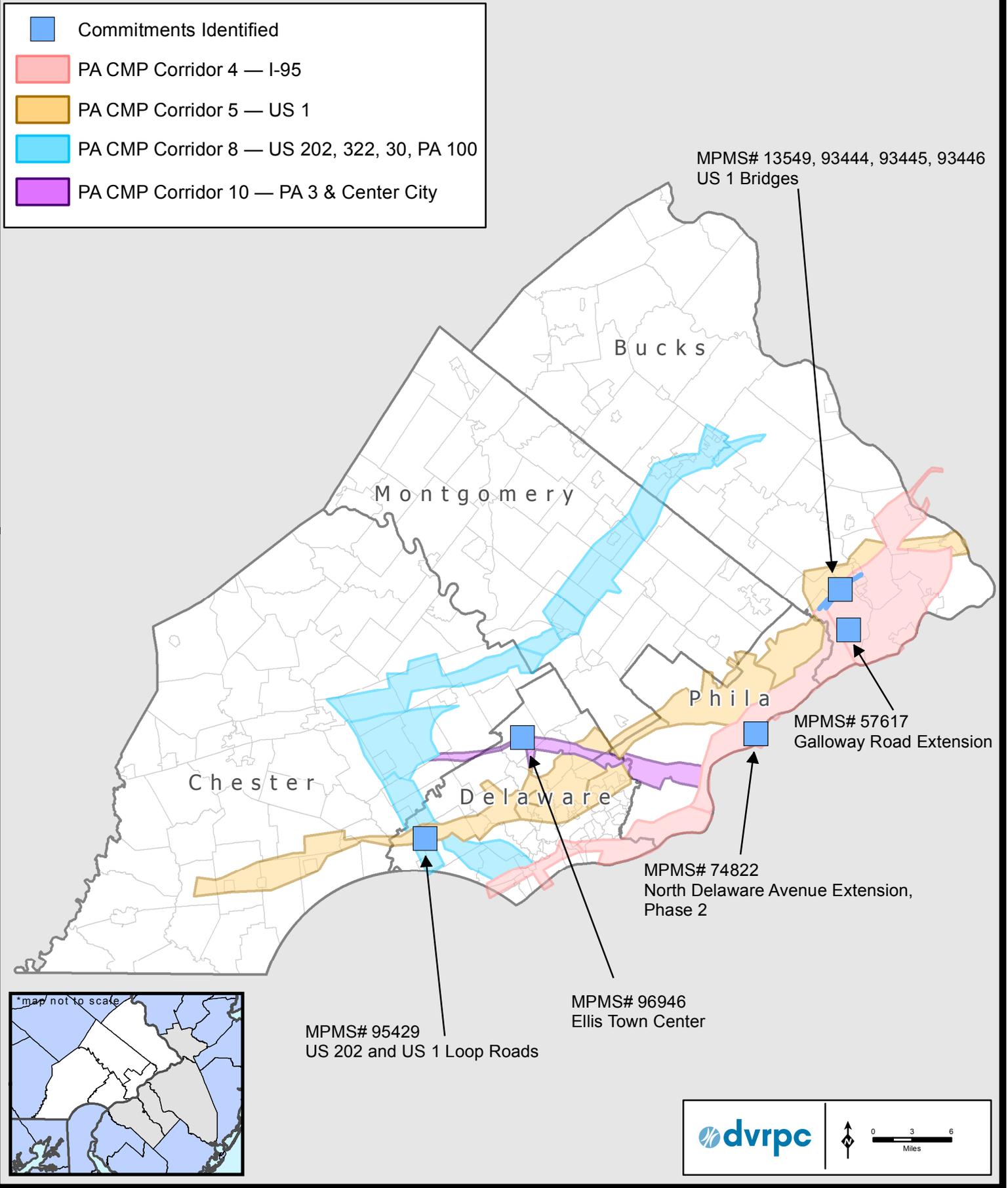
