

Adopted July 2013

★ TIP TRANSPORTATION
IMPROVEMENT PROGRAM

FY2014 TIP
for NEW JERSEY
(FY2014-2017)





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

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



The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the

diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website (www.dvrpc.org) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.

TABLE OF CONTENTS

General Overview of the TIP	3
■ The TIP and Federal Requirements.....	3
■ What This TIP Document Includes.....	3
■ Accessing the TIP via Various Technologies.....	4
■ What is the TIP?.....	5
■ How Does a Project Get on the TIP?.....	7
Program Summaries	11
■ Financial Constraint.....	14
■ Project Selection and Evaluation Process	15
■ Investing in the Region's Planning Areas.....	15
■ Congestion Management Process	16
■ Goods Movement and Economic Development.....	17
■ Toll Authority Highway and Port-Related Projects	17
■ Selected Studies	18
■ Special Programs	23
■ Responding to Environmental Justice Concerns	28
■ Environmental Justice Analysis of the TIP.....	29
Public Involvement	31
■ Public Comment Guidance.....	32
Overview of Maps, Listings, Codes, and Abbreviations	34
■ Project Map and Listing Explanations.....	34
■ Codes and Abbreviations Overview	36

Figures and Tables

Figure 1: Cost Summary by County and Transit Operator in New Jersey (\$000)	12
Figure 2: Roadmap for TIP Project Listing.....	47
Table 1: Cost Summary by County and Transit Operator (\$000)	11
Table 2: Cost by TIP Funding Category (\$000)	13
Table 3: Supporting Projects that Facilitate Goods Movement & Economic Development.....	19
Table 4: Toll Authority Highway and Port-Related Projects.....	20
Table 5: Selected Transportation Studies for FY2014.....	22
Table 6: Safe Routes to School (SRTS) Projects from Statewide Line Item, DB# 99358, for FY2008, FY2009, and FY2012.....	24
Table 7: New Jersey Transportation Enhancement (TE) Projects from Statewide Line Item, DB# X107, for FY2000-2012.....	25
Table 8: Libraries Displaying the DVRPC TIP for NJ.....	33
Table 9: Air Quality Codes for DVRPC Exempt Project Categories	45
Table 10: Air Quality Codes for DVRPC Non-Exempt Project Categories	46

Appendices

APPENDIX A

Board Resolutions.....	A-1
------------------------	-----

APPENDIX B

Financial Guidance and STIP Introduction	B-1
--	-----

APPENDIX C

Executive Summary of the Documentation of the Conformity Finding	C-1
--	-----

APPENDIX D

Memorandum of Understanding on Procedures to Amend and Modify the TIP	D-1
---	-----

APPENDIX E

DVRPC Local Program	E-1
---------------------------	-----

APPENDIX F

Summary of Public Outreach, Public Comments, and Agency Responses	F-1
---	-----

APPENDIX G

"Tier 2" Unfunded Projects.....	G-1
---------------------------------	-----

General Overview of the TIP

Tab

GENERAL OVERVIEW OF THE TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2014 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY2014 to FY2017). 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 DVRPC's New Jersey region, the TIP contains 124 projects (excluding Statewide and Study and Development projects), totaling more than \$1.7 billion for the phases to be advanced over the next four years (FY2014-2017), averaging \$436 million per year. Programmed funds include approximately \$903 million for projects primarily addressing the highway system and \$843 million for transit projects for NJ TRANSIT and DRPA/PATCO. Table 1 presents a funding summary of the DVRPC program by county and transit operator for each of the four TIP years in New Jersey.

The DVRPC FY2014 TIP for New Jersey meets the federal requirements of being financially constrained to a level of funding that is available to the region, as established in the financial guidance provided by the New Jersey Department of Transportation (NJDOT). See Appendix B for further details on this guidance.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, most recently the Moving Ahead for Progress in the 21st Century Act (MAP-21), as Public Law (P.L.) 112-141, which became effective on October 1, 2012 until September 30, 2014. It is the first multi-year highway authorization after multiple temporary extensions of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that was signed in 2005 and expired in 2009. MAP-21 builds on the initiatives established in SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems. MAP-21 will spend more than \$105 billion in FY13 and FY14 as most of the money will be appropriated.

What This TIP Document Includes

The complete TIP document has been divided into multiple sections. Included is 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. The document also contains various summaries of the New Jersey programs, a description of the TIP public involvement process, including issues relating to environmental justice, and an explanation of project maps, project listings, and codes and abbreviations included in the document. This reference information is followed by project maps and indexes, and finally the project listings themselves.

At the end of the document, there are seven appendices: (a) Board Resolutions; (b) Financial Guidance used in developing the program and the STIP Introduction, (c) Executive Summary of the Documentation of the Conformity Finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (e) DVRPC Local Program; (f) Summary of Public Outreach, Public Comments, and Agency Responses; and (g) NJDOT “Tier 2” Unfunded Projects, which are projects that cannot be funded based on current 10-year revenue estimates. Availability of additional state or federal funds could allow Tier 2 projects to be funded.

Accessing the TIP via Various Technologies

The World Wide Web

The TIP can also be found on the DVRPC website, where you can easily search the TIP for New Jersey. The web includes an interactive method for displaying maps and project listings, as well as a way to submit comments during the public comment period. Using Google maps as a base, projects can be located using either street grid or aerial views. To use the DVRPC TIP website, go to www.dvrpc.org/TIP.

QR Code

DVRPC is on the forefront of technology and has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using your smartphone. Smartphone users with a QR Reader Application can open the application, point the camera at the QR Code symbol, and the smartphone will open up directly to the DVRPC TIP webpage. The DVRPC TIP QR Code symbol is shown below.



Scan the QR code with your smartphone for up-to-date information on DVRPC's TIP or visit www.dvrpc.org/TIP.

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 Moving Ahead for Progress in the 21st Century, or MAP-21. 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 a four-year period by regulation, follows the federal fiscal year schedule, and is updated every other year. 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 NJ; 12 years for PA) in order to better understand expected resources and to provide the region with a more realistic time-frame 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 Year” funding, and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal fiscal year schedule which begins on October 1 of a given year and ends on September 30th of the following year. The New Jersey and PA TIPs are updated every other year, in alternate years.

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 Appendix D 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 B 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 for 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 timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges 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 are 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 and 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 the federal and state governments want assurance that all interested parties have participated in developing the priorities prior to committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes its 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 that helps direct transportation and land-use decisions over a minimum 20-year horizon. The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

While all projects included in the TIP must be consistent with the long-range plan, projects that 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 TIP represents the translation of recommendations from DVRPC's latest long-range plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted long-range plan, visit 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 DVRPC FY2014 TIP for New Jersey are a subset of the regionally significant projects contained in the *Connections 2040: Plan for Greater Philadelphia* 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 (NO_x), carbon monoxide (CO), and fine particulate matter (PM_{2.5}) emissions are less than any applicable

budgets or baseline established for all analysis years. The Executive Summary of the TIP conformity finding are included as Appendix C in this document. A complete description of the conformity procedures can be found in the *Connections 2040: Plan for Greater Philadelphia* long-range plan and on DVRPC's website.

How is the TIP Funded?

