

DVRPC Fiscal Year 2009 Transportation Improvement Program

Volume I • Executive Summary

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General Overview of the TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2009 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY 2009-2012) and for the Pennsylvania portion of the region (FY 2009-2012). The DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region and at the same time complies with federal and state policies.

In the New Jersey Subregion, the TIP contains over 141 projects, totaling \$1.67 billion for the phases to be advanced over the next four years, averaging \$419 million per year. Programmed funds include \$889 million for projects primarily addressing the highway system and \$787 million for transit projects for NJ TRANSIT and DRPA/PATCO. Figure 1 presents a funding summary of the DVRPC program by county and transit operator for each of the four TIP years in New Jersey.

In the Pennsylvania Subregion, the TIP contains over 497 projects, totaling over \$4 billion for the phases to be advanced over the next four years, averaging \$1 billion per year. Programmed funds include over \$2 billion for projects primarily addressing the highway system and \$1.9 billion of transit projects for SEPTA, DRPA Pottstown Urban Transit, and the Keystone Serve. These PA figures do not include 8 projects in the DVRPC region totaling over \$416 million dollars which are part of the new PA Statewide Interstate Management Program. Figure 1 presents a funding summary of the DVRPC program by county and transit operator for each of the four TIP years in Pennsylvania.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, most recently the *Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* which was enacted August 10, 2005, as Law 109-59. SAFETEA-LU builds on the initiatives established in both the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Record transportation investment has been prescribed for a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety improvements, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems. SAFETEA-LU promised to spend more than \$286 billion nationally on transportation over the five years through FY2009 and guaranteed that most of the money would be appropriated.

What this Document Includes

The complete TIP document has been divided into four volumes. This volume, Volume 1, includes (1) a general overview of the TIP and the TIP development process, intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP, (2) various summaries of the New Jersey and Pennsylvania programs, and (3) a discussion of how the TIP relates to Environmental Justice, and a description of the TIP Public Involvement process.

Volume II contains the maps and lists of the New Jersey projects, including a listing of NJDOT's new 10 year plan. For the first time, NJDOT has developed a STIP with a 10 year horizon looking beyond the federal requirement of a 4 year STIP. The full NJ STIP is also available on the website <http://www.state.nj.us/transportation/capital/cpd/>. The Volume II for New Jersey also contains an Unfunded "B List", showing projects that NJDOT has identified that cannot be funded based on current ten-year revenue estimates. Availability of additional state or federal funds could allow them to be funded. A further refinement of the ten-year capital program could also lead to greater flexibility and accommodation of more projects.

Volume III contains the maps and lists of the Pennsylvania projects, including the special list of Interstate Management Projects.

Volumes II and III also contain the following three appendices (a) State DOT Financial Guidance used in developing the program, (b) Acknowledgement of the Documentation of the Conformity Finding, and the (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP.

Volume IV, the Public Comment Document, provides further detail and description of DVRPC's public outreach efforts, a compilation of comments received on the Draft TIP, responses from the various member agencies and copies of comment documents received by DVRPC.

Using the Web

The TIP can also be found on the DVRPC website, where you can easily search through and/or review the current DVRPC TIPs for New Jersey and Pennsylvania. The web includes a new interactive method for displaying maps and project listings. Using Google maps as a base, projects can be located using either street grid or aerial views. To use the DVRPC TIP web page, log onto www.dvrpc.org and select Transportation, Capital Programming and then Transportation Improvement Program (TIP), or simply select TIP in the Quick Links. Either method will take you to: <http://www.dvrpc.org/transportation/capital/tip.htm>.

What is the TIP?

The TIP is the agreed upon list of specific priority projects. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU. The list is multi-modal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers four years for the New Jersey portion of the region and is updated annually. In Pennsylvania, the TIP covers a four year period and is updated every other year.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as an Appendix C in this document.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred. As a result, the TIP is not a wish list; competition between projects for a spot on the TIP clearly exists. The financial guidance used to develop each of the programs is included as Appendix A in this document.

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding to a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The time frame shown in the TIP is the best estimate at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and get reprogrammed to later years.

The TIP is not a guarantee of project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

Regional Consensus

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because, before committing significant sums of money, the federal and state governments want assurances that all interested parties have participated in developing the priorities. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

How Does the TIP Relate to the Long Range Plan?

Regionally significant projects must be drawn from the region's long range plan and all projects in the TIP must help implement the goals of the plan. The long range plan, required by federal law, is the document which helps direct transportation and land use decisions over a minimum 20 year horizon. The TIP represents the translation of recommendations from DVRPC's current long-range transportation plan, *Destination 2030*, into a short-term program of improvements.

While all projects included in the TIP must be consistent with the long range plan, projects which add capacity for single occupant vehicles must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process which attempts to meet increasing travel demand through non-capacity adding strategies where practical. All projects included in the TIP have met this requirement.

The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out. An example of implementing policy from the long range plan is illustrated by the effort to maximize the use of non-motorized modes for non-recreational trips. An ongoing task of DVRPC staff is to evaluate PA TIP projects for compatibility with DVRPC's Bicycle and Pedestrian Mobility Plan and other pertinent data, and make recommendations for the consideration of bike lanes and sidewalks as appropriate as part of the project scope, or for an examination of the feasibility of such facilities as part of the project's preliminary engineering phase. For further information about policies and strategies of the long range plan, *Destination 2030*, visit the "Regional Planning" location at DVRPC's home page on the Internet at www.dvrpc.org.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs and projects conform to the purpose of state implementation plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan as determined by an emissions analysis. The projects in the FY 2009 TIP are a subset of the regionally significant projects contained in the *Destination 2030* long range plan.

The TIP and Plan have been tested for conformity and found to meet all requirements, including the critical test that Volatile Organic Compounds (VOCs), Oxides of Nitrogen (NOx), Carbon Monoxide (CO), and fine particulate matter (PM-2.5) emissions are less than any applicable budgets or baseline established for all analysis years. Excerpts from the TIP conformity finding are included as Appendix B in this document. A complete description of the conformity procedures can be found in the *Destination 2030* long range plan, and on DVRPC's website.

How is the TIP Funded?

The major funding source for the projects in the TIP is SAFETEA-LU, administered through the US Department of Transportation's Federal Highway Administration and Federal Transit Administration. In addition, funds are made available by the states of New Jersey and Pennsylvania to match federal funding in varying ratios, and to provide 100 percent financing for selected projects. Local counties, municipalities and private developers or toll authorities, as well as transit operators may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought.

Who are the Players?

Approximately 20 agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by the DVRPC.

How Does a Project Get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precedes a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses and citizen complaints

and inquiries. Since only DVRPC member agencies are allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way.

Once each county and operating agency has developed their own list of projects and priorities, they are brought to DVRPC where the Regional Transportation Committee (RTC) reviews them. The RTC seeks to insure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's goals. The RTC, composed of state, county, and city planners; transit operators; citizen representatives; and transportation related interest groups; makes recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine each year's TIP projects. After considering the recommendations of the RTC and the comments received from the Regional Citizens Committee and the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

What Happens to a Project Once It's on the TIP?

Once a project is on the TIP, a considerable amount of work still remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that their project moves forward - the lead agency in most cases is the state DOT or transit operator, and in some cases, a county or city.

Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, construction). Each phase is included in the TIP showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

Why is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process between all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process and interest groups and community leaders have a voice. For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a top-down perspective.

In What Ways Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit company managers is one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input.

The primary vehicles for ongoing public participation in DVRPC's planning and programming activities are the Regional Citizens Committee (RCC) and the Goods Movement Task Force (GMTF). With representatives from the private sector, social service entities, environmental organizations, and other interest groups, these two bodies review and comment on most DVRPC policies and plans. To become a member of the RCC or the GMTF, please contact DVRPC's Public Affairs Office.

