



2015–2016 Congestion Management Process (CMP) Supplemental Projects Status Memorandum

April 2016



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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 eighth edition of this memorandum.

CMP staff reviewed all of the projects in the Fiscal Year (FY) 2016–2019 Transportation Improvement Program (TIP) for New Jersey as well as the projects proposed for the draft FY2017–2020 TIP for Pennsylvania, which had not been released yet as of the publication of this report. All projects that were identified as “major SOV capacity-adding” projects in the TIPs were reviewed with regard to CMP and supplemental strategy status. There were no new major SOV capacity-adding projects in New Jersey since the last edition of this memorandum. This memorandum includes 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. Four new major SOV capacity-adding projects in Pennsylvania were identified that have not yet developed a set of supplemental commitments. DVRPC is working with the project managers and other appropriate stakeholders to develop supplemental strategies for these projects. These tables will be approved in accordance with established CMP procedures before the final FY2017–2020 TIP for Pennsylvania is adopted. In addition, three major SOV capacity-adding projects in Pennsylvania were identified that are still in early stages of project development. CMP staff is in contact with the project managers and will continue to monitor these projects. The purpose of this early outreach is to work cooperatively with project stakeholders to develop long-term solutions to regional congestion.

In the current economic climate of limited spending at the state and federal levels, fewer major SOV capacity-adding projects than in the past 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. Pennsylvania increased its available transportation funding with the passage of Act 89 of 2013, and this infusion has led to the reactivation of many projects that had been put on hold for years due to lack of funding. However, funding for capacity-adding projects remains limited and preservation projects are still the state's top priority.

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 mandated CMP.¹ This is the eighth edition of this memorandum.

Incorporating supplemental strategies can save money in the short term by reducing how many miles need to be widened for projects that add new SOV capacity and in the long term by supporting the use of multiple transportation modes. The CMP requires the lead agency to first explore alternatives to adding SOV capacity. 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 project to get the most from the investment. Regulations require projects adding SOV capacity to be consistent with the CMP in order to be eligible for federal funding.

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 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.

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.

Seven projects proposed to be listed in the draft FY2017–2020 TIP for Pennsylvania, which has not been released as of the publication of this report, are included in this document. Stakeholder meetings to identify commitments for four of these projects are ongoing. Once they have been agreed upon, these commitment tables will be presented to the DVRPC Regional Technical Committee (RTC) for endorsement on behalf of the DVRPC Board. As outlined by established CMP procedures, this must occur before the FY2017–2020 TIP for Pennsylvania is adopted. The final commitment tables will be included in the next update of this memorandum. The other three projects listed in this report are still in early stages of development. DVRPC CMP staff will continue to monitor these projects, including working with the sponsors to evaluate alternatives to adding additional capacity and identifying appropriate supplemental commitments if the projects ultimately advance in a form that adds SOV capacity. DVRPC staff plans to add an online database in FY2017 to make it easier for project sponsors and stakeholders to track the status of supplemental commitments.

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 CMP staff reviewed all of the projects in the FY2016–2019 TIP for New Jersey and the projects that are proposed to be included in the draft FY2017–2020 TIP for Pennsylvania, which had not been released yet as of the publication of this report. All projects that were identified as “major SOV capacity-adding” projects in the TIPs were reviewed with regard to CMP and supplemental strategy status.

Federal regulation requires that the TIP cover a minimum of four federal fiscal years of programming. DVRPC TIP documents for both states demonstrate a longer planning and programming horizon (10 years for New Jersey; 12 years for Pennsylvania) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered “Later Fiscal Years” (LFY) funding, and per regulation it is not technically available or able to be committed or authorized.

In the current economic climate of limited spending at the state and federal levels, fewer major SOV capacity-adding projects than in the past 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. Pennsylvania increased its available transportation funding with the passage of Act 89 of 2013, and this infusion has led to the reactivation of many projects that had been put on hold for years due to lack of funding. However, funding for capacity-adding projects remains limited, and preservation projects are still the state’s top priority.

There were no new major SOV capacity-adding projects in the FY2016–2019 TIP for New Jersey that did not already have an approved table of supplemental commitments. One project in New Jersey that was initially recorded in a previous edition of this memorandum had completed construction and was selected to be updated in this edition.