The major funding source for the projects in the TIP is MAP-21, administered through the U.S. 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 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 its own lists of projects and priorities, they are brought to DVRPC, where the Regional Technical Committee (RTC) reviews them. The RTC seeks to ensure 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 is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups, and 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 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 is on the TIP?

Once a project is on the TIP, a considerable amount of work remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that its 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 in order to identify and resolve delays as soon as possible and to reallocate resources as necessary.

Once federal funds have been made available (termed federally "authorized") 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 agency managers are 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.

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, environmental organizations, partnering agencies, and citizens are encouraged to comment on DVRPC's policies and plans. To this end, an online commenting feature is available for Board action items. The Commission's website provides a wide array of information and interactive mapping. Materials are available in hard copy at DVRPC's Resource Center as well as at various libraries throughout the region. Project-specific open houses and listening sessions are held to inform the public and gather input.

Specifically, the public and other interest groups have the opportunity to comment on the Draft DVRPC TIP for New Jersey before it is officially adopted by the DVRPC Board. DVRPC conducted a 30-day public comment period and held open-house meetings to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the FY2014 TIP are available online, as well as at the DVRPC resource center. The TIP documents are viewable on DVRPC's website at www.dvrpc.org/TIP.

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Program Summaries

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PROGRAM SUMMARIES

The DVRPC FY2014 TIP for New Jersey contains project maps, project descriptions, and the appendices for DVRPC's New Jersey region. There are 124 projects (excluding Statewide and Study and Development projects), totaling more than \$1.7 billion for the phases to be advanced over the next four years (FY2014-2017), averaging \$436 million per year. Programmed funds include approximately \$903 million for projects primarily addressing the highway system and \$843 million for transit projects for NJ TRANSIT and DRPA/PATCO, as Table 1 and Figure 1 show.

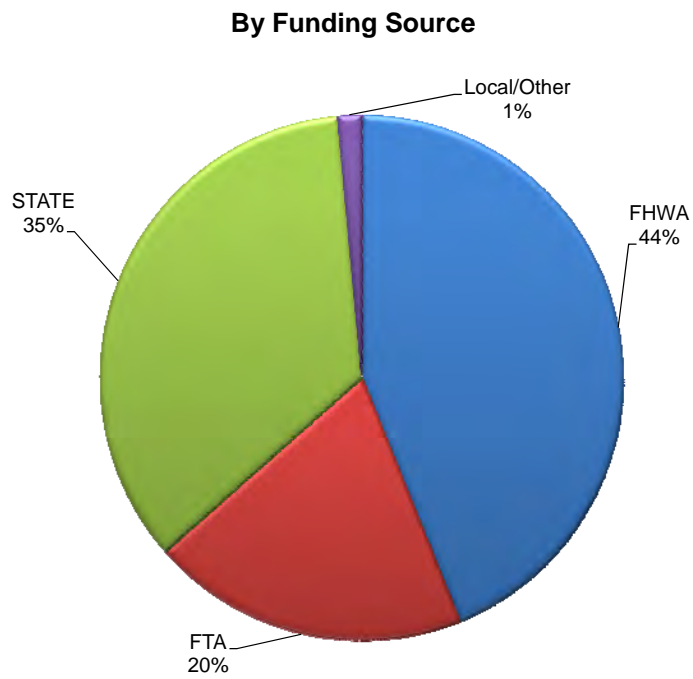
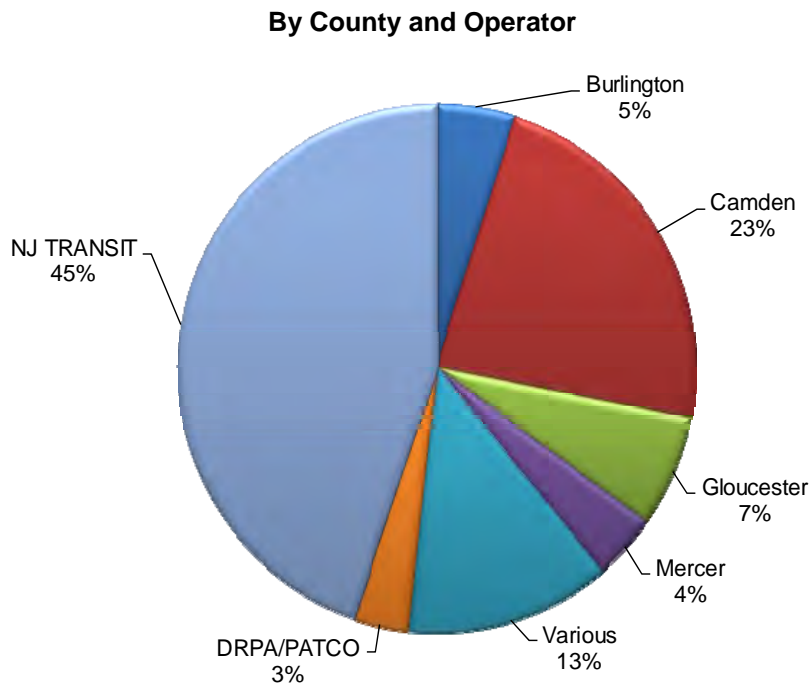
Table 1: Cost Summary by County and Transit Operator (\$000)

	FY2014	FY2015	FY2016	FY2017	FY2014-2017
HIGHWAY PROGRAM					
Burlington	25,635	25,829	27,505	7,890	86,859
Camden	135,619	67,591	84,835	114,755	402,800
Gloucester	4,702	47,044	28,936	38,805	119,487
Mercer	11,050	19,664	25,888	14,036	70,638
Various	59,258	50,248	54,362	59,129	222,997
Highway Subtotal	236,264	210,376	221,526	234,615	902,781
Total Cost – 4-Year Highway Program					902,781
TRANSIT PROGRAM					
DRPA/PATCO	14,910	15,035	15,045	15,045	60,035
NJ TRANSIT	201,847	196,005	187,178	198,061	783,091
TRANSIT Subtotal	216,757	211,040	202,223	213,106	843,126
Total Cost – 4-Year Transit Program					843,126
Grand Total Cost – 4-Year Highway, DVRPC Local Projects, and Transit Programs					1,745,907

Source: DVRPC, 2013

Per the Financial Guidance documents in Appendix B of the NJ TIP, 20 percent of \$8.4 billion state and federal resources over the four years (FY2014-2017) of the TIP are administered through DVRPC (see Table 8 in Appendix B of the NJ TIP). DVRPC administers close to 11 percent of the \$8.4 billion in resources for the DVRPC Highway Program and nine percent of the resources for the DVRPC Transit Program. There is an additional \$2.9 billion that NJDOT directly administers on a statewide basis, and a portion of those funds are also directed to DVRPC throughout the four years.