The public and other interest groups also have the opportunity to comment on the TIP before it is officially adopted by the DVRPC Board. DVRPC conducts a 30 day public comment period and holds open house meetings to allow the public an opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Copies of the TIP are available on-line as well as at the DVRPC library. The TIP documents are able to be viewed on DVRPC's web site at www.dvrpc.org.

New Jersey Program Summary

The DVRPC FY2009 Transportation Improvement Program for New Jersey contains project maps, project descriptions, and the appendices for the New Jersey Subregion. The TIP for New Jersey contains over 141 projects, totaling \$1.67 billion for the phases to be advanced over the next four years, averaging \$419 million per year. Programmed funds include \$889 million for projects primarily addressing the highway system and \$787 million for transit projects for NJ TRANSIT and DRPA/PATCO. The DVRPC program represents 16.7% of statewide resources (\$5.3 billion), approximately 16.7% for highway and 14.1% for transit funds. The statewide resources figure (\$5.3 billion) does not include \$2.478 billion for projects administered directly by NJDOT on a statewide basis, or \$65 million for the DRPA/PATCO program.

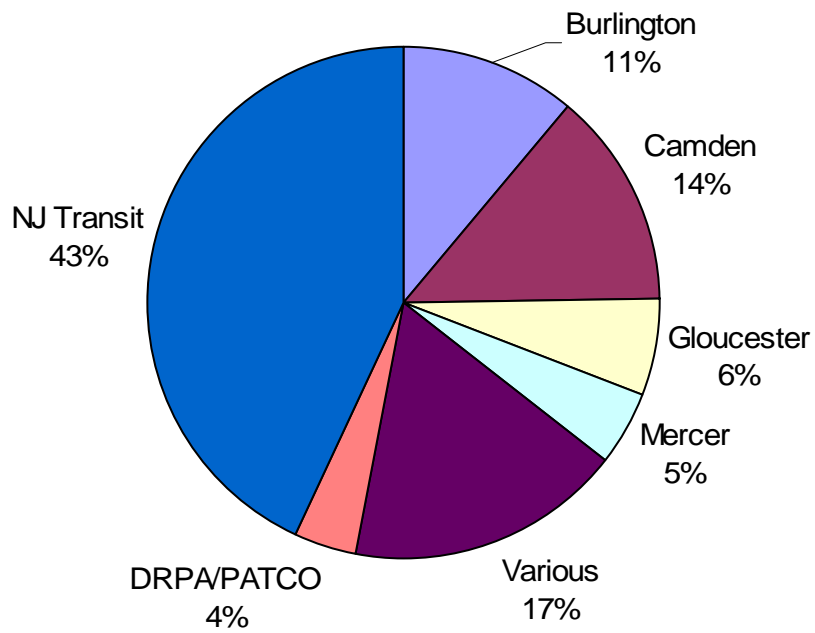
**Figure 1: Cost Summary by County and Transit Operator
in the New Jersey Subregion
(\$ 000)**

	FY2009	FY2010	FY2011	FY2012	Total
Highway Program					
Burlington	\$58,971	\$66,663	\$35,414	\$23,172	\$184,220
Camden	\$39,850	\$29,650	\$45,368	\$113,715	\$228,583
Gloucester	\$7,772	\$5,565	\$40,385	\$49,145	\$102,867
Mercer	\$40,234	\$13,161	\$23,146	\$5,697	\$82,238
Various	\$76,952	\$72,507	\$72,327	\$70,257	\$292,043
Subtotal	\$223,779	\$187,546	\$216,639	\$261,986	\$889,950
Total Cost - 4 Year Highway Program					\$889,950
Transit Program					
DRPA/PATCO	\$26,155	\$14,180	\$14,380	\$10,880	\$65,595
NJ Transit	\$151,619	\$212,704	\$224,827	\$133,179	\$722,329
Subtotal	\$177,774	\$226,884	\$239,207	\$144,059	\$787,924
Total Cost - 4 Year Transit Program					\$787,924
Grand Total Cost - 4 Year Highway and Transit Program					\$1,677,874

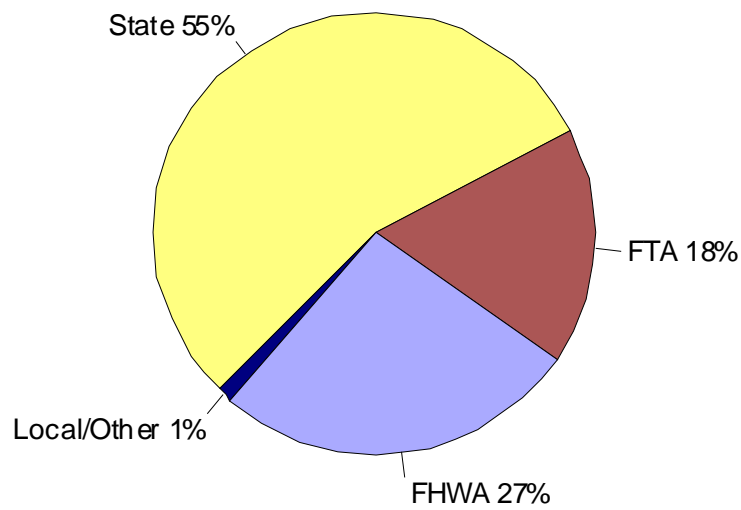
DVRPC, 2008

**Figure 2:
Cost Summary for the New Jersey Subregion**

By County and Operator



By Funding Source



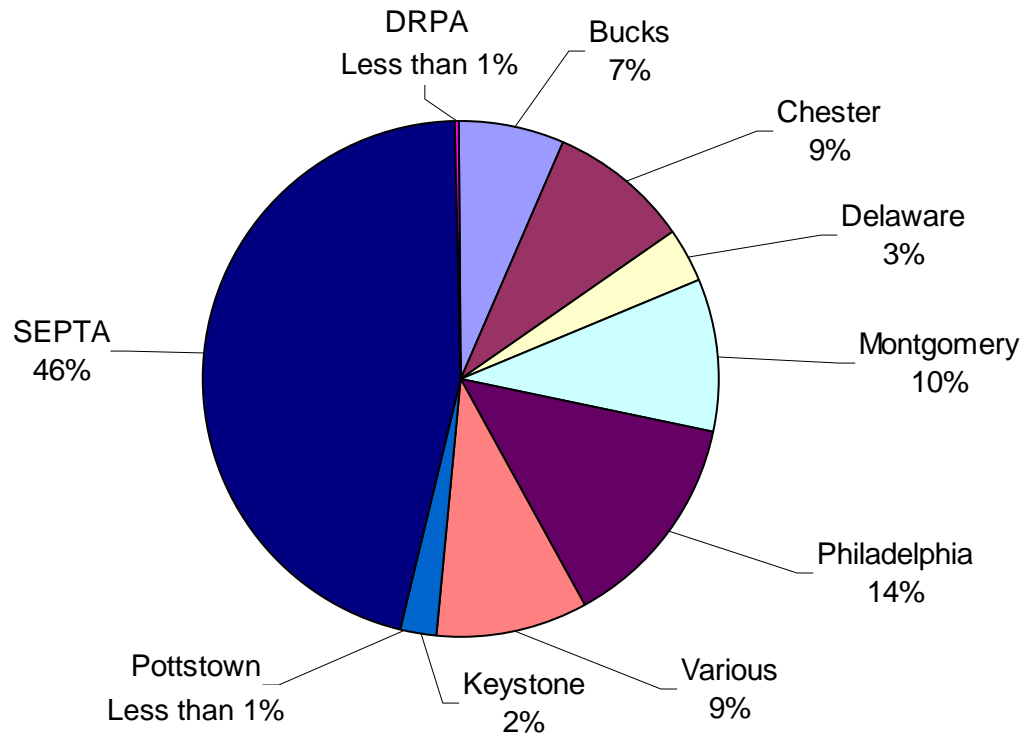
Pennsylvania Program Summary

The DVRPC FY2009 Transportation Improvement Program for Pennsylvania contains project maps, project descriptions, and the appendices for the Pennsylvania Subregion. The TIP for Pennsylvania contains over 497 projects, totaling over \$4 billion for the phases to be advanced over the next four years, averaging \$1 billion per year. Programmed funds include over \$2 billion for projects primarily addressing the highway system and \$1.9 billion of transit projects for SEPTA, DRPA Pottstown Urban Transit, and the Keystone Serve. These PA figures do not include 8 projects in the DVRPC region totaling over \$416 million dollars which are part of the new PA Statewide Interstate Management Program. The following figures summarize the program.