In Pennsylvania, review identified the major SOV capacity-adding projects that had Final Design (FD) or Construction (CON) funding proposed to be programmed in the draft TIP in FY2017–2020, as well as projects with Preliminary Engineering (PE) or FD in LFY of the TIP. Next, staff determined if supplemental strategies had been developed for each project, in order to identify those projects that had yet to develop commitments. Four projects in Pennsylvania were identified with FD proposed to be programmed in the first four years of the TIP and that have not yet developed a set of supplemental commitments. DVRPC is working with the project managers and other appropriate stakeholders to develop supplemental strategies for these projects. These commitments will be reviewed by the project sponsors and the CMP Advisory Committee, and they will be endorsed by the RTC on behalf of the DVRPC Board before the FY2017–2020 TIP for Pennsylvania is adopted, as outlined by established CMP procedures.

In addition, three projects proposed to be included in LFY of the draft FY2017–2020 TIP for Pennsylvania are still in the early stages of project development. CMP staff is in contact with the project managers and will continue to monitor these projects as they develop. 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). These supplemental commitments may include projects and activities undertaken and/or funded by agencies other than the project sponsor. DVRPC has adopted a policy that all projects that propose to add major SOV road capacity 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 PE phase.

While one purpose of these memoranda is to track the status of CMP supplemental commitments, the exercise of working together at earlier stages of project development 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 have contacted project managers and helped review proposed scopes of work. When requested, staff met with managers and stakeholders to identify potential supplemental strategies for commitments. DVRPC CMP staff is currently involved in two early coordination efforts for projects in concept development that may include SOV capacity additions. One project is in New Jersey, evaluating additional capacity on NJ 73 in the vicinity of Evesham Road. The other project is in Pennsylvania, evaluating solutions to congestion on PA 611 in Montgomery and Bucks counties.

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. Once a set of supplemental commitments is approved by the RTC, an overview of the commitments and a reference to the memorandum in which they are documented is added to the TIP description for the appropriate parent project or projects.

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 be beyond what would 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. The US 30 Bypass Widening and Reconstruction project discussed in this memorandum has adopted this approach in developing the set of supplemental commitments for the two projects that make up the overall improvement.

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.

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.

- *Overview of the 2015 Congestion Management Process* (Publication Number 15044): This 17-page document provides a basic understanding of 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.

CHAPTER 3:

SOV Capacity-adding Projects



Overview

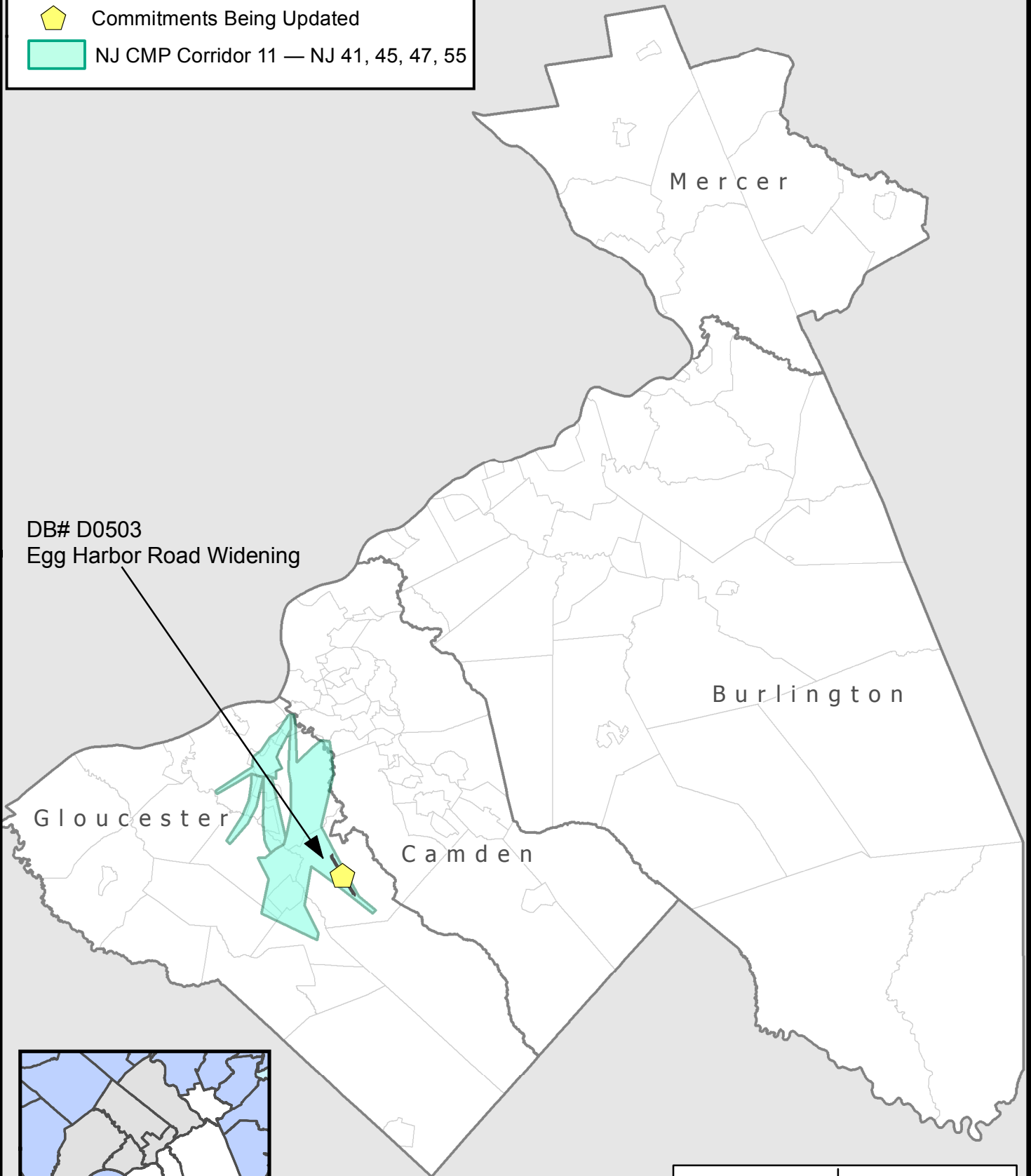
In this chapter, three types of parent SOV capacity-adding projects are addressed:

- **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 Egg Harbor Road Widening project in New Jersey. It is listed in Table 1. 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 A of this memorandum.
- **Major SOV capacity-adding projects that are advancing toward FD and have not yet developed supplemental commitments.** CMP staff has contacted the respective project managers to begin the process of developing an appropriate table of supplemental commitments scaled to the size of each project. Once approved by DVRPC's RTC, these sets of supplemental commitments will be published in a future edition or editions of this report. Project descriptions are included in this chapter. These projects include:
 - Bristol Road Extension;
 - US 30 Bypass Widening and Reconstruction (Eastern and Western Sections); and
 - PA 309 Connector – Phase 2.
- **Major SOV capacity-adding projects listed in LFY of the TIP that are still in early stages of development and have not yet developed supplemental commitments.** CMP staff has contacted the respective project managers and will continue to monitor the projects; however, it is too early to agree on a final table of appropriate supplemental commitments scaled to the size of each project and to seek approval by the RTC. DVRPC staff will work with project managers to determine if solutions that do not involve additional SOV capacity are feasible. DVRPC staff is also available to begin developing potential supplemental strategies if a major SOV capacity-adding project is determined to be necessary. Project descriptions are included in this chapter. These projects include:
 - Bridgewater Road Extension;
 - I-95/US 322 Conchester Highway Interchange Improvements; and
 - PA 309 Connector – Phase 3.

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

Figure 1: Status of Congestion Management Process Commitments—New Jersey Projects