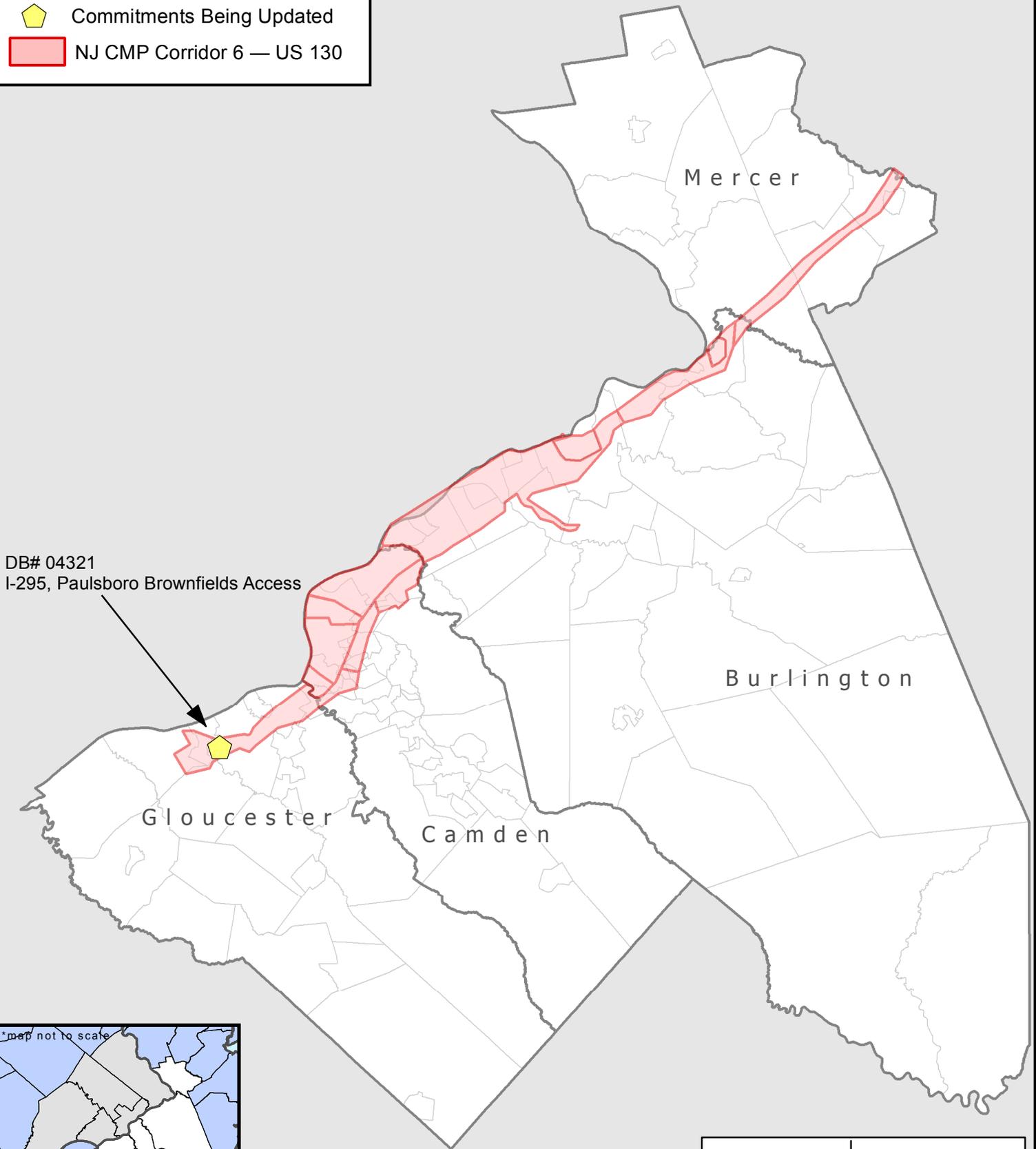