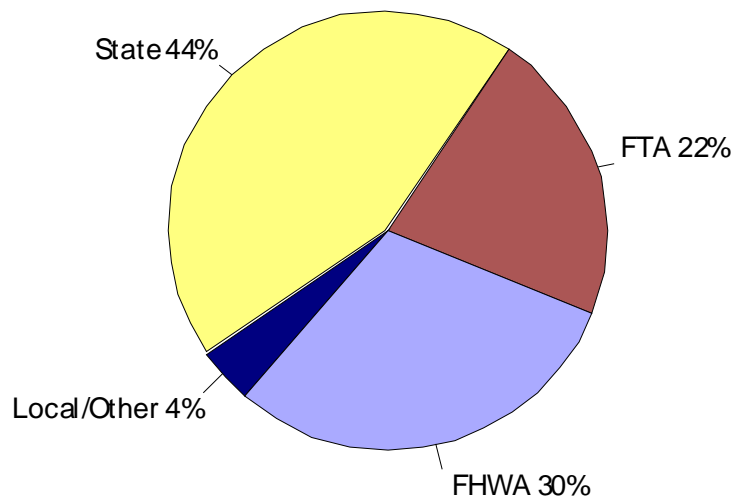
Figure 1: Cost Summary by County and Transit Operator in the Pennsylvania Subregion (\$ 000)					
	FY2009	FY2010	FY2011	FY2012	Total
Highway Program					
Bucks	\$80,977	\$65,951	\$60,751	\$60,710	\$268,389
Chester	\$73,593	\$78,012	\$102,137	\$98,427	\$352,169
Delaware	\$41,594	\$53,289	\$26,810	\$14,999	\$136,692
Montgomery	\$102,200	\$96,464	\$111,612	\$76,929	\$387,205
Philadelphia	\$173,380	\$129,524	\$133,638	\$110,115	\$546,657
Various	\$78,997	\$66,333	\$96,768	\$137,061	\$379,159
Subtotal	\$550,741	\$489,573	\$531,716	\$498,241	\$2,070,271
Total Cost - 4-Year Highway Program					\$2,070,271
Transit Program					
Keystone Service	\$13,767	\$21,767	\$20,767	\$26,767	\$83,068
Pottstown	\$1,838	\$1,838	\$1,838	\$1,838	\$7,352
SEPTA	\$441,455	\$465,685	\$472,199	\$471,073	\$1,850,412
DRPA	\$11,513				\$11,513
Subtotal	\$468,573	\$489,290	\$494,804	\$499,678	\$1,952,345
Total Cost - 4-Year Transit Program					\$1,952,345
Grand Total Cost - 4-Year Highway and Transit Program					\$4,022,616

**Figure 4:
Cost Summary for the Pennsylvania Subregion**

By County and Operator



By Funding Source



Financial Constraint

At the beginning of each TIP update, the state DOT develops "financial guidance" for use by DVRPC and their other metropolitan planning organizations (MPO). The financial guidance establishes highway and transit funding levels which may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance explains how each of the various federal and state varieties of funds are distributed to the regions. The NJDOT and PennDOT Financial Guidance documents are included in Appendix A. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts actually applied to projects during a given year will vary (generally lower) from what is shown in the TIP.

Since the DVRPC FY 2009 TIP has been developed according to the states' guidance, it meets the federal requirement of being financially constrained.

You will also note that both the PA and NJ TIPs make information available for project costs which cannot be included in the 4 year constrained period of the TIP. It may be because projects will take several years until they reach the point of advancing to a particular phase such as construction. In any case, project costs that show in the PA TIP under "Later Fiscal Years" (LFY) or in the NJ TIP as "Out Year Costs" do not have identifiable funding as part of the 4 year constrained, federally required DVRPC TIP. The LFY and "Out Year" costs are noted to indicate the full anticipated cost of a project. NJDOT has for the first time developed a 10 year capital program, attempting to identify realistic anticipated revenues over the 10 year horizon.

The Interstate Maintenance Program (IMP), as part of the Pennsylvania Statewide Transportation Improvement Program (STIP) was created to pro-actively address the maintenance and reconstruction of the state's aging interstate infrastructure. An average of \$490 million per year (FY 2009 - 2012) will be used statewide, funded by all Interstate Maintenance Funds as well as a portion of NHS and Bridge funds that these miles/bridges represent, including the appropriate state match, so those funds have been removed from what has previously represented the region's share for fiscal constraint purposes. DVRPC has 7 projects in the region totaling over \$416 million that are included in the IMP over the 4 years FY2009-2012. Those highway projects are listed separately from the standard PA highway program.

A new Pennsylvania revenue source called Act 44 was signed into law by the Pennsylvania Legislature in July 2007. The Act establishes an inflation sensitive, long-term funding stream to address Pennsylvania's transportation funding crisis by generating additional income to help pay for the repair and maintenance of local roads and bridges and to

help fund the states 73 transit agencies. Pennsylvania has more structurally deficient bridges than any state in the nation and the revenue generated under Act 44 will allow the state to fix those bridges. DVRPC has over 54 projects in the region totaling over \$396 million that are funded by Act 44 funds.

Federal regulations also require transit operators which receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis which shows that the agency has stable and reliable revenue sources needed to meet future annual capital and operating and maintenance costs. The analysis covers the greater of the period equivalent to one replacement cycle of the basic system; the retirement of any debt issued to finance the capital project; or 20 years.

NJ TRANSIT prepares Financial Capacity Analysis when required for specific projects, which are in turn submitted to FTA (Federal Transit Administration). Additionally, NJ TRANSIT is subject to annual financial and Single Audits conducted by Ernst and Young attesting to the financial position of the corporation, the integrity of its internal controls and its compliance with applicable grant provisions, laws and regulations.

NJ TRANSIT also certifies its Financial Capacity when it submits FTA's Certification and Assurances in Transportation Electronic Award Management System (TEAM) each year.

In addition the FTA periodically conducts Triennial or State Management Reviews, which include a FTA directed review of NJ TRANSIT's compliance in different areas, including its financial practices. The final FTA report for the last Triennial Review for NJ TRANSIT, dated June 19, 2006 found no deficiencies with FTA requirements for financial responsibilities.

In PA, Certification of Financial Capacity is included in the annual list of certifications and assurances, under Category XII. SEPTA certifies to these Certifications and Assurances in TEAM each year. The Triennial Review includes FTA review of SEPTA's compliance in 23 different areas, including Financial. The draft report for the last Triennial Review for SEPTA, from the FTA dated August 26-28, 2008, found no deficiencies with FTA requirements for financial responsibilities. This documentation is on file at the transit operators, as well as with the FTA.