-  Commitments Being Updated
-  NJ CMP Corridor 11 — NJ 41, 45, 47, 55



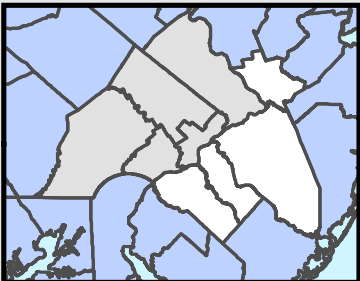
DB# D0503
Egg Harbor Road Widening

Gloucester

Camden

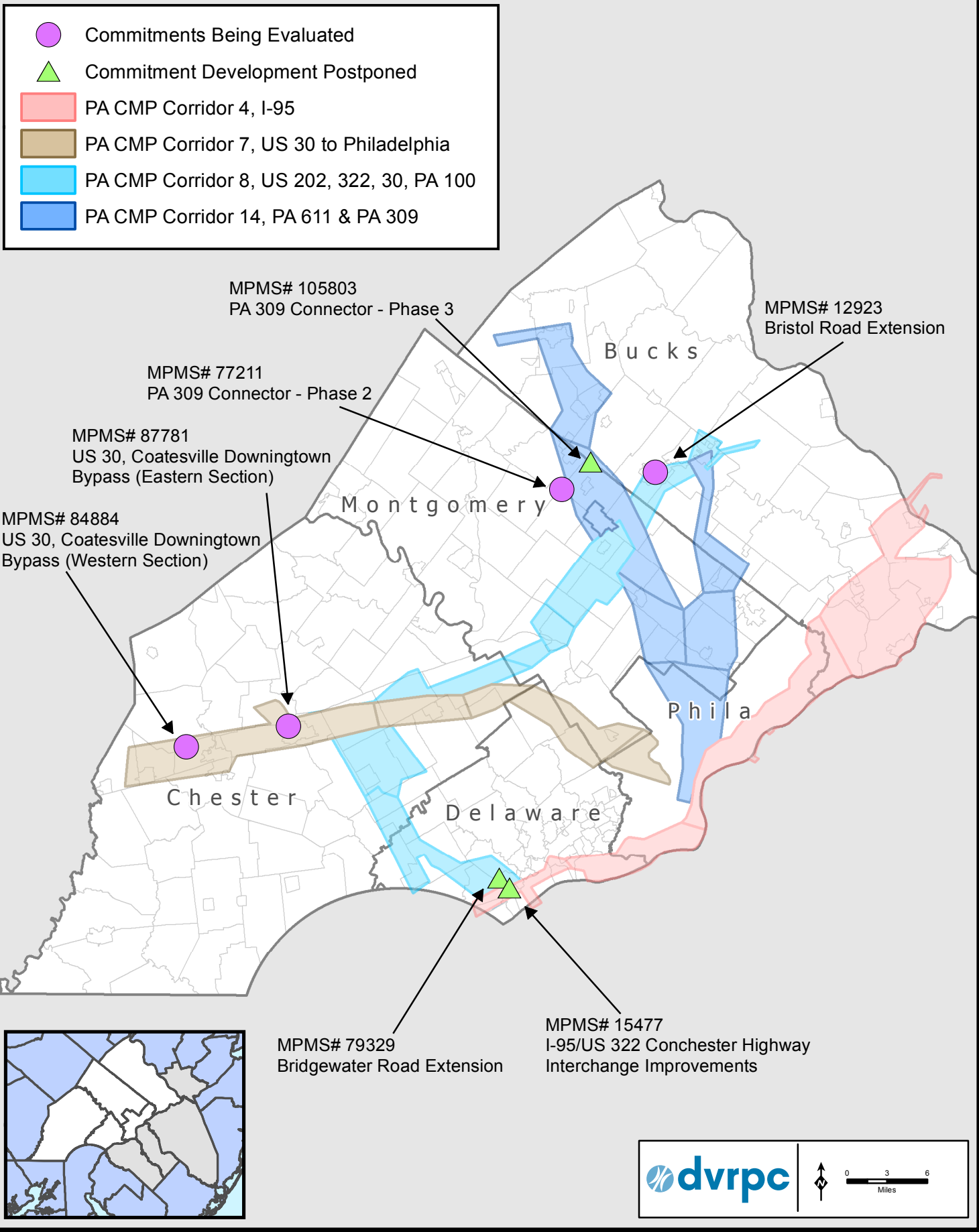
Mercer

Burlington



The logo for DVRPC is on the left, followed by a north arrow and a scale bar showing 0, 3, and 6 miles.

Figure 2: Status of Congestion Management Process Commitments—Pennsylvania Projects



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

Table 1: New Jersey Major Single Occupancy Vehicle Capacity-adding Projects

Project	County	DB Number	CMP Review Status	TIP Status
Egg Harbor Road Widening	Gloucester	D0503	Commitments identified in 2009 and updated in this memorandum	Construction completed

Sources: Gloucester County Engineer, 2016; New Jersey Transportation Improvement Program 2012–2015 (Delaware Valley Regional Planning Commission, 2011).