Figure 2: Status of Congestion Management Process Commitments—New Jersey Projects

-  Commitments Being Updated
-  NJ CMP Corridor 6 — US 130



DB# 04321
I-295, Paulsboro Brownfields Access



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Pennsylvania SOV Capacity-Adding Projects

Table 1 lists the Pennsylvania SOV capacity-adding projects included in the seventh round of CMP status review and the current status of the projects. Brief project descriptions are included in this chapter. Supplemental commitments for the Ellis Town Center; Galloway Road Extension; North Delaware Avenue Extension, Phase 2; US 1 Bridges; and US 202 and US 1 Loop Roads projects are detailed in Appendix A.

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

Project	County	MPMS Number(s)	CMP Review Status	TIP Status
Ellis Town Center	Delaware	96946	Commitments Identified	Construction is scheduled to begin in 2015.
Galloway Road Extension	Bucks	57617	Commitments Identified	Construction is underway.
North Delaware Avenue Extension, Phase 2	Philadelphia	74822	Commitments Identified	Preliminary Engineering in 2015; Final Design in 2017.
US 1 Bridges	Bucks	13549, 93444, 93445, 93446	Commitments Identified	Final Design in 2015; earliest construction activities scheduled for 2018.
US 202 and US 1 Loop Roads	Delaware	95429	Commitments Identified	Final Design in 2016; Construction is scheduled to begin in 2018.

Sources: Pennsylvania Department of Transportation Project Managers; Pennsylvania Transportation Improvement Program 2015–2018 (Delaware Valley Regional Planning Commission, 2014).

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

Pennsylvania Projects with New Commitment Tables

The Ellis Town Center; Galloway Road Extension; North Delaware Avenue Extension, Phase 2; US 1 Bridges; and US 202 and US 1 Loop Roads projects developed commitment tables that were approved by the DVRPC RTC and are now being listed in a *Supplemental Projects Status Memorandum* for the first time.

Ellis Town Center

The Ellis Town Center project will improve circulation around the busy intersection of PA 3 and PA 252 in Newtown Square and mitigate the impact of future development. Proposed improvements include new linkages from West Chester Pike (PA 3) and Newtown Street Road (PA 252) that allow motorists to circumvent the major point of congestion at the intersection. The Ellis Town Center project will address existing traffic along PA 252 through the creation of Clyde Lane, which will bisect the development, and through improvements to Winding Way. Improvements to PA 252, along with additional widening of PA 3 adjacent to the project, will also improve roadway conditions for commuters and local traffic, since PA 252 serves as a major north/south travel route for commuters going to Valley Forge.

Supplemental commitments include turning lanes, new traffic signals, updated signal timings on PA 3 and PA 252, improvements for walking and bicycling, and coordination to upgrade transit in the project area.

Galloway Road Extension

This project will include the construction of a new three-lane roadway from the intersection of Galloway Road and Hulmeville Road to the intersection of Bridgewater Road and Byberry Road, adding about one-third of a mile of new roadway.

Supplemental commitments include improvements to existing traffic signals at each end of the project and sidewalk connections along the new roadway.

North Delaware Avenue Extension, Phase 2

Phase 2 of the North Delaware Avenue Extension project will construct a “River Road” along the north Delaware Riverfront amid planned residential and recreational facilities between Buckius Street and the vicinity of the Poquessing Creek. The roadway is planned with amenities for bicycles and pedestrians, including the parallel North Delaware Avenue Greenway Trail. The road will also serve as an alternate route for local truck traffic accessing I-95 from nearby industrial and commercial businesses.

CMP supplemental commitments for the project include amenities for bicycles and pedestrians on the road and on the parallel North Delaware Avenue Greenway Trail, sponsored by the Delaware River City Corporation.