Project Selection and Evaluation Process

During this most recent TIP update period from August 2007-June 2008, the TIP project selection process was consensus based. Due to severe funding constraints and overwhelming needs that far outreach the region's resources, the decision was made not to select new projects for the program. Existing projects are consistent with and have

been drawn from DVRPC's long range plan, *Destination 2025*. Program development occurs through a TIP Subcommittee comprised of regional stakeholders and was determined by schedule and cost of existing projects, constrained by the level of funding available. Bridge projects received the highest priority for scheduling given newly adopted bridge targets and state bond and Act 44 funding for repairing or replacing structurally deficient state bridges. All project costs and schedules were updated by PennDOT project managers and stakeholder subcommittee members. Subcommittee members met individually with PennDOT District 6 staff to review projects and identify highest priorities. A series of subcommittee meetings were held where costs and schedules were further reviewed, and concerns vetted and negotiated. A constrained draft program was put out for a 30 day public comment period, and the program with some recommended changes was adopted by the DVRPC Board on June 26, 2008.

Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of 353 townships, boroughs and cities. The communities are quite complex, and the present level of land use and planning can only be described as fragmented. In an effort to categorize and simplify types of communities and corresponding long range planning policies, DVRPC organized the region into four community types as part of the development of *Destination 2030*, the region's long range plan. Those four areas are: Core Cities — in the Pennsylvania Subregion that is Philadelphia and Chester, and in the New Jersey Subregion, Trenton and Camden; Developed Communities which represent the region's older suburbs; Growing Suburbs which are experiencing or are forecasted to experience significant additional growth; and Rural Areas where preservation and limited development are key.

As the implementation tool of the long range plan, the TIP funds a variety of projects that address the transportation needs of all four categories of planning areas. Projects listed in Figure 5 illustrate a sampling of projects in the TIP that invest in those areas, promote economic development where appropriate, and optimize our transportation network and infrastructure. The benefits of the projects are the redevelopment and renewal of core cities, stabilization and revitalization that support older developed communities, supporting growing areas, and preservation and limited development in our rural areas. A more complete discussion and illustration of planning areas can be found in the *Destination 2030* long range plan on the DVRPC website at <http://www.dvrpc.org/LongRange.htm>.

**Figure 5:
Projects that Invest in the Region's Planning Areas**

Benefit	Project	County
<i>Supporting Core Cities</i>		
Route 30/Admiral Wilson Boulevard, Cooper River Drainage Improvements	9377	Camden (NJ)
Frankford Avenue Improvement HTSSRS	73012	Philadelphia (PA)
<i>Supporting Older Communities</i>		
Riverline Light Rail Line from Camden to Trenton	T107	Burlington (NJ)
Haddon Avenue Streetscape, Transportation Enhancement Project	X107	Camden (NJ)
MacDade Boulevard/I-476 Ramp Intersection Improvements	70228	Delaware (PA)
Bristol Road Intersection Improvements	13727	Bucks (PA)
Hightstown Pedestrian Revitalization, Transportation Enhancement Project	X107	Mercer (NJ)
<i>Supporting Growing Areas</i>		
PA 309, Welsh Road to Highland Avenue Reconstruction	16477	Montgomery (PA)
Gloucester County Bus Purchase	D9807	Gloucester (NJ)
Princeton Township Roadway Improvements	HP01010	Mercer (NJ)
Chester Valley Trail	14663	Chester (PA)
<i>Supporting Rural Areas</i>		
Allentown Road/PA 663, Bridge Replacement	13440	Bucks (PA)
Route 29, Moores Station Canal Crossing (aka Pleasant Valley Road)	00362F	Mercer (NJ)
<i>Supporting Projects of Regional Significance</i>		
Route 295 / 42 / 676 Direction / Missing Moves	355/ 355A	Camden (NJ)
Route 73/Fox Meadow Road	94068	Burlington (NJ)
Other Rail Station/Terminal Improvements - Trenton	T55	Mercer (NJ)
Fare Collection System Upgrade/New Payment Technologies	60611	Various (PA)

DVRPC, 2008

Congestion Management Process

A Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (TIP).

In coordination with other management systems, the CMP serves the following purposes:

- It provides technical information for consideration in updating the TIP as to what may be the most efficient subcorridors and transportation strategies for investment of the limited dollars available.
- It helps with reviewing and prioritizing the list of existing study and development proposals and with feeding new ones into the pipeline
- It is used in selecting corridor studies for DVRPC, which later result in study and development proposals.

The CMP evaluates all new TIP projects proposed for federal funding and, where more single-occupancy vehicle capacity is appropriate, the CMP includes ideas for the required supplemental strategies to reduce travel demand and get the most value from the investment. It completes its cycle by evaluating the effectiveness of transportation improvements, coordinating with other planning processes, and providing updated analysis of the performance of the transportation system.

The CMP category of Major Single-Occupant Vehicle (SOV) Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. These projects are required to have supplemental strategies for addressing congestion in the multimodal network. This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. The CMP considers impacts on a somewhat smaller region than necessary for regional air quality conformity and it recognizes some project types exempt by federal regulations for conformity. For example, reconfiguration of an interchange with no additional movements is exempt for conformity purposes, but may be categorized as an operational improvement that impacts travel patterns in the CMP. The CMP could classify such a project under the Major SOV Capacity category. Further details about the CMP can be obtained from DVRPC's website at www.dvrpc.org or from the DVRPC library.

Goods Movement and Economic Development

The SAFETEA-LU federal transportation legislation contains specific provisions to incorporate goods movement and economic development (or, more simply - freight) considerations in the MPO planning process. Through its long range transportation planning, TIP development, and the conduct of technical studies (e.g., Intermodal Management System and access studies), DVRPC has proactively sought to fulfill the federal requirement to include freight as a primary planning factor. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers, and to maintain the Philadelphia region as an international freight center.

At the forefront of DVRPC's freight planning program is the Delaware Valley Goods Movement Task Force (DVGMTF). This broad-based committee provides a forum for private and public sector freight experts to interject their recommendations on regional plans and specific projects. Since there is no special funding category for freight-related projects, the input of the committee is central to assuring the advancement of eligible projects which facilitate the flow of goods and promote economic development.

Projects listed in Figure 6 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or along strategic corridors. The projects improve intermodal connectivity, National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting DVRPC's adopted Delaware Valley Freight Corridors.

**Figure 6:
Projects that Facilitate Goods Movement and
Promote Economic Development**

Benefit	Project	County
<i>Advances Safety</i>		
Roadway Safety Improvements	D0412	Mercer (NJ)
PA 13 at PA Turnpike Safety Improvements	47131	Bucks (PA)
<i>Balances Freight Operational needs with Community Goals</i>		
PA 41 Study	14484	Chester (PA)
Duck Island Landfill	99334	Mercer (NJ)
<i>Eliminates Bottlenecks</i>		
Route 168 and Benigno Boulevard	X227A1	Camden (NJ)
Marlton Circle Elimination	567	Burlington (NJ)
<i>Maintains Primary Truck Routes</i>		
Route 295 Pavement Repair & Resurfacing	08324, 03326	Burlington (NJ)
I-95 Reconstruction	79686	Philadelphia (PA)
<i>Improves Distribution Patterns</i>		
I-295/I-76/Route 42 Missing Moves	355A	Camden (NJ)
I-95/PA Turnpike Interchange	13347	Bucks (PA)
<i>Maximizes Railroads</i>		
CSX Trenton Line Clearance	48197	Various (PA)
Rail-Highway Grade Crossing Program	X35A1	Various (NJ)
<i>Promotes Commerce and Tourism</i>		
River Crossing Complex: Valley Forge National/ Historic Park	Various	Montgomery (PA)
Logan Square Enhancements	79743	Philadelphia (PA)
<i>Serves Ports</i>		
Paulsboro Brownfields Access	04321	Gloucester (NJ)
Cruise Terminal Intermodal Parking Facility	Various	Philadelphia (PA)
<i>Speeds Deliveries</i>		
Traffic Operations Center	X82	Various (NJ)
Baltimore Avenue/Pike Signalization Improvements	57750	Delaware (PA)

Toll Authority Highway and Port Related Projects

The toll authorities with facilities in this region (New Jersey Turnpike Authority, Pennsylvania Turnpike Commission, Delaware River Port Authority, etc.) undertake numerous significant highway and port related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects to provide a more complete picture of the transportation issues being addressed throughout the region. The projects are listed along with their associated costs in Figure 7.