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

Egg Harbor Road Widening, Hurffville-Cross Keys Road to Hurffville Grenloch Road, CR 630

This project widened Egg Harbor Road for approximately 2.5 miles between CR 635 and CR 654 from two lanes to four, including an auxiliary lane for left-turn movements at selected intersections. Egg Harbor Road provides the direct link from the NJ 55 interchange on NJ 47 to the heart of Washington Township at the junction of Hurffville-Cross Keys Road. Supplemental projects included center turn lanes, pedestrian signals, and crosswalks in the project area.

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

Pennsylvania SOV Capacity-adding Projects

Table 2 lists the Pennsylvania SOV capacity-adding projects included in the eighth round of CMP status review and the current status of the projects. Brief project descriptions are included in this chapter. Projects proposed to have FD and/or CON funding programmed in the draft TIP in FY2017–2020 were identified. Coordination to develop supplemental commitment tables for these projects is underway. Commitments will

be reviewed by the project sponsors and the CMP Advisory Committee and will be endorsed by the DVRPC RTC on behalf of the DVRPC Board before the FY2017–2020 TIP for Pennsylvania is adopted. Final tables are expected to be published in the next edition of this report. At the same time, projects in earlier stages of development including PE and early FD phases, and that are currently listed in LFY of the TIP, will continue to be monitored by DVRPC staff.

Table 2: Pennsylvania Major Single Occupancy Vehicle Capacity-adding Projects

Project	County	MPMS Number(s)	CMP Review Status	TIP Status
Bridgewater Road Extension	Delaware	79329	Commitments not yet identified. CMP staff will continue to monitor the project.	PE in FY2018. FD in FY2022
Bristol Road Extension	Bucks	12923	Commitments not yet identified; Stakeholder meetings planned for FY2016.	FD in FY2019
I-95/US 322 Conchester Highway Interchange Improvements	Delaware	15477	Commitments not yet identified. CMP staff will continue to monitor the project.	PE in FY2025
PA 309 Connector – Phase 2 (Allentown Road to Souderton Pike)	Montgomery	77211	Commitments not yet identified; Stakeholder meetings planned for FY2016.	FD in FY2017
PA 309 Connector – Phase 3 (Souderton Pike to PA 309)	Montgomery	105803	Commitments not yet identified. CMP staff will continue to monitor the project.	FD in FY2026
US 30, Coatesville Downingtown Bypass (Eastern Section)	Chester	87781	Commitments not yet identified; Stakeholder meetings planned for FY2016.	FD beginning in FY2019.
US 30, Coatesville Downingtown Bypass (Western Section)	Chester	84884	Commitments not yet identified; Stakeholder meetings planned for FY2016.	FD beginning in FY2018.

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

Note: CMP = Congestion Management Process. FD = Final Design. FY = Fiscal Year. MPMS = Multimodal Project Management System. PE = Preliminary Engineering. TIP = Transportation Improvement Program.

Bridgewater Road Extension

This project will extend Bridgewater Road to either SR 452 (Market Street) or US 322. It is a breakout of MPMS# 15477, the I-95/US 322 Conchester Highway Interchange Improvement project, where the PE phase for this breakout project is located. PE for the Bridgewater Road Extension is currently scheduled for FY2018. FD is not scheduled to begin until FY2022.

I-95/US 322 Conchester Highway Interchange Improvements

This project is a component of the Statewide Interstate Management Program. The project entails the reconfiguration of the interchange connecting I-95 and US 322 and the interchange of US 322 and Bethel Road. The project area extends along I-95 from just south of the US 322 interchange north to the Commodore Barry Bridge off-ramp and along US 322 from the I-95 interchange to PA 452 (Market Street) to the west. A point of access study will be prepared that will include an evaluation of providing two direct movements that currently are not provided at the interchange, I-95 northbound to US 322 westbound and US 322 eastbound to I-95 southbound. The project will also entail the rehabilitation or replacement of five existing bridges. PE is currently proposed to be scheduled for LFY of the TIP, beginning in FY2025.