US 1 Bridges

This roadway reconstruction, widening, and bridge improvement project involves 2.8 miles of roadway, ten bridge structures, and four retaining walls, representing an investment of more than \$250 million over the next decade. The project includes the addition of a third through-travel lane on US 1 in each direction between the Street Road interchange and the Pennel interchange (Business Route 1) and the addition, modification, or upgrading of auxiliary lanes in each direction for the Street Road, PA Turnpike, Neshaminy (Rockhill Drive), and Pennel (Business Route 1) interchanges. The proposed structure improvements include the replacement of seven bridges, the rehabilitation of two bridges, and the removal of one bridge.

Supplemental commitments include signal improvements, incident management, transportation demand management outreach to employers, sidewalk improvements, investigation of new transit stops, potential adjustments to existing bus routes (including coordination with the proposed “Better Bus” improvements on Roosevelt Boulevard in Philadelphia and Bucks counties), and improvements to transit amenities, such as adding bus shelters.

More information can be found on the project website: www.improveus1-bucksco.com/

US 202 and US 1 Loop Roads

The project will complete the loop roads on the southwest corner of the intersection, connecting Hillman Drive to Painters Crossing/Brandywine Drive in the southwest quadrant. The northeast and northwest quadrants have already completed loop roads, and the southeastern loop road will be completed by a developer. A completed loop road system is designed to divert traffic from the busy US 202/US 1 intersection.

Supplemental commitments include sidewalks and crosswalks, enhanced bus stop areas in consultation with SEPTA, and bike lanes or paved shoulders.

New Jersey SOV Capacity-Adding Projects

Updated Commitments

Periodically, it is necessary to update CMP commitments to ensure that they are progressing as planned. This involves contacting the lead agency or organization to find out if, for example, a specific commitment that was planned has now been completed. In some cases, it is necessary to revise CMP commitments that were identified in previous memoranda. However, the scale of commitments must remain the same. An example of a revision would be if repeated efforts to locate a park-and-ride lot have failed and another, comparable strategy is now proposed. These memoranda provide an opportunity to update the status of previous commitments and/or to revise commitments that may have changed as the project has progressed through project development and construction.

In this memorandum, the commitments for one project in New Jersey are being updated from those listed in a previous memorandum. This project has completed construction, and its supplemental project commitment table has been updated to reflect that all of the commitments have been completed as planned.

Table 2 lists the New Jersey SOV capacity-adding project included in the seventh round of CMP status review and the current status of the project. A project description is included below the table as a refresher.

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

Project	County	DB Number(s)	CMP Review Status	TIP Status
I-295 Paulsboro Brownfield Access	Gloucester	04321	Commitments identified in 2009; updated in 2014	Construction completed.

Sources: *New Jersey Department of Transportation Project Manager, 2014; 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 Paulsboro Brownfield Access

This project constructed a new roadway and bridge connecting the British Petroleum (BP) brownfield redevelopment site in Paulsboro Borough to the newly improved Interchange 19 of I-295 via Paradise Road. The project was a necessary component of the economic feasibility of the redevelopment project. It provides a direct link to the interstate system and the proposed multiuse redevelopment area.

This project has completed construction, and all of its supplemental commitments were fulfilled. The updated supplemental project commitment table is detailed in Appendix B to this memorandum.

Ongoing Coordination

Project managers are federally required to explore, document, and coordinate with DVRPC to determine whether congestion problems can be addressed by means other than adding new SOV capacity. After that step, DVRPC continues to communicate with the project sponsors to develop smart transportation solutions and CMP commitments to the region’s congestion challenges. DVRPC staff also offers assistance to state DOTs and other project sponsors to identify operational, 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.

Specifically, DVRPC staff is communicating with the US 30 Bypass and PA 63/PA 309 Connector, Phase 2 project study teams in Pennsylvania to help evaluate appropriate strategies to address congestion in those corridors. DVRPC staff is also working closely with the Bristol Road Extension, Bridgewater Road Extension, and PA 23 Relocation project managers to identify and finalize CMP commitments for these major SOV capacity-adding projects, all of which are located in Pennsylvania.