Selected Studies

Environmental Impact Statements (EIS), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and sub-area studies are currently underway that will likely generate future TIP projects. An EIS is an in depth technical analysis of the significant environmental impacts of a project which identifies alternatives that would avoid or minimize the adverse impacts. The purpose of a TIS is to provide policy level information about the impacts of alternative transportation investments in order to ensure cost-effective decisions when major new facilities are contemplated. DVRPC's Unified Planning Work Program identifies ongoing studies. Selected studies, including those from the DVRPC Work Program, are listed in Figure 8.

Not included in Figure 8 are studies that already appear in the New Jersey or Pennsylvania TIP or in NJDOT's Study and Development Program. The Study and Development phase takes a selected highway deficiency through the steps of problem documentation, initial concept development, feasibility assessment, and final scope development in order to make candidate projects ready for consideration in the next TIP update for the phases of final design, right-of-way, and construction. The entire Study and Development program for the New Jersey counties is presented in the Project Description section of this document.

**Figure 7:
Toll Authority Highway and Port Related Projects**

PROJECT DESCRIPTION	SCHEDULE	TOTAL COST (000)
<i>New Jersey Turnpike Authority</i>		
<i>Design and Construction Projects</i>		
Bridge Deck Widening and Reconstruction: Garden State Parkway Mullica River Bridges. This project spans more than one MPO, is partially funded and has a total projected cost of \$105,200,000.	2006-2012	\$97,400,000 (FY09-12)
Turnpike Widening, Interchanges 6 to 9. This project spans more than one MPO, is partially funded and has a total projected cost of \$2.3 billion.	2008-2015	\$1,450,000,000 (FY09-12)
Bass River Bridge Widening and Reconstruction: Project is not currently funded and has a total projected cost of \$125,000,000.	2011-2015	\$20,000,000 (FY09-12)
New Jersey Turnpike Bridge Repairs and Painting: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region.	Annual	\$9,500,000/year
New Jersey Turnpike Resurfacing: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region.	Annual	\$2,000,000/year
<i>Delaware River Port Authority</i>		
<i>Specific Bridge Projects</i>		
Benjamin Franklin Bridge - Removal of Existing Paint Coatings and Repaint Structural Steel	2008 to 2009	\$23,000,000
Walt Whitman Bridge - Removal of Existing Paint Coatings and Repaint Structural Steel	2008 to 2010	\$10,000,000
Ben Franklin Bridge Cable Investigation	2008 to 2011	\$2,100,000
Walt Whitman Bridge Deck Replacement	2008 to 2012	\$140,000,000
Commodore Barry Bridge Deck Joint Rehabilitation	2008 to 2011	\$5,000,000

**Figure 7:
Toll Authority Highway and Port Related Projects**

PROJECT DESCRIPTION	SCHEDULE	TOTAL COST (000)
<i>System-Wide Projects</i>		
System-Wide Security Improvements	2008 to 2011	\$40,000,000
Traffic Management Center Planning, Design, Construction	2008 to 2012	\$5,000,000
<i>Specific Port Related Projects</i>		
River Link Ferry NJ - Dock Expansions/Repairs	2008 to 2010	\$5,000,000
<i>Specific Transit Related Projects</i>		
Transit Alternatives Analysis - PA	2008 to 2009	\$1,000,000
Transit Alternatives Analysis - NJ	2008 to 2009	\$1,500,000
<i>Delaware River Joint Toll Bridge Commission Authority</i>		
<i>Specific Bridge Projects</i>		
Trenton - Morrisville Toll Bridge Rehabilitation + One Auxiliary Northbound Lane	2008 to 2012	\$63,600,000
Calhoun Street Toll Supported Bridge Rehabilitation	2008 to 2010	\$15,800,000
I-95/Scudder Falls Bridge Improvement Projects	2008 to 2012	\$249,000,000
Washington Crossing Toll Supported Bridge Rehabilitation	2008 to 2008	\$3,300,000
Lumberville - Raven Rock Toll Supported Bridge Rehabilitation	2008 to 2010	\$3,000,000
Upper Black Eddy - Milford Toll Supported Bridge Rehabilitation	2008 to 2010	\$14,000,000
Riegelsville Tolls Supported Bridge Rehabilitation	2010 to 2011	\$7,000,000
<i>System-Wide Projects</i>		
Substructure & Scour Remediation (Only Mercer County Bridges)	2008 to 2009	\$1,494,000

**Figure 7:
Toll Authority Highway and Port Related Projects**

PROJECT DESCRIPTION	SCHEDULE	PHASE-COST (000)	TOTAL COST (000)
<i>Pennsylvania Turnpike Commission</i>			
<i>Design and Construction Projects</i>			
I-276 Valley Forge to Norristown (T326.20RR001) Reconstruction, Widening, Mainline Bridge Replacement	Construction Ends 2008		\$181,920
I-76, Widening Valley Forge to SR 29 (T319.00RR001) Reconstruction, Widening, Mainline Bridge Replacement	Design Ends 2010	\$11,000	\$140,000
I-76, Widening SR 29 to Downingtown (T312.00RR001) Reconstruction, Widening, Mainline Bridge Replacement	Design Ends 2014	\$12,000	\$150,000
I-476, Widening Mid-County to Lansdale (A020.00RR002) Reconstruction, Widening, Mainline Bridge Replacement	Design Ends 2010	\$25,000	\$296,700
I-76 E-ZPASS Interchange at SR (T319.30RR001)	Design Ends 2008	\$8,000	\$70,000
I-276, E-ZPASS Interchange at South Neshaminy Plaza (T3511.90RR001)	Construction Ends 2009		\$9,814
I-276, E-ZPASS Interchange at Lafayette Street (T331.60RR001)	Design Ends 2010	\$5,000	\$70,000
I-276 Replacement of Mainline Bridge over U.S. 611 (T342.75SS001)	Design Ends 2009	\$2,000	\$12,000
I-76 Replacement of Bridge T489 (T317.37SS001)	Design Ends 2010	\$800	\$4,000
I-76 Replacement of Bridge SR1021 (T316.58SS001)	Design Ends 2010	\$800	\$4,000
I-76 Replacement of Bridge T470 (T315.87SS001)	Design Ends 2009	\$700	\$4,000