Bristol Road Extension

This project will provide a two-lane extension of Bristol Road from US 202 to Park Avenue (approximately 2,000 feet). When completed, this improvement will provide a two-lane bypass around Chalfont Borough that will eliminate trips on US 202 and turning movements at the US 202/PA 152 intersection. The project would involve relocation of SEPTA siding track, a bridge across wetlands, and minor widening of the intersection at Bristol Road and US 202 to provide right and left turning lanes. The traffic signals and railroad crossing gates at the intersection of US 202 and Bristol Road will be redesigned. The project will include coordination with SEPTA. It is currently proposed to begin FD in FY2019.

PA 309 Connector—Phase 2 (Allentown Road to Souderton Pike)

The PA 309 Connector Projects are intended to create a direct connection between the Lansdale Interchange of the Pennsylvania Turnpike and the limited-access PA 309 Sellersville Bypass in Bucks County. Phase 1 created a bypass around Mainland Village in Montgomery County and widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road. Phase 2 will extend Wambold Road on new alignment from its current terminus at Allentown Road to the intersection of Cowpath Road and Township Line Road. The project will also improve Township Line Road from Cowpath Road to Penn Street. FD is proposed to begin in FY2017.

PA 309 Connector—Phase 3 (Souderton Pike to PA 309)

Phase 3 of the PA 309 Connector project will evaluate realigning Township Line Road and Fairhill Road and connecting them at a new interchange along the PA 309 Sellersville Bypass. FD is proposed to begin in FY2026.

US 30, Coatesville Downingtown Bypass (Eastern Section)

The purpose of this project is to reconstruct the mainline pavement in this section, including potential addition of through lanes and capacity enhancements between PA 113 and PA 340, to be determined by traffic analysis. There are also plans to reconstruct and widen the mainline shoulders; replace and widen mainline bridge superstructures; construct new ramps to complete partial interchanges; reconstruct, realign, and lengthen all on and off ramps to provide storage length for traffic signals and/or ramp metering; reconstruct arterial overpasses; and install ITS elements including dynamic message signs, closed circuit television cameras, and incident detection systems. Minor improvements to parallel arterial routes may also be included as determined by traffic analysis. FD is proposed to begin in FY2019.

US 30, Coatesville Bypass (Western Section)

The purpose of this project is primarily to reconstruct the mainline pavement in this section. There are also plans to reconstruct and widen the mainline shoulders; replace and widen mainline bridge superstructures; construct new ramps to complete partial interchanges; reconstruct, realign, and lengthen all on and off ramps to provide storage length for traffic signals and/or ramp metering; reconstruct arterial overpasses; and install ITS elements including dynamic message signs, closed-circuit television cameras, and incident detection systems. Minor improvements to parallel arterial routes may also be included as determined by traffic analysis. This project also includes upgrading the Airport Road interchange to a full interchange. FD is proposed to begin in FY2018.



Appendix

Update of Congestion Management Process Commitments for Selected Projects

New Jersey Updates

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

Appendix Table 1: Egg Harbor Road Widening (DBNUM# D0503)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Pedestrian signals and crosswalks	Completed	NJDOT	Pedestrian and Bicycle
Center turn lane	Completed	NJDOT	Channelization
New and upgraded traffic signals	Completed	NJDOT	Basic Upgrade of Signals and ITS

Source: DVRPC Project Manager, McCormick and Taylor, and FY 2010–2013 Transportation Improvement Program for New Jersey (DVRPC, 2009).

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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 Delaware Valley Regional Planning Commission's (DVRPC's) eighth review of the status of supplemental projects for major Single Occupancy Vehicle (SOV) capacity-adding projects in the region's Transportation Improvement Programs (TIPs). Congestion Management Process (CMP) staff reviewed all projects in the Fiscal Year (FY) 2016–2019 TIP for New Jersey and proposed for the draft FY2017–2020 TIP for Pennsylvania. There were no new major SOV capacity-adding projects in New Jersey since the last update of this memorandum. Commitments for one project in New Jersey that was listed in a previous memorandum were updated. CMP staff is in the process of developing commitments for four major SOV capacity-adding projects in Pennsylvania. In addition, three major SOV capacity-adding projects in Pennsylvania were identified that are still in the early stages of project development. CMP staff is in contact with the project managers and will continue to monitor these projects. The purpose of this early outreach is to work cooperatively with project stakeholders to develop long-term solutions to regional congestion.

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