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



Source: DVRPC, 2013

Table 2: Cost by TIP Funding Category (\$000)

Fund	FY2014	FY2015	FY2016	FY2017	FY2014-17	Out Years
HIGHWAY PROGRAM						
CMAQ	1,170	1,170	1,170	2,570	6,080	7,02
DEMO	9,350	7,199	4,659		21,208	
HSIP	3,220	2,220	1,720	1,720	8,880	13,240
NHPP	159,671	109,846	150,060	148,455	568,032	651,642
PL	2,244	2,244	2,244	2,244	8,976	13,464
PL-FTA	773	773	773	773	3,092	4,638
RHC	2,800	2,800	2,800	2,800	11,200	16,800
STATE	31,631	48,627	33,195	32,907	146,360	218,286
STP	1,350	6,940	850	16,835	25,975	7,365
STP-STU	6,554	14,816	14,418	10,880	46,668	109,296
STP-TE		4,302			4,302	
TAP	1,501	1,501	1,501	1,501	6,004	9,006
STATE-DVRPC	16,000	7,938	8,136	13,930	46,004	41,300
Highway Subtotal	236,264	210,376	221,526	234,615	902,781	1,092,057
DRPA/PATCO PROGRAM						
DRPA	2,982	3,007	3,009	3,009	12,007	3,802
SECT 5307	3,948	4,348	4,356	2,356	15,008	4,668
SECT 5309	7,700	7,400	7,400	9,400	31,900	9,400
SECT 5340	280	280	280	280	1,120	840
DRPA/PATCO Subtotal	14,910	15,035	15,045	15,045	60,035	18,710
NJ TRANSIT PROGRAM						
CASINO REVENUE	4,677	4,677	4,677	4,677	18,708	28,062
MATCH	2,834	2,834	2,834	2,834	11,336	17,004
NEW FREEDOM						
OPERATING	989	989	989	989	3,956	5,934
SECT 5307	46,527	46,738	45,896	46,058	185,219	278,303
SECT 5307-TAP	161	161	161	161	644	966
SECT 5310	1,656	1,656	1,656	1,656	6,624	9,936
SECT 5311	966	966	966	966	3,864	5,796
SECT 5337	13,600	13,600	13,600	13,600	54,400	81,600
SECT 5339/5307	2,800	2,800	2,800	2,800	11,200	16,800
STATE	111,637	105,584	97,599	108,320	423,140	605,155
STP-STU	16,000	16,000	16,000	16,000	64,000	16,000
NJ TRANSIT Subtotal	201,847	196,005	187,178	198,061	783,091	1,065,556
Total for DVRPC's NJ Region	453,021	421,416	423,749	447,721	1,745,907	2,176,323

Source: DVRPC, 2013

Financial Constraint

At the beginning of each TIP update, the state DOT develops "financial guidance" for use by DVRPC and its other MPOs. The financial guidance establishes highway and transit funding levels that 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 is distributed to the regions. The NJDOT Financial Guidance is included in Appendix B. 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 FY2014 TIP for New Jersey has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

The NJ TIP makes information available for project costs beyond the formal four-year constrained period (FY2014–2017). Project phases appear in these Later Fiscal Years (LFY) because it may take several years before the phase can advance due either to the technical effort that needs to be completed or to the severe funding constraints on the region. In any case, project costs that show in the TIP under "Later Fiscal Years" (FY2018–2023) do not technically have available or committed funding and cannot be federally authorized since they fall outside the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and time-frames in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain commitment level to those projects by the region, the DVRPC FY2014 TIP for NJ does show a financially constrained 10-year program from FY2014–2023 using assumptions of funding levels that are currently available.

There are also projects in the DVRPC region that have been identified as needs and that have been TIP projects in a previous TIP, but for which there are insufficient funding resources even within a 10-year constrained programming horizon. These projects are shown on the NJDOT "Tier 2" Unfunded list at the end of this document. Therefore, not only do these projects *not* show up in the first four years of the DVRPC TIP, there is no expectation that adequate funding will be available to fully fund them by FY2023. It will be many years until planned projects are able to advance to construction if additional funding is not made available to the region through new revenue sources.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis showing the agency is capable of maintaining its existing operations, as well as take on the new capital projects and new services.

NJ TRANSIT prepares a Financial Capacity Analysis when required for specific projects, which are submitted, in turn, 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 an FTA-directed review of NJ TRANSIT's compliance in different areas, including its financial practices. As of February 22, 2013, NJ TRANSIT has corrected all deficiencies found from the last FTA State Management Review in 2012.

Project Selection and Evaluation Process

Only a few state "asset management" type projects that ranked very high within NJDOT's statewide management systems for bridges, pavement projects, and drainage improvements were included as new projects. Due to severe funding constraints and overwhelming needs that far outreach the region's resources, the decision was made to identify project candidates for the local concept development process before they could be programmed, in order to address potential issues that could arise and that may impact their overall schedule. New and existing projects are consistent with and have been drawn from DVRPC's long-range plan, *Connections 2040*. Program development occurs through a TIP Subcommittee composed of regional stakeholders and was determined mostly by schedule and cost of existing projects, constrained by the level of funding available. All project costs and schedules were updated by project managers and stakeholder subcommittee members. A series of subcommittee meetings were held including NJDOT, NJ TRANSIT, and DRPA/PATCO staff, as well as City and County partners and a citizen representative, to review projects and identify the highest priorities, costs and schedules, and to vet concerns and negotiate final programming. A constrained draft program was put out for a minimum 30-day public comment period, and the program with some recommended changes was adopted by the DVRPC Board on July 25, 2013.

Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of 352 townships, boroughs, and cities, each making their own land use decisions. 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 *Connections 2040: Plan for Greater Philadelphia*, the region's long-range plan. Those four areas are Core Cities (Trenton and Camden in the New Jersey subregion, and Philadelphia and Chester in the Pennsylvania subregion); Developed Communities, which represent the region's older boroughs and townships; 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. Planning areas for all New Jersey TIP projects are included on each project listing in the DVRPC FY2014 TIP document for New Jersey, and can be found in the current DVRPC FY2013 TIP for Pennsylvania. A more complete discussion and illustration of planning areas can be found in the *Connections 2040: Plan for Greater Philadelphia* long-range plan on the DVRPC website at www.dvrpc.org/LongRangePlan.

Congestion Management Process

A Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation system performance. It identifies specific multimodal strategies for all locations in the region to minimize congestion and enhance the ability of people and goods to reach their destinations. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to roadway and transit 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 results in Study and Development proposals along with other means of follow-through.

The CMP evaluates all new or amended TIP projects proposed for federal funding and, where Major Single-Occupancy Vehicle (SOV) capacity is consistent, the CMP includes the required table of supplemental strategies to reduce travel demand and to get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in planning phases for the most effective coordination.

The CMP category of Major SOV Capacity-adding Projects refers to projects that add roadway capacity in a way that affects regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. 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. Being categorized as Major SOV makes a project eligible for additional support from CMP staff to help it generate the most long-term positive effect possible in an environment of limited funding.

The CMP completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on approximately a three-year cycle. Further information about the CMP can be obtained from the DVRPC resource center or on DVRPC's website at www.dvrpc.org/CongestionManagement.

Goods Movement and Economic Development

DVRPC proactively seeks to fulfill the federal requirement to include freight as a primary planning factor through its long-range transportation planning, TIP development, and the conduct of technical studies. 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-Camden-Trenton 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 freight advisory committee provides a forum for the private and public sector freight community to interject its unique perspectives 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 that facilitate the flow of goods and promote economic development in concert with community goals.