DVRPC, 2008

Figure 8: Selected Transportation Studies	
Studies Currently Underway	County(ies) - Sponsor
<i>New Jersey Studies</i>	
US Route 1 Bus Rapid Transit (BRT) Study	Various - NJDOT
Statewide Freight Plan: Phase II	Statewide - NJDOT
Statewide Rail Plan	Statewide - NJDOT
Large Truck Data Collection and Monitoring Program	Statewide - NJDOT
Mid-Atlantic Rail Operations Study; Phase II	Statewide - I-95 Corridor Coalition
<i>Pennsylvania Studies</i>	
R6 Norristown Line Extension Study	Montgomery County Planning Commission
US 422 Area Traffic Study	Various - Montgomery County
Philadelphia Waterfront Transit Expansion Alternatives	Philadelphia - DRPA
Philadelphia Model Strategic Port	Philadelphia - Delaware River Maritime Enterprise Council, PA Department of Community and Economic Development, Department of Defense, and the Federal Maritime Administration
Quakertown Rail Restoration Alternatives Analysis	Bucks - Transportation Management Association, Bucks County Planning Commission, Montgomery County Planning Commission
<i>Bi-State or Regional Studies</i>	
I-95 Scudders Falls Bridge/Road/Interchange	Bucks (PA) and Mercer (NJ)
Southern New Jersey to Philadelphia Mass Transit Expansion Alternative Analysis Study	Various - DRPA
Ben Franklin Bridge West Side Traffic Mitigation Study	Philadelphia - DRPA

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Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date, or that earmark funds for specific types of projects. Examples are the Competitive Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancement Program, and the Home Town Streets/Safe Routes to School Program.

DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and has continued under TEA-21 and SAFETEA-LU. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements, bicycle and pedestrian facilities and outreach efforts; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and projects that will reduce idling emissions. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program. Projects may be submitted by any public agency or any public-private partnership. A CMAQ Subcommittee of the Regional Transportation Committee evaluates the projects and makes recommendations to the Board for final selection. Since 1994, DVRPC has conducted three rounds of the competitive program. The most recent round concluded in April of 2003. The next round of the competitive CMAQ program is expected to take place in calendar year 2008 or 2009.

Transportation Enhancements Program and Hometown Streets/Safe Routes to School

The Transportation Enhancements (TE) program focuses on non-traditional projects designed to enhance the experience of transportation, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. This program, mandated by Congress, is funded through a 10 percent set aside of each state's highway Surface Transportation Program (STP) dollars. The Safe Routes to School program is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. The Home Town Street program provides for streetscape improvements to help revitalize defined downtown and commercial centers.

In New Jersey, the TE project selection process occurs at the state level. A TE Advisory Committee, comprised of NJDOT, NJDEP, other government agencies, representatives from each of the three MPO's, and representatives from interests outside the traditional transportation community, is charged with evaluating the proposed projects according to pre-established selection criteria and recommending a short list of projects for consideration by the Commissioner of Transportation. The TE program is managed by the Division of Local Aid and Economic Development. The NJDOT Office of Bicycle and Pedestrian Projects manages the Technical Advisory Committee which works to coordinate program training and the project selection process for the New Jersey Safe Routes to School Program.

PennDOT suballocates the TE funds by region according to a formula based in part on population. DVRPC is empowered to select projects directly, resulting in a program which more closely reflects the regional priorities. The counties, the City of Philadelphia, and the Regional Citizens Committee are involved in project evaluation and formulating recommendations for the DVRPC Board. In addition, SEPTA offers its transit TE funds (a one percent set aside of the FTA urbanized Area Formula Grants) to the region's highway TE suballocation, effectively merging the two TE programs. Much like the Competitive CMAQ Program, projects are subjected to a rigorous evaluation process before the priority list of projects is selected.

See Figure 9 for a listing of projects that have been selected since the year 2000 through the Transportation Enhancement Program for New Jersey. See Volume III for a complete listing of projects that have been selected through the Transportation Enhancement, Home Town Streets, and Safe Routes to School Programs for Pennsylvania.

Figure 9: New Jersey Transportation Enhancement (TE) Line Item Projects (FY2000 – 2009) TIP Project Number, DB# X107			
YEAR	MUNICIPALITY	PROJECT DESCRIPTION	TOTAL AWARDED
<i>Burlington County</i>			
2000	Mount Holly Township	Creek Island Park Pedestrian Bikeway	\$94,000
	Pemberton Township	North Pemberton Railroad Station Rehabilitation	\$35,080
	Pemberton Township	North Pemberton Railroad Station – Phase 2	\$250,000
2001	Burlington City	Adaptive Reuse of Train Station for Tourist Center	\$116,000
	Riverton Borough	Historic Streetscape Enhancement Project	\$335,000
2002	Palmyra Borough	Broad Street Pedestrian Revitalization Project – Final Phase	\$500,000
	Willingboro Township	Willingboro Town Center Bikeway/ Walkway and Landscaping Features	\$500,000
2003	Edgewater Park Township	Cooper Street Revitalization Project	\$410,000
	Medford Township	Medford Township Bicycle Network Plan	\$300,000
<i>Camden County</i>			
2000	Berlin Borough	Berlin Hotel Historic Preservation Program	\$537,000
	Camden City	Battleship New Jersey	\$500,000
	Camden City	Mickle Boulevard Interior Gateway	\$430,000
2001	Camden City	Johnson Park Station Stop Streetscape Project	\$500,000
	Camden City	Rail Transportation Exhibit in the Railroad Garden of the Camden Children's Garden	\$175,000
	Camden City	Battleship New Jersey Historic Museum	\$400,000
2002	Barrington Borough	Streetscape Improvements to Clements Bridge Road	\$250,000
	Gloucester City	Gloucester City Streetscape Improvements	\$480,000

Figure 9: New Jersey Transportation Enhancement (TE) Line Item Projects (FY2000 – 2009) TIP Project Number, DB# X107			
2002	Haddon Township	Streetscape Improvements to Haddon Avenue	\$300,000
	Pine Hill Borough	Pine Hill Streetscape Project	\$340,000
2003	Gloucester City	Market Street Commons and Streetscape	\$500,000
	Haddon Heights Borough	Historic Railroad Corridor Enhancement	\$250,000
	Haddon Township	Streetscape Improvements to Haddon Avenue-Phase 2	\$400,000
	Runnemede Borough	Route 168 (Black Horse Pike) Corridor Revitalization	\$350,000
2004	Barrington Borough	Streetscape Improvements to Clements Bridge Road (CR 573) – Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass	\$500,000
	Berlin Township	Berlin Township Transportation Enhancement Program	\$400,000
	Gibbsboro Borough	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686)	\$500,000
	Gloucester City	Burlington Street Streetscape Improvement Program	\$380,000
	Pennsauken Township	South Jersey Welcome Center on Admiral Wilson Boulevard	\$500,000
	Mount Ephraim Borough	Kings Highway Streetscape for Borough of Mount Ephraim	\$250,000
<i>Gloucester County</i>			
2000	Clayton Borough	Extension to the Clayton Bike Trail	\$150,000
2001	Glassboro Borough	Pedestrian Streetscape Enhancement Program	\$195,000
	Wenonah Borough	Creating a Heart for Wenonah	\$350,000