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 Statements. 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.

CHAPTER 4: Conclusions

This document is the seventh 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 CON and FD phases have been addressed in previous memoranda. However, with the passage of Pennsylvania Act 89 of 2013, a number of major SOV capacity-adding projects that had been dormant due to funding shortfalls have now been reactivated.

Despite the improved funding outlook in Pennsylvania, in the current funding environment, many major SOV capacity-adding projects are taking longer to advance through the design phases and, in turn, be constructed. Many projects are being reconsidered or rescoped with cost savings and smart transportation objectives in mind. 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, 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. See the DVRPC reports *Selecting Software to Evaluate the Anticipated Effectiveness of CMP Strategies* (Publication 10023) and *CMP Strategy Evaluation: Testing Short-Listed Programs* (Publication 12042) for more information.

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 DVPRC 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 biennial memoranda tracking supplemental strategy commitments so that they can be reviewed and approved by the CMP Advisory Committee and the DVRPC RTC or Board.



Appendix A

Appendix A.

New Congestion Management Process Commitments by Project (Pennsylvania)

Table A-1: Ellis Town Center, (MPMS# 96946)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Add a left- and right-turn lane on the southbound approach of Clyde Lane to PA 3	Planned	PennDOT	Turning-Movement Enhancements
Add a right-turn lane on the northbound approach of Bishop Hollow Road to PA 3	Planned	PennDOT	Turning-Movement Enhancements
Construct a right-turn lane on southbound PA 252 at Winding Way	Planned	PennDOT	Turning-Movement Enhancements
Extend the westbound left-turn lane on PA 3 at Bishop Hollow Road	Planned	PennDOT	Turning-Movement Enhancements
Install ADA-compliant pedestrian facilities at the following intersections: -All four corners of PA 3/Clyde Lane/Bishop Hollow Road; -Southwest corner of Winding Way/PA 252; -Northwest and southwest corners of PA 252/SAP Driveway (Loop Road); -Northeast corner of PA 3/Winding Way/Roe Lane	Planned	PennDOT	Improvements for Walking and Bicycling
Complete sidewalk/trail network as planned, especially along PA 3 and PA 252 as projects advance or funding becomes available	Planned	Developer/ Newtown Township	Improvements for Walking and Bicycling
Install a new traffic signal at the Winding Way/Clyde Lane intersection to work in conjunction with the existing/new signal at the Winding Way/PA 252 intersection	Planned	PennDOT	Signal Improvements
Install new traffic signal equipment at the following intersections: -PA 3/Clyde Lane/Bishop Hollow Road; -PA 252/SAP Driveway (Loop Road); -PA 3/Winding Way/Roe Lane	Planned	PennDOT	Signal Improvements
Retime traffic signals along PA 3 and PA 252	Planned	PennDOT	Signal Improvements
Evaluate the feasibility of adjusting local bus routes, including the 104, 118, and 120, to serve new development once it is constructed	Planned	SEPTA/Developer	Modifications to Existing Transit Routes or Services

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Confirm that new traffic signal equipment installed along PA 3 will not prevent future implementation of Transit Signal Priority	Completed	PennDOT/SEPTA	Transit Signal Prioritization (TSP)
Install bus shelters and improve transit amenities as appropriate, using township-wide architectural standards and the standards in the <i>SEPTA Bus Stop Design Guidelines</i> report (DVRPC Publication #12025), including assurance that stop locations will be connected with quality walkways to the development they serve	Planned	Developer / Newtown Township / DCTMA	Enhanced Transit Amenities and Safety
Revise comprehensive plan, zoning, subdivision, and land use ordinances to implement access management regulations along PA 252, as recommended in the <i>Managing Access in Newtown Square</i> study (DVRPC Publication #10027)	Planned	Newtown Township	Access Management
Offer transportation fairs to new businesses in the Ellis Town Center to inform employees about transportation options other than driving alone, including transit, carpools, vanpools, etc.	Planned	DCTMA	Marketing/Outreach for Transit and TDM Services

Source: Delaware County Planning Department, 2013; Delaware County Transportation Management Association, 2013; Newtown Township, 2013; PennDOT Project Manager, 2013; SEPTA, 2013; Pennsylvania Transportation Improvement Program 2015–2018 (Delaware Valley Regional Planning Commission, 2014).