The Delaware Valley contains an impressive freight transportation network consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC recently developed the PhillyFreightFinder freight mapping and data platform for the Delaware Valley, including access to the PhillyFreightFinder application. This web-based mapping application can be found at www.dvrpc.org/webmaps/PhillyFreightFinder/index.htm. It pinpoints freight facilities and freight activity in the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder contains 20 individual layers of infrastructure and facilities that are organized into seven categories. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to the general public and municipal officials. Further information about the Freight Program at DVRPC can be obtained from DVRPC's website at www.dvrpc.org/freight.

Projects listed in Table 3 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 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 primary freight corridors and industrial centers.

Toll Authority Highway and Port-Related Projects

The toll authorities with facilities in this region (Burlington County Bridge Commission, Delaware River Joint Toll Bridge Commission, Delaware River Port Authority/Port Authority Transit Corporation, New Jersey Turnpike Authority, and South Jersey Transportation Authority) 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 Table 4.

Selected Studies

Future TIP projects are likely to be generated from Environmental Impact Statements (EIS)/Environmental Assessment (EA), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and Feasibility Assessments (FA) that are currently underway. An EIS is an in-depth technical analysis of the significant environmental impacts of a project, and it identifies alternatives that would avoid or minimize the adverse impacts. The purpose of a TIS is to provide policy-level information about the impact 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. Feasibility Assessments (FA) are part of the first stage of New Jersey DOT's project development process, which involves data collection, public input, and the evaluation of potential conceptual improvements. Selected studies for FY14, including those from the DVRPC Work Program, are listed in Table 5.

Excluded in Table 5 are studies that already appear in either the TIP or NJDOT's Study and Development Program. The Study and Development process takes a selected highway deficiency through the steps of problem documentation and concept development in order to make candidate projects ready for consideration in the next TIP update for the phases of Preliminary Engineering, 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.

Table 3: Supporting Projects that Facilitate Goods Movement & Economic Development

Benefit	Project DB#	County
Advances Safety and Security		
Mercer County Roadway Safety Improvements	D0412	Mercer
Balances Freight Operational Needs with Community Goals		
River Road Improvements, Cramer Hill	D0902	Camden
Improves Air Quality		
Local CMAQ Initiatives	X065	Various
Maintains Primary Truck Routes		
Route 76/676, Bridge Deck Replacements	11326	Camden
Improves Distribution Patterns and Eliminates Bottlenecks		
Route 295/76/42 Missing Moves and Direct Connect	355A, C, D, E	Camden
Maximizes Railroads		
Rail-Highway Grade Crossing Program, Federal and State	X35A1 and X35A	Statewide
Promotes Commerce and Tourism		
Ferry Program	00377	Statewide
Speeds Deliveries		
Route 295, Northbound Approach to Route 1 Exits, ITS Improvements	06358	Mercer
Fortifies Central Business Districts		
Roebbling Phase 3, Rehabilitation for the Invention Factory	X107	Mercer

Source: DVRPC, 2013

Table 4: Toll Authority Highway and Port-Related Projects

Project Description	Schedule (Years)	Cost (\$ Million)	County(ies)
NEW JERSEY TURNPIKE AUTHORITY (NJTA)			
NJ Turnpike Interchanges 6 to 9 Widening, including the construction of the extension of the Turnpike’s dual roadway from the existing merge at the Interchange 8A to the interconnection of the mainline roadway with the Pennsylvania Turnpike Extension.	2009-14	\$2,500.0	Burlington, Mercer, Middlesex
Garden State Parkway Widening Program (Interchange 48 to 63)	2011-14	\$220.0	Burlington, Ocean
Bass River Bridge Widening	2013-15	\$56.0	Burlington
DELAWARE RIVER PORT AUTHORITY/PORT AUTHORITY TRANSIT CORPORATION (DRPA/PATCO)			
<i>Ben Franklin Bridge Projects</i>			
Cable Rehabilitation/Dehumidification	2015-17	\$20.5	Camden
Bridge Deck Resurfacing	2014-16	\$10.5	
<i>Betsy Ross Bridge Projects</i>			
Bridge Deck Resurfacing	2011-15	\$16.2	Camden
<i>Commodore Barry Bridge Projects</i>			
Deleading and Repainting	2012-17	\$87.0	Delaware
Structural Rehabilitation- Phase II	2013-16	\$7.9	
<i>Walt Whitman Bridge</i>			
Redeck Suspended Span and Anchorage Spans – Design and Construction	2007-15	\$0.146	Gloucester
Deleading and Repainting – Phase 3 (Suspended Span, Towers and Anchorage)	2013-17	\$0.071	
Cable Rehabilitation/Dehumidification	2015-17	\$20.0	
Bridge Hardening (Facility Security)	2016-17	\$25.0	
<i>PATCO-Related Projects</i>			
Enterprise Resource Planning Systems (includes One Port Center)	2013-15	\$16.0	Camden
Replace Electrical Cables in Subways	2014-16	\$9.5	
Rehabilitation of Track Structure on Viaduct at Westmont	2015-17	\$14.5	
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)			
I-95 Scudder Falls Bridge Improvement	2016-18	\$328.6	Mercer

Sources: BCBC, DRJTBC, DRPA/PATCO, NJTA, and SJTA, 2013

Table 4: Toll Authority Highway and Port-Related Projects (Continued)

Project Description	Schedule (Years)	Cost (\$ Million)	County(ies)
BURLINGTON COUNTY BRIDGE COMMISSION (BCBC)			
<i>Tacony-Palmyra Bridge (TPB)</i>			
Bridge Rehabilitation	2014-17	\$46.55	Burlington
Bridge Electrical Upgrades	2014-17	\$14.065	Burlington
Milling/Overlay of Market Street from Souder St. to Broad St. in Palmyra, NJ	2014	\$0.400	Burlington
Bridge Toll Booth Area/Route 73 Drainage Improvements (Replacement of existing drainage system in and around the toll both areas, north access road, operations office parking area, and portions of Route 73 to reduce flooding)	2014	\$1.0	Burlington
<i>Burlington-Bristol Bridge Rehabilitation</i>			
Bridge Rehabilitation	2014-17	\$19.6	Burlington
Bridge Electrical Upgrades	2014-15	\$3.9	Burlington
<i>Riverside Delanco Bridge Rehabilitation</i>			
Bridge Rehabilitation	2014-15	\$2.25	Burlington
Bridge Electrical Upgrades	2014-15	\$1.45	Burlington
SOUTH JERSEY TRANSPORTATION AUTHORITY (SJTA)			
Atlantic City Expressway Third Lane Widening Construction Project, Westbound Direction, Mileposts 21 to 31.8	2013-14	\$17.3	Atlantic, Camden
Atlantic City Expressway Widening Project, Third Lane Construction from Mileposts 31 to 44	2017-20	\$150.0	Atlantic, Camden, Gloucester
Atlantic City Expressway/Atlantic City International Airport Direct Connector Design and Construction, Phase I	2013-14	\$10.0	Not Available
Atlantic City Expressway/Atlantic City International Airport Direct Connector Design and Construction, Phase II	2015-16	\$40.0	Not Available
Atlantic City Expressway All Electronic Tolling, Mileposts 0.0-44, ACE Corridor, Toll Collection Upgrade	2015	\$50.0	Atlantic, Camden, Gloucester
TOPSC ² (Traffic Operations and Public Safety Command Center) Design and Construction	2014-15	\$44.0	Atlantic City International Airport