Figure 9: New Jersey Transportation Enhancement (TE) Line Item Projects (FY2000 – 2009) TIP Project Number, DB# X107			
2002	Glassboro Borough	Looking Back to the Future	\$100,000
	Glassboro Borough	Glassboro Train Station Restoration	\$130,000
	Paulsboro Borough	Pedestrian, Bus and Bicycle Enhancement in Central Business District	\$150,000
	Westville Borough	Westville Pedestrian Transportation Enhancement Program	\$500,000
2003	Glassboro Borough	Glassboro's Streetscapes Project-Phase V	\$300,000
2004	Paulsboro Borough	Central Business District Streetscape and Pedestrian Improvements	\$335,000
	Westville Borough	Downtown Streetscape and Pedestrian Improvements	\$500,000
<i>Mercer County</i>			
2000	Princeton Township	Delaware & Raritan Canal State Park – East Side Multi-Purpose Trail	\$565,000
	Trenton City	Roebing Phase 3, Rehabilitation for the Invention Factory	\$250,000
2001	Lawrence Township	Route 1 Pedestrian Overpass-D & R Canal State Park	\$750,000
	Princeton & Lawrence Townships	Rosedale & Providence Line Roads (RH)	\$249,450
	Trenton City	Invention Factory Bridge Exhibit	\$400,000
2002	Hamilton Township	South Broad Street Streetscape	\$500,000
	Hopewell Borough	Taylor Terrace (Rush Holt)	\$293,400
	Princeton Township	Regional Bicycle and Pedestrian Bridge at Stoney Brook	\$500,000
2003	Lawrence Township	Lawrenceville Main Street Transportation Streetscape Improvements	\$275,851
2004	Highstown Borough	Mercer Street Pedestrian Revitalization Project	\$310,000
2005	Hopewell Borough	Streetscape Improvements to the Intersection of Broad Street and Greenwood Avenue	\$150,000

Responding to Environmental Justice Concerns

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, serves to manage the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley. Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898) states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, Metropolitan Planning Organizations (MPO's), as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for environmental justice sensitivity, including expanding their outreach efforts to low-income and minority populations.

As the MPO for the nine-county, bi-state Philadelphia-Camden-Trenton region, the DVRPC is committed to responding to the federal guidance on environmental justice, and has designated the Planning Division and Public Affairs Office to address technical and public involvement activities, respectively, as they relate to Environmental Justice (EJ). To meet the requirements of these laws, the Commission must:

1. Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
2. Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
3. Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision-making.

DVRPC's technical work program involves the evaluation of EJ issues through quantitative and qualitative analysis and mapping. In September 2001 the agency published "And Justice for All": DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People.

This initial environmental justice report provided background information on what environmental justice is; summarized DVRPC's existing EJ-related plans, policies and public involvement activities; and described a methodology for evaluating the agency's long-range plan, the Transportation Improvement Program (TIP) and other programs. DVRPC has since published annual updates, providing a summary of activities conducted by the Commission, and has undertaken new data analyses related to EJ.

Besides the overall goal of fulfilling federal EJ requirements, ongoing activities by DVRPC include: monitoring the effectiveness of the policy statement; assessing DVRPC studies and processes (including its long-range land use and transportation planning and capital improvement program) to identify regional benefits and burdens for different socio-economic groups; and, keeping abreast of legal developments related to Title VI. Additionally, DVRPC continues to explore new methods to further address and incorporate issues concerning EJ in the studies and programs conducted by the agency.

The general purpose of DVRPC's public involvement work program is to satisfy the broadest constituency possible by fostering cooperation among member governments, private sector organizations and the general public by working closely with the transportation, community affairs and environmental protection agencies of both states. As part of the outreach effort and to address the rights of the public, the Public Participation Plan: A Strategy for Citizen Involvement, A Citizen's Guide to the Regional Planning Process and the Title VI Compliance Plan, were published by DVRPC. The RCC provides the general public with access to, and participation in, the regional planning and decision-making process. This committee acts as an advisory group to DVRPC's Board and reviews all policies, plans and programs, and has a focus of EJ. DVRPC continually strives to monitor the effectiveness of its public participation strategies.

Environmental Justice and the TIP

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898) state that no person or group shall be excluded from participation in, or denied the benefits of, any program or activity utilizing federal funds. Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations.

DVRPC employs data from the U.S. Census 2000 at the census tract level to identify factors that may contribute to disparities between different populations in the region. The eight population groups currently analyzed are poverty, non-Hispanic minority, Hispanic, elderly over 75 years, car-less households, physically disabled, Limited English Proficiency, and female head of household with child. Census tracts with

higher concentrations of a particular population than the regional average are considered to be at a disadvantage. For example, if a census tract meets or exceeds the regional threshold for elderly and physically disabled populations, then that census tract is said to have two degrees of disadvantage. Each census tract can be mapped to evaluate the number and percent of census tracts with low degrees of disadvantage (1 to 4 degrees of disadvantage) and of highly disadvantage (5 to 8 degrees of disadvantage) with and without a TIP project.

While a TIP project may not occur in an EJ-sensitive area, disadvantaged populations can still benefit positively from the proposed improvement, especially if the project occurs on a highway or within a transit project that is used by a particular population.

The location of transportation investments can greatly influence the level of mobility and accessibility within and through the region. DVRPC's Environmental Justice (EJ) methodology is used to analyze the equitable distribution of the TIP for both highway and transit programs. Figures illustrating TIP locations are utilized to help determine the equitable distribution of projects and are located in Appendix B. Not all TIP projects can be mapped due to the nature of the improvement. The TIP update occurs annually for New Jersey and every other year for Pennsylvania.

For the Fiscal Year (FY) 2009 to 2012 TIP, 88 highway and 63 transit programs have not been mapped; thus, they have not been included in this analysis. Study and Development projects have also been excluded. In the region's 354 most highly disadvantaged census tracts, those with five to eight degrees of disadvantage (DOD), 216 tracts (61 percent), have a TIP project. Additionally, 403 (57 percent) out of the 696 census tracts with one to four DOD have a TIP project.

Environmental justice in the TIP can be analyzed by each state. The four counties in New Jersey contain a total of 391 Census Tracts. For the FY2009-2012 New Jersey Transit and Highway TIP, 37 tracts (56 percent) of the 66 census tracts with five to eight DOD have a TIP project while 94 (40 percent) of the 233 census tracts with one to four DOD contain a TIP project. In New Jersey, 34 highway and 42 transit projects have not been mapped.

Included in the New Jersey analysis is a transit extension project: Transit Rail Initiatives. This project is mapped and funding has been allocated. There are currently three alternatives for the final location, and all three alternatives have been included in the analysis. Once the final design is selected, the remaining alternatives will be removed from the analysis, consequently lowering the number of census tracts with a TIP project.

For the FY2009-2012 Pennsylvania Transit and Highway TIP; 180 tracts (62 percent) of the 288 census tracts with five to eight DOD have a TIP project while 315 (68 percent) of the 463 census tracts with one

to four DOD contain a TIP project. In Pennsylvania, 54 highway and 21 transit projects have not been mapped.

Previous EJ and TIP analyses found that roughly 50 percent of the highly disadvantaged census tracts contained a TIP project. The FY2009 – 2012 analysis finds over 60 percent of the highly disadvantaged census tracts contain a TIP project. Since the EJ DOD threshold for elderly was lowered from 85 years and older to 75 years and over, and this adjustment changed the total DOD for several census tracts, it is consequently difficult to compare this year's TIP analysis to previous analyses.

Public Involvement

The Delaware Valley Regional Planning Commission (DVRPC) firmly believes in the principle of public participation by reaching out to and satisfying as many populations as possible in an equitable and timely manner. Public participation is the only real way to ascertain the interests of a wide variety of citizens, including the under-involved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, and the physically and economically disadvantaged. While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making.

It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

The public comment period for the DVRPC FY 2009 TIP for New Jersey and Pennsylvania opened on May 2, 2008, and extended through June 2, 2008 at 5:00 p.m. (EST) There were two meetings held in strategically identified locations:

WEDNESDAY, MAY 14, 2008

3:30 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

WEDNESDAY, MAY 28, 2008

4:00 p.m. - 6:00 p.m.