Table A-2: Galloway Road Extension, (MPMS# 57617)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Provide sidewalk connection along north side of new roadway	Planned	PennDOT/Bensalem Township	Walking and Bicycling Improvements
Improve existing traffic signals at the intersection of Galloway Road and Hulmeville Road, and at the intersection of Bridgewater Road and Byberry Road	Planned	PennDOT	Signal Improvements
Add left-turn lanes on all approaches at the intersection of Galloway Road and Hulmeville Road, and at the intersection of Bridgewater Road and Byberry Road	Planned	PennDOT	Turning-Movement Enhancements

Source: Bucks County Planning Commission, 2013; PennDOT Project Manager, 2013; Pennsylvania Transportation Improvement Program 2013–2016 (Delaware Valley Regional Planning Commission, 2012).

Note: Construction funds for the Galloway Road Extension project were obligated in 2014 and therefore the project was not carried forward to the 2015–2018 TIP.

Table A-3: North Delaware Avenue Extension, Phase 2, (MPMS# 74822)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Include sidewalks in project area	Planned	PennDOT, Philadelphia Streets Department	Pedestrian and Bicycle Improvements
Complete section of East Coast Greenway through project area (North Delaware Avenue Greenway Trail)	Planned	Delaware River City Corporation	MPMS# 61712
Investigate signage to direct trucks off of Richmond Street onto extension	Planned	PennDOT, Philadelphia Streets Department	Signage

Source: PennDOT Project Manager, 2014; Philadelphia Streets Department, 2014; Pennsylvania Transportation Improvement Program 2015–2018 (Delaware Valley Regional Planning Commission, 2014).

Table A-4: US 1 Bridges, (MPMS# 13549, 93444, 93445, 93446)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Signal improvements throughout corridor, including evaluation of existing signal timings	Planned	PennDOT	Signal Improvements
Coordinate with MPMS# 102278 (Project to install Adaptive Traffic Signal Control on Street Road from Philmont Avenue to State Road)	Planned	PennDOT	Signal Improvements
Coordinate with SEPTA and DVRPC to monitor opportunities for Transit Signal Priority	Planned	SEPTA/PennDOT/DVRPC	Signal Improvements (Transit Signal Priority)
Reactivate/coordinate with TMA Bucks' SAFE Route 1 Task Force and I-95/US 1 Bucks County Incident Management Task Force	Planned	TMA Bucks/PennDOT /DVRPC	Incident Management
Coordinate with PA Turnpike Commission to share incident and detour information, especially during construction but also ongoing	Planned	PennDOT/PA Turnpike Commission	Incident Management
Increase speed enforcement after new shoulders are constructed; coordinate as needed	Planned	Bensalem Township/PA State Police	Safety Improvements and Programs
Conduct focused outreach to inform employers and employees about transportation options other than driving alone, including transit, carpools, vanpools, alternate work hours, etc.	Planned	TMA Bucks	Marketing/Outreach for Transit and TDM Services