Sources: BCBC, DRJTBC, DRPA/PATCO, NJTA, and SJTA, 2013

Table 5: Selected Transportation Studies for FY2014

Studies Currently Underway in New Jersey	Current Study Phase	County	Sponsor
NEW JERSEY STUDIES			
NJ Turnpike Widening, Exits 6 to 9	TIS	Burlington, Mercer, Middlesex	NJ Turnpike Authority
Glassboro-Camden Line	EIS	Gloucester, Cumberland, Philadelphia City	Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO)
Route 55/42/676 Bus Rapid Transit	EA	Camden, Gloucester Philadelphia City	NJ TRANSIT
US Route 1 Bus Rapid Transit (BRT) Study	FA Completed	Mercer and Middlesex	NJ TRANSIT
Route 29 Trenton Boulevard Study	FA completed	Mercer and Trenton City	City of Trenton
Route 38 Smart Growth Initiative	Not Available	Burlington	Burlington
NJ Marine Highway	Underway	NJDOT	State of New Jersey
NJ 102" Wide Large Truck Network	Underway	NJDOT	State of New Jersey
Comprehensive Statewide Freight Plan Update	Anticipated Start-Up	NJDOT	State of New Jersey
BI-STATE STUDIES			
I-95 Scudder Falls Bridge/road widening/interchange reconstruction	EA Completed	Mercer and Bucks	Delaware River Joint Toll Bridge Commission (DRJTBC)

Notes:

“FA” is Feasibility Assessment; “EIS” is Environmental Impact Statement; “EA” is Environmental Assessment; “TIS” is Transportation Investment Study.

Source: DVRPC, 2013

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 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Transportation Alternatives Program (TAP) that includes the Transportation Enhancement Program and the Home Town Streets/Safe Routes to School Program from previous federal authorization.

DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and has continued under TEA-21, SAFETEA-LU, and MAP-21. 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. Any public agency or public-private partnership may submit projects to DVRPC for consideration. The CMAQ subcommittee of the Regional Technical Committee evaluates the projects and makes recommendations to the Board for final selection. Since 1994, DVRPC has conducted four rounds of the competitive program. The most recent round that concluded in October 2012 selected projects for CMAQ funding programmed from FY13 to FY15.

Transportation Alternatives Program (TAP)

In MAP-21, the Transportation Alternatives Program (TAP) is an amalgamation of the previous authorization's Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and Safe Routes to School/Home Town Street programs. As such, eligibility requirements from these programs have remained largely the same.

Former Transportation Enhancement (TE) eligible projects that are TAP-eligible still focus on non-traditional projects designed to enhance the experience of transportation, mitigate the impact of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. For example, projects may involve on- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. However, TE-eligible projects that involve safety and educational activities that do not target children; scenic or historic activities, facilities, or sites; and transportation museums are not eligible for TAP-funding in MAP-21.

The Recreational Trails Program (REC TRAILS) will continue funding the development and maintenance of recreational trails and trail-related facilities for motorized and non-motorized uses as a set-aside from the TAP.

The Safe Routes to School program (SRTS) will 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 NJDOT Office of Bicycle and Pedestrian Projects will continue to manage the Technical Advisory Committee, which worked to coordinate program training and the project selection process for the New Jersey Safe Routes to School Program. See Table 6 for the complete list of selected SRTS projects from fiscal years 2008, 2009, and 2012.

Table 6: Safe Routes to School (SRTS) Projects from Statewide Line Item, DB# 99358, for FY2008, FY2009, and FY2012

Year	Municipality	Project Description	Total Award
BURLINGTON COUNTY			
2008	Riverton Borough	Riverton Safe Crossings Project	\$23,000
2009	Maple Shade Township	Maple Shade Safe Routes to Maude Wilkins School at Cutler Avenue	\$200,000
	Mount Holly Township	Ensuring a Safe Route to School in Mount Holly	\$125,000
2012	Edgewater Park Township	Stevenson Avenue & East Franklin Avenue Multi-Use Path	\$113,000
CAMDEN COUNTY			
2008	Chesilhurst Borough	New Jersey Safe Routes to School Program for Chesilhurst Borough	\$256,000
	Magnolia Borough	Magnolia Safe Routes to School – Infrastructure and Non-Infrastructure Programs	\$156,000
2012	Haddonfield Borough	FY2012 Safe Routes to School Pedestrian Safety Infrastructure Improvements	\$300,000
	Lindenwold Borough	Concrete Sidewalk Installation: School #5, School #4 and High School	\$330,000
	Voorhees Township	Kresson Road Sidewalk Improvements	\$74,000
GLOUCESTER COUNTY			
2009	Clayton Borough	Clayton SRTS Sidewalk Extension and Warning Beacons	\$130,000
	East Greenwich Township	Township of East Greenwich – Construction of Crosswalks at Various Locations – Construction Phase	\$20,000
MERCER COUNTY			
2009	Hightstown Borough	Summit Street Sidewalk Improvements	\$147,000
	Pennington Borough	S. Main Street and W. Delaware Avenue Crosswalk – Sidewalk Improvements	\$220,000
2012	Hamilton Township	Klockner, Morgan and University Heights Pedestrian Safety Improvements	\$275,000

Source: Safe Routes to School National Partnership, 2013

Projects seeking TAP funds are required to be submitted by TAP-eligible sponsors and to undergo a competitive selection process. In previous years, New Jersey's TE project selection process occurred at the state level. New TAP requirements include provisions for more MPO selection of projects, and NJDOT is working closely with the three New Jersey MPOs on a new process. Table 7 provides a full listing of projects that were selected since the year 2000 through the TE Program for New Jersey.

Table 7: New Jersey Transportation Enhancement (TE) Projects from Statewide Line Item, DB# X107, for FY2000–2012

Year	Municipality	Project Description	Total Award*
BURLINGTON COUNTY			
2000	Beverly City	Cooper Street Gateway Project	\$228,000*
	Pemberton Township	North Pemberton Railroad Station Rehabilitation	\$35,000
	Pemberton Township	North Pemberton Railroad Station Phase 2	\$250,000
2001	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
2008	Various Municipalities	NJ Pinelands Birding and Wildlife Trails	\$512,000
2009	Palmyra Borough	Market Street Gateway Improvement Project	\$260,000*
	Mount Holly Township	Pedestrian Safety and Beautification Improvements at The Mount	\$160,000*
2012	Burlington City	Phase V TE: Broad Street/Towne Center Station, Pedestrian Route & Beautification Improvement Plan	\$216,000
	Wrightstown Borough	North Fort Dix Street Pedestrian and Landscape Improvements	\$510,000
CAMDEN COUNTY			
2000	Berlin Borough	Berlin Hotel Historic Preservation Program	\$523,000
	Camden City	Mickle Boulevard Interior Gateway	\$471,000
2001	Camden City	Johnson Park Station Stop Streetscape Project	\$500,000
	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 Improvement	\$480,000
	Haddon Township	Streetscape Improvements to Haddon Avenue	\$300,000
	Pine Hill Borough	Pine Hill Streetscape Project	\$478,000
2003	Haddon Heights Borough	Historic Railroad Corridor Enhancement	\$379,000
	Haddon Township	Streetscape Improvements to Haddon Avenue – Phase 2	\$512,000
	Runnemede Borough	Route 168 (Black Horse Pike) Corridor Revitalization	\$552,000
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

Table 7 (Continued)

Year	Municipality	Project Description	Total Award*
CAMDEN COUNTY (CONTINUED)			
2009	Gloucester City	Market Street Commons and Streetscape	\$485,000*
	Gloucester City	Burlington Street Streetscape Improvement Program	\$523,000*
	Mount Ephraim Borough	Kings Highway Streetscape Improvements, Phase II	\$290,000*
	Camden City	Martin Luther King Boulevard Project	\$750,000*
	Gloucester City	Streetscape Project on Broadway Street (between Monmouth and Hudson Streets)	\$270,000*
	Haddonfield Borough	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements	\$570,000*
	Merchantville Borough	Chestnut Avenue Pedestrian/Bikeway Extension	\$150,000*
2012	Barrington Borough	Clements Bridge Road Streetscape Improvements from NJ Turnpike Bridge to Borough Boundary	\$539,000
	Merchantville Borough	West Maple Avenue Streetscape Improvement Project	\$51,000
GLOUCESTER COUNTY			
2001	Glassboro Borough	Pedestrian Streetscape Enhancement Program	\$124,000
	Wenonah Borough	Creating a Heart for Wenonah	\$350,000
2002	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
2005	Glassboro Borough	Paving the Way to Glassboro's Downtown-Streetscapes Phase VI	\$150,000
	Swedesboro Borough	Swedesboro Pedestrian Transportation	\$200,000
2009	Glassboro Borough	Rebuilding Glassboro's Historic Train Station ¹	\$1,101,400*
	Woodbury City	Pedestrian Safety and Wayfinding Signage	\$194,000*
	Paulsboro Borough	Paulsboro Pedestrian Streetscape, Phase 2 – Central Business District	\$425,000
2012	Woodbury City	Pedestrian Path to Connect Woodbury Neighborhoods, Retail and Recreation Areas	\$310,000
	Merchantville Borough, Pennsauken Township	West Maple Avenue Streetscape Improvement Project	\$51,000

Table 7 (Continued)

Year	Municipality	Project Description	Total Award*
MERCER COUNTY			
2000	Hamilton Township	Delaware & Raritan Canal State Park – Bordentown Outlet, Phase 1	\$948,000
	Trenton City	Roebing Phase 3, Rehabilitation for the Invention Factory	\$250,000
2001	Lawrence Township	Route 1 Pedestrian Overpass – D & R Canal State Park	\$1,250,000
	Trenton City	Inventory Factory Bridge Exhibit	\$1,609,823
2002	Hamilton Township	South Broad Street Streetscape	\$985,000
	Princeton Township	Regional Bicycle and Pedestrian Bridge at Stoney Brook	\$500,000
2003	Lawrence Township	Lawrenceville Main Street Transportation Streetscape Improvement	\$190,000
2004	Hightstown Borough	Hightstown TE	\$444,000
2005	Hopewell Borough	Streetscape Improvements to the Intersection of Broad Street and Greenwood Avenue	\$154,000
2009	Hightstown Borough	Stockton Street Historic District Streetscape Infrastructure Project ²	\$994,646*
	Hopewell Borough	Hopewell Borough Streetscape Improvements Project, Phase II ³	\$935,000*
2012	East Windsor Township	Route 571 Sidewalks to Transit	\$124,000
	Hopewell Borough	Hopewell Borough – Streetscape Phase 3 and Final	\$235,000

An asterisk (“**”) included with a project’s total award amount indicates the project is funded by TE funds from the federal American Recovery and Reinvestment Act of 2009 (ARRA), which are also known as ARRA-TE.

Notes:

1. The original award amount for the project, Rebuilding Glassboro’s Historic Train Station, is \$250,000 ARRA-TE.
2. The original award amount for the project, Stockton Street Historic District Streetscape Infrastructure Project, is \$1,690,000 ARRA-TE.
3. The original award amount for the project, Hopewell Borough Streetscape Improvements Project, Phase II, is \$917,000 ARRA-TE.

Source: NJDOT Local Aid and Economic Development, 2013

Responding to Environmental Justice Concerns

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, serves to manage funding for construction, improvement, and expansion of the region's transportation system, a system that affects every resident of the Delaware Valley. Title VI of the Civil Rights Act of 1964 states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds, and the 1994 President's Executive Order on Environmental Justice (#12898) ensures "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

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 (MPOs), as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for Title VI and environmental justice (EJ) 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, DVRPC is committed to responding to the federal guidance on Title VI and EJ and has designated the Planning Division and Public Affairs Office to address technical and public involvement activities, respectively, as they relate to Title VI and 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 outreach 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 2001, DVRPC developed an EJ technical assessment to identify direct and disparate impacts of its plans, programs, and planning process on defined demographic groups in the Delaware Valley region. This assessment, called the Degrees of Disadvantage (DoD) Methodology, is utilized in a variety of DVRPC plans and programs, including the TIP. The EJ analysis tool is now available online at www.dvrpc.org/webmaps/EJ2010/. DVRPC publishes an annual update, Environmental Justice at DVRPC, which summarizes EJ and public outreach activities of the previous year and describes the methodology for evaluating the agency's long-range plan, TIP, and other projects and programs. In 2007, the DVRPC Board approved the Commission's Title VI Compliance Plan, which establishes a framework for DVRPC's efforts to ensure compliance with Title VI, as well as with other EJ and non-discrimination mandates. The Plan outlines how Title VI and EJ considerations are reflected

in the Commission's work program, publications, communications, public involvement efforts, and general way of doing business.

DVRPC believes that effective public outreach is a dynamic and ongoing process that is essential to meeting the future transportation and land-use needs of all residents of the Delaware Valley. Further, effective planning cannot be achieved without the consideration, cooperation, and consent of residents and stakeholders throughout the region. In April 2012, the DVRPC Board adopted an updated Public Participation Plan, which is designed as a resource for DVRPC's Board, staff, and the public to better understand the Commission's overall public participation strategy and procedures, as well as the federal mandates that inform DVRPC's public participation efforts. In addition to public meetings, events, and various communication channels, a primary outlet for public participation in DVRPC is the Public Participation Task Force comprised of appointed members and members-at-large throughout Greater Philadelphia bringing their own individual experiences to the planning table. The task force strives to represent the racial, ethnic, cultural, gender, age, and economic diversity of the region.

Environmental Justice Analysis of the TIP

DVRPC's Transportation Improvement Program (TIP) for New Jersey is an important component of the agency's EJ public involvement and technical work program activities. As the TIP is updated every other year for New Jersey, new EJ analyses and mapping are conducted, and public comment is received.

Technical EJ analysis and mapping of the TIP is based on the EJ methodology outlined in *Environmental Justice at DVRPC* (2011 update, publication number TM12007). Census data from 2010 is analyzed at the census tract level to identify demographic groups that may be underrepresented in the planning process, or might otherwise be disproportionately impacted by planning decisions. The eight population groups currently analyzed are households in poverty, non-Hispanic minority, Hispanic, elderly (75 years and over), car-less households, persons with physical disabilities, limited English proficiency, and female head of household with child.

Each census tract can contain a concentration greater than the regional average for each individual population group previously discussed that is considered regionally sensitive. Each census tract can contain zero to eight categories that are recognized as regionally sensitive. The number of sensitive demographic groups per census tract, with concentrations greater than the regional average, is referred to as its degree of disadvantage (DoD). For example, if a census tract meets or exceeds the regional average, or threshold, for elderly and physically disabled populations, then that census tract is said to have two degrees of disadvantage. Each census tract is mapped to illustrate the number of DoDs. TIP projects are mapped to identify low-disadvantage census tracts (with 1 to 4 DoDs) and high-disadvantage census tracts (with 5 to 8 DoDs), with and without a TIP project.

While a TIP project may not occur in an EJ sensitive area, disadvantaged populations can still be impacted by the proposed investment, especially if the project focuses on a highway or transit corridor that is used by a particular disadvantaged population.

For the DVRPC FY2014 TIP for New Jersey, 13 tracts (24 percent) of the 55 tracts with 5 to 7 DoD contain a TIP project, while 56 (23 percent) of the 245 census tracts with 1 to 4 DoD contain a TIP project. For the highway program of the DVRPC FY2014 TIP for New Jersey, 24 (44 percent) of the 55 tracts with 5 to 7 DoD contain a TIP project, while 24 (11 percent) of the 245 census tracts with 1 to 4 DoD contain a TIP project.¹

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.

¹ Only seven of the eight DoD were mapped for this project—population counts for physically disabled have not yet been released for the 2006–2010 American Community Survey. Population counts for minority populations and low-income populations, which are the two population groups mandated for investigation, are covered in the seven DoD population groups.

Public Involvement

Tab

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 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; therefore, DVRPC will strive 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 Draft DVRPC FY2014 TIP for New Jersey opened on May 17, 2013, and closed on June 18, 2013, at 5:00 p.m. (EST). A public meeting was held in the following location:

WEDNESDAY, JUNE 12, 2013
4:00 p.m.–6:00 p.m.
Cherry Hill Free Public Library
1100 Kings Highway North
Cherry Hill, NJ 08034-1970

The meeting was conducted jointly with the New Jersey DOT and served as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd.

DVRPC's website (www.dvrpc.org) was a vital tool in public outreach and served a useful purpose during the TIP update cycle. The entire Draft TIP document was on the DVRPC website, including the dates and locations of the public meeting and other general information. In addition, an e-mail address link (tip-plan-comments@dvrpc.org) was provided to facilitate the submission of comments during the public comment period. Individuals could download or access current TIP materials any time.

Written comments via U.S. mail were forwarded to:

TIP Comments
DVRPC Public Affairs Office
8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106

Comments were also made online as part of DVRPC's web-based TIP public comment application located at www.dvrpc.org/TIP. Users were able to click on the "Submit a comment on the Draft DVPRC FY2014 TIP for New Jersey" button to make general and project-specific comments. Responses provided by the appropriate agency were sought.

For those without access to the Internet, TIP documents were available at selected area libraries (see Table 8), including the DVRPC resource center at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. Call (215) 592-1800 for more information.

Public Comment Guidance

In an effort to facilitate the public comment process, we offered some extended guidance. Listed below are issues that we asked the public to consider during the review of the TIP document.

- ❖ Given the projects in the TIP, are we heading in the right direction? Are we meeting the needs of the region? Are we following the intent of MAP-21?
- ❖ For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity adding projects; or non-traditional projects (such as pedestrian, bicycle, smart technology, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the traditional highway and transit projects?
- ❖ Is this region getting its fair share of resources compared to other regions in the state or nation?
- ❖ Is the current transportation project development process, including environmental reviews and public input, effective?
- ❖ Given financial constraints, are we spending money on the right types of projects?
- ❖ Is the TIP document easy to use? How could it be improved?

Of course, comments are not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the TIP, the TIP development process, or any other topic of concern. 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 the screening and planning processes described earlier. As a result, requests for 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.

Table 8: Libraries Displaying the DVRPC TIP for NJ

Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057
Camden County Library Branch at Rutgers-Camden 300 North 4th Street Camden, NJ 08102	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107
Monroe Township Public Library 713 Marsha Avenue Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062
Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Mercer County Library Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638
Camden County Library 203 Laurel Road Voorhees, NJ 08043	Camden County Library Gloucester Township Branch Library 15 S. Blackhorse Pike Blackwood, NJ 08012
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	

Source: DVRPC, 2013

Maps, Listing, Codes & Abbreviations Overview

Tab

OVERVIEW OF MAPS, LISTINGS, CODES, AND ABBREVIATIONS

Project Map and Listing Explanations

The maps on the following pages show the location of the projects included in the DVRPC FY2014 TIP for New Jersey. Highway projects are shown on individual county maps, while transit projects are shown on a regional map. Projects are identified on the maps by their state DOT project number (DB#).

The different types of projects, such as intersection improvements, bridge replacements, or new transit facilities, are shown using various colors and symbols. Each map has its own legend and a companion index showing the project titles in DB# order.

Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed on the appropriate map by their DB# under the heading TIP Projects not mapped.

The Internet version of the TIP, found on the DVRPC website at www.dvrpc.org/TIP, includes an interactive method for displaying the maps and the project listings.

This document includes various project listings. The project listings include the New Jersey Highway, Transit, Statewide Highway, and the Study and Development programs, which are thoroughly explained in the following paragraphs.

DVRPC Region Highway and Transit Programs

The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are highway projects for Burlington, Camden, Gloucester, and Mercer counties, a listing of projects that apply to various counties, and transit projects for NJ TRANSIT and DRPA/PATCO.

Within each county grouping, individual highway and transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, air quality code, improvement type, DVRPC Planning Area, NJDOT Capital Investment Strategies (CIS) program category, CMP category, EJ Degree of Disadvantage rating, and a variety of other information. To assist in quickly locating a project within the document, each county or transit section begins with an index of projects with page numbers listed. NJDOT and NJ TRANSIT have developed a STIP with a 10-year horizon, looking beyond the federal requirement of a four-year STIP, and that 10-year horizon is reflected in the finance records for all projects. The full New Jersey STIP is also available on the website www.state.nj.us/transportation/capital/stip1423.

Also note that all projects within the formal first four years of the TIP period (FY2014–2017) are considered funded and are able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the region developed a 10-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and time-frames in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the first four years (FY2014–2017) also have phases (such as construction) that may be out in the later fiscal years (LFY2018–2023). This 10-year constrained programming horizon is illustrated on the project listings within the TIP document. Project phases which fall beyond the formal four-year TIP period (FY2014–2017) are technically “unfunded,” but they are listed to represent the region’s planned commitment to fund these phases in the future as funds become available.

In addition, NJDOT has identified several “Tier 2” projects that cannot be funded based on current 10-year revenue estimates. Availability of additional state or federal funds could allow them to be funded. A further refinement of the 10-year capital program could also lead to greater flexibility and accommodation of more projects. See Appendix G for a list of “Tier 2” unfunded highway and transit projects.

NJDOT Statewide Highway Projects

Following the lists of DVRPC region highway and transit projects are lists of NJDOT Statewide Highway Projects. Statewide projects are those projects managed by NJDOT on a statewide basis that are not specific to any particular MPO region or that provide direct support to NJDOT.

Study and Development Program

NJDOT has established a subset of highway projects in the capital program referred to as Study and Development (S&D). Projects marked with an “L” preceding any phase indicate a Local Agency Lead; otherwise, the state DOT is the lead agency. The objective of the S&D program is to make candidate projects ready for consideration in a future TIP update cycle for preliminary engineering, final design, right-of-way acquisition, and construction. Projects in the S&D program have been identified as priorities for further advancement but have not reached approval for advancement into preliminary engineering or final design. Reasonable strategies and alternatives that address the purpose and need are identified for S&D projects in the concept development phase.

Codes and Abbreviations Overview

Various codes and abbreviations are used in the project descriptions for the phase of work and source of funds. These codes and abbreviations are explained below.

Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes.

For non-exempt projects, the first conformity analysis year following the project's opening or projected completion is listed: 2015, 2025, 2035, or 2040. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project listed in Table 9 that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC is now indicating the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Tables 9 and 10 provide a complete list of exempt and non-exempt categories and corresponding air quality codes.

Projects under the Concept Development category are those that are still in the conceptual phase and are not yet part of the current TIP. However, they are likely to be included in future TIPs; therefore, they are assigned air quality codes that begin with "CD."

Projects that have been determined not to be regionally significant as defined in the final conformity rule and do not fit into an exempt category have been labeled "Not Regionally Significant" (NRS).

Long-Range Plan ID

The Long-Range Plan ID (LRP ID) indicates if a project is identified as a Major Regional Project in the DVRPC long-range plan with the corresponding ID number.

Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be "new" projects in the TIP. New projects in the TIP are denoted with one of four status codes: NEW,

NEW-B, NEW-G, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY2012–2015) and assist in establishing the origin of these projects.

Projects indicated as “NEW” have never been programmed in a prior year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as “NEW-B” are new “break-out” projects that have been “broken out of,” or derived from, an existing TIP project. Projects indicated as “NEW-G” are new “graduate” projects that have advanced from the Study and Development Program into the TIP, and typically have advanced to the next phase of work requiring federal and/or state funding. Furthermore, as a result of funds being programmed over a 10-year horizon, many of these projects may be included in both the TIP and the Study and Development Program. Projects indicated as “RETURN” have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the DVRPC FY2014 TIP for New Jersey.

Planning Area Notation

The Delaware Valley region is a mosaic of 352 diverse cities, boroughs, and townships. To categorize and simplify the types of communities and define corresponding long-range planning policies appropriate for each type, each municipality has been assigned a planning area type associated with the long-range planning policies that will be most beneficial to the community as a whole. At the regional scale, Planning Areas guide the direction of policy. Planning Areas include: *Core cities*, which include Philadelphia, Trenton, Camden, and Chester; *developed communities/mature townships* that are composed of the region’s inner-ring communities adjacent to core cities, railroad boroughs, trolley car communities, and developed suburban townships; *growing suburbs*, which are communities with considerable remaining developable upland acres and are experiencing or are forecast to experience significant population and employment growth; and *rural areas* that include the region’s agricultural communities and communities with large remaining natural areas, including protected lands. “Planning Area” is a notation in the TIP project description.

Degree of Disadvantage

DVRPC uses the Degree of Disadvantage (DoD) methodology to identify direct and disparate impacts of its plans, programs, and planning process on defined population groups in the Delaware Valley region under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Population groups assessed at the census tract level as defined by the U.S. Census Bureau include Non-Hispanic Minority, Careless Households, Households in Poverty, Female Head of Household with Child, the Elderly (over 75 years old), Hispanic, and Limited English Proficiency. Census tracts that have higher concentrations of a particular demographic group than the regional average for that population are considered to be at a disadvantage. The total number of demographic groups that are above the regional average concentration in each census tract is that tract’s DoD. If a tract has higher than average population for three of the identified demographic groups, for example, then it has three DoDs. DoDs range from zero to

seven, with seven indicating a tract at the highest degree of disadvantage. “DoD” is listed in the project descriptions to note the highest number of DoD tracts impacted by a project on the TIP.

CMP Notation

Projects that have been determined to be major capacity or operational improvements are consistent with DVRPC’s Congestion Management Process (CMP) and are noted as such in the TIP description, with indications of whether supplemental strategies for addressing congestion are required, and in which subcorridor. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns. 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.

Freight Corridor Initiative

Projects that have a direct, significant impact on the flow of goods along strategic freight corridors, or that improve National Highway System connector routes to intermodal facilities are noted as integral to the Delaware Valley Freight Corridors Initiative.

Phase of Work

CAP (Capital Acquisition) – Used to denote the acquisition of rolling stock by NJ TRANSIT.

CD (Concept Development) – Involves traffic studies needs analyses, corridor studies, and other work preparatory to project development, which includes assessing alternatives and determining a Preliminary Preferred Alternative (PPA) based on environmental impact, constructability, and cost effectiveness to address the problem.

CON (Construction) – Involves the actual building of a project.

FD (Final Design) – Consists of taking a recommended solution and scope of work defined in the preliminary engineering phase and developing a final design, including right-of-way and construction plans.

EC (Engineering/Construction) – Funding can be used for both design and construction costs.

ERC (Engineering/Right-of-Way/Construction) – Funding can be used for design, right-of-way, and construction costs.

PE (Preliminary Engineering) – The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative.

PLS (Planning Study) – Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.

ROW (Right-of-Way Acquisition) – Involves purchasing the land needed to build a project.

SWI (Statewide Investment) – Used to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases work, that address a specific mobility issue.

*Note: An “L” preceding any phase means Local Agency Lead; otherwise, state DOT is the lead agency.

Federal Highway Funding Sources

BRIDGE (Federal Bridge Program) – Provides funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete. This program has been merged into NHPP in MAP-21.

BRIDGE-OFF (Federal Bridge Program) – Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete. This program has been merged into NHPP in MAP-21.

CMAQ (Congestion Mitigation and Air Quality Improvement Program) – Provides funding for projects that improve air quality and/or relieve congestion without adding new highway capacity, and now under MAP-21, include demand-shifting projects or programs such as telecommuting or establishing electric vehicle charging stations or natural gas vehicle refueling stations.

CTDG (Competitive TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants) – Special federal economic recovery funding used to spur a national competition for innovative, multi-modal, and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.

DEMO (Demonstration Funds) – Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU. Project earmarks were discontinued under MAP-21.

EB (Equity Bonus Program) – Provides funding to states based on equity considerations. This program has been discontinued under MAP-21.

ER (Emergency Relief Program) – Provides funding for emergency and permanent repairs on federal-aid highways and roads on federal lands that have suffered serious damage in the event of a natural or manmade disaster.

FBP (