Cherry Hill Free Public Library
1100 Kings Highway North
Cherry Hill, NJ 08034-1970

The meetings were conducted jointly with the State DOT's and also served as an opportunity to comment on New Jersey's State's Transportation Improvement Program (STIP). New Jersey's full draft 10 year STIP can be seen at <http://www.state.nj.us/transportation/capital/cpd/>.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, Al Dia, The Trentonian, and The Courier Post, and press releases were issued in May, 2008, to a wide variety of electronic and print media. In addition, notices and TIP information were sent to over 30 regional libraries, as another means of making this information available to the public. DVRPC staff also presented the draft TIP to the Regional Transportation Committee, and the Regional Citizens Committee.

Copies of the announcements, media releases, public notices, and public information documents are included in the Volume IV - Public

Outreach document.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. DVRPC's new Google based mapping feature (<http://www.dvrpc.org/transportation/capital/TIP.htm>). Provides project location, funding, and descriptive information in an easy to use interactive format. The entire TIP document is on the DVRPC website, including the dates and locations of the public meeting, and other general information. Individuals could download and/or access TIP materials during the public comment period or any time. In addition, an email address link was provided (tip-plan-comments@dvrpc.org) to facilitate the submission of comments during the public comment period.

During the public comment period, approximately 77 individuals or agencies in addition to DVRPC's Regional Citizens Committee provided written or oral comments on the TIP. Comments were submitted as both written and oral testimony at the public meetings, sent via ground or electronic mail, or transmitted by fax. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. Summaries of the comments and the agency responses are provided in the following section titled "Compilation of Public and Agency Comments and Responses".

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through screening and planning processes. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

DVRPC has made a commitment to engaging in meaningful dialogue with citizens of the Delaware Valley. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the messages received from the public to ensure trust and future interaction.

**Figure 10:
New Jersey & Pennsylvania Libraries Displaying the TIP**

<i>New Jersey Libraries</i>		
Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057	McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Camden Free Public Library 418 Federal Street Camden, NJ 08101	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033	Trenton Public Library 120 Academy Street Trenton, NJ 08638
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107	Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060
Camden County Library Echelon Mall, Store #2105 Voorhees, NJ 08043	Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	Camden County Library 203 Laurel Road Voorhees, NJ 08043
Mercer County Library Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Camden County Library Gloucester Township Branch Library 15 Blackhorse Pike Blackwood, NJ 08012	Monroe Township Public Library 306 S. Main Street Williamstown, NJ 08094
Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062		
<i>Pennsylvania Libraries</i>		
Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107	Ramonita G. Derodriquez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123
Joseph E. Coleman Regional Library 68 W. Cheltenham Avenue Philadelphia, PA 19144	Lucien E. Blackwell Regional Library 125 S. 52nd Street Philadelphia, PA 19139	Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134	Bucks County Free Library 150 S. Pine Street Doylestown, PA 18901
Levittown Regional Library 7311 New Falls Road Levittown, PA 19055	Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320	Chester County Library 450 Exton Square Parkway Exton, PA 19341
Newtown Public Library 3544 West Chester Pike Newtown Square, PA 19073	J. Lewis Crozer Library 620 Engle Street Chester, PA 19013	Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038
Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969	LaMott Free Library 7420 Sycamore Avenue LaMott, PA 19027	Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003
Independence Branch Library 18 South 7th Street Philadelphia, PA 19106		

Appendix A

DVRPC Board Resolutions

Adoption of the DVRPC FY2009-2012 Transportation Improvement Programs

DVRPC Self-Certification of the Transportation Planning Process

Adoption of the Conformity Finding of the DVRPC Transportation Improvement Programs and the Destination 2030 Long Range Plan

**DVRPC FY 2009 - 2012
Transportation Improvement Program
for New Jersey and Pennsylvania**



RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the DVRPC FY2009 Transportation Improvement Program (TIP) for New Jersey and for Pennsylvania

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine county Philadelphia, Camden and Trenton metropolitan areas as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the projects included in this TIP have been drawn from a long range plan developed in accordance with the certified planning process and this plan has been found to conform to all applicable state and federal laws and rules pertaining to air quality; and,

WHEREAS, the DVRPC has provided a reasonable opportunity for all citizens, transit users, private transportation providers and interested parties to participate and have their views considered in the development and adoption of this TIP in accordance with the DVRPC Public Involvement Policy; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC *Destination 2030* Transportation Plan, and by extension, the local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to funding levels which are reasonable for the Delaware Valley to expect to receive, as provided through financial guidance from the states; and,

WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements and, as such, they collectively represent the entire DVRPC priority project selection list; and,

WHEREAS, this FY2009 TIP shall contain lists of Transition Projects, as permitted under the adopted memoranda of understanding for TIP amendments and modifications for both states, identifying those projects from the current TIP not yet federally authorized but anticipated to be before this new TIP takes affect; and,

WHEREAS, the FY2009 Transportation Improvement Program for New Jersey and Pennsylvania shall include the changes to the Draft document recommended by the Regional Transportation Committee (RTC),

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY2009 Transportation Improvement Program (TIP) for New Jersey and for Pennsylvania, as the region's official selection of transportation projects for federal funding.

Adopted this 26th day of June 2008 by the
Board of the Delaware Valley Regional
Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY08-009.



Jean L. McKinney, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**DVRPC SELF CERTIFICATION OF THE TRANSPORTATION
PLANNING PROCESS**

WHEREAS, the US DOT Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR part 613) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with all applicable regulations; and

WHEREAS, the Federal Planning Regulations require that a continuing, cooperative, and comprehensive transportation planning process be carried out by the State and Local officials; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC Sec 7504 and 7506 (c) and (d)), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and

WHEREAS, the TIP has been financially constrained by year as required by Section 450.324(e) of the Planning Regulations; and

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met and the requirements of Executive Order #12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and,

WHEREAS, the requirements of 23 CFR and 49 CFR regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

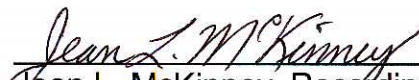
WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the urban transportation planning process is being carried out in conformance with all applicable Federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning.

Adopted this 26th day of June 2008
by the Board of the Delaware Valley
Regional Planning Commission

I certify that this is a true and correct copy of Resolution No. B-FY08-010.



Jean L. McKinney, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC FY 2009 Transportation Improvement Programs (TIPs) for Pennsylvania and for New Jersey and the Destination 2030 Long Range Plan (LRP)

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated metropolitan planning organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and transportation improvement programs be developed and updated by MPO's, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan (SIP) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in July 2004; and,

WHEREAS, the nine-county DVRPC planning area has been designated as a non-attainment area for ozone by US EPA, portions of the counties of Burlington, Camden, Mercer and Philadelphia have been designated as a maintenance area for carbon monoxide (CO), and the nine-county planning area is part of two non-attainment areas for fine particulate matter (PM_{2.5}) as required by CAAA under respective ozone, CO and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors for transportation conformity purposes in the nine-county DVRPC planning area and PM_{2.5} in Mercer County (i.e. the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area); and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the areas where there are proposed or existing SIP MVEBs; and,

WHEREAS, this conformity finding is contingent upon the 2009, 8-hour ozone MVEBs for Pennsylvania and New Jersey becoming effective in July, 2008; and,

WHEREAS, an interim regional emissions analysis is performed to demonstrate transportation conformity in the entire Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, where there are no SIP PM_{2.5} MVEBs; and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs and the LRP according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors and PM_{2.5} are less than applicable requirements: either the established MVEB test or the interim analysis baseline of 2002; and,

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this conformity determination;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission determines that the *Destination 2030* Long Range Plan and the DVRPC FY 2009 Transportation Improvement Programs for Pennsylvania and New Jersey, as amended, conform to the respective State Implementation Plans of Pennsylvania and New Jersey and all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 26th day of June 2008 by the
Board of the Delaware Valley Regional
Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY08-008.


Jean L. McKinney, Recording Secretary