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Review and look for opportunities to implement bicycle, pedestrian, and transit elements of local Master Plans	Planned	PennDOT/SEPTA/DVRPC/Bucks County Planning Commission/Bensalem Township/TMA Bucks	Land Use/Transportation Policies
Improve/add amenities for pedestrians as appropriate, including but not limited to the following: -Complete sidewalk network on northbound side of US 1 in the vicinity of Old Lincoln Highway; -Investigate pedestrian walkways along Rockhill Drive	Planned	PennDOT	Improvements for Walking
Investigate new transit stops throughout corridor, including but not limited to locations along Rockhill Drive	Planned	SEPTA/TMA Bucks	Modifications to Existing Transit Routes or Services
Evaluate the feasibility of adjusting local bus routes, particularly to enhance connections at the Neshaminy Mall, as the Roosevelt Boulevard BRT/"Better Bus" project advances	Planned	SEPTA/DVRPC/TMA Bucks	Modifications to Existing Transit Routes or Services
Work with municipality and others on adding bus shelters and transit amenities, including safe pedestrian access to shelters/amenities. Capital investments may be funded by PennDOT with maintenance and operating costs covered by others	Planned	PennDOT/SEPTA/Bensalem Township/TMA Bucks	Enhanced Transit Amenities and Safety

Source: Bucks County Planning Commission, 2014; PennDOT Project Manager, 2014; SEPTA, 2014; TMA Bucks County, 2014; Pennsylvania Transportation Improvement Program 2015–2018 (Delaware Valley Regional Planning Commission, 2014).

Table A-5: US 202 and US 1 Loop Roads, (MPMS# 95429)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Provide sidewalk connections along new roadway	Planned	PennDOT	Walking and Bicycling Improvements
Provide crosswalks at intersections with US 1 and US 202	Planned	PennDOT	Walking and Bicycling Improvements
Provide bicycle lanes or paved shoulders	Planned	PennDOT	Walking and Bicycling Improvements
Extend right-turn lane from northbound US 1 to southbound US 202	Planned	PennDOT	Turning Movement Enhancements

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Consult with SEPTA regarding potential to provide enhanced bus stop areas	Planned	PennDOT/SEPTA	Enhanced Transit Amenities and Safety

Source: Delaware County Planning Department, 2014; PennDOT Project Manager, 2014; Pennsylvania Transportation Improvement Program 2015–2018 (Delaware Valley Regional Planning Commission, 2014).



Appendix B

Appendix B. Update of Congestion Management Process Commitments for Selected Projects

New Jersey Updates

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

Table B-1: I-295 Paulsboro Brownfield Access, (DBNUM# 04321)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Mitigate “indicators of potential disadvantage” experienced by Paulsboro Borough’s Environmental Justice population through job creation and environmental remediation	Completed	Gloucester County Redevelopment Authority/British Petroleum/South Jersey Port Corporation/ Gloucester County	Accessibility and Environmental Justice
Promote and accelerate growth in already developed urban and suburban areas in order to reduce the rate of loss of undeveloped land	Completed	Gloucester County Redevelopment Authority	Growth Management and Smart Growth
Actively redevelop a major brownfield as an appropriate investment of federal transportation funds	Completed	Gloucester County Redevelopment Authority	Economic Development-Oriented Transportation Policies
Minimize impacts of increased truck traffic to redevelopment site on built and natural environment	Completed	Gloucester County Redevelopment Authority	Improve Circulation

Sources: Gloucester County Planning Department, 2014; New Jersey Transportation Improvement Program 2012–2015 (Delaware Valley Regional Planning Commission, 2011).

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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 seventh review of the status of supplemental projects for major Single Occupancy Vehicle (SOV) capacity-adding projects in the region's Transportation Improvement Programs (TIPs). The Delaware Valley Regional Planning Commission worked with project sponsors to identify or update Congestion Management Process (CMP) commitments for six projects, including five major SOV capacity-adding projects in Pennsylvania that did not already have an approved table of supplemental commitments. Commitments for one project in New Jersey are updated in this memorandum. All projects reviewed were found to be making reasonable progress with supplemental projects in accordance with federal CMP regulations. The passage of Pennsylvania Act 89 of 2013 has led to the reactivation of many projects that were on hold for years due to lack of funding. Each of these projects was already in the project pipeline prior to being listed in the FY 2015–2018 PA TIP for Final Design and Construction funds. Supplemental commitment tables for these projects are documented in this memorandum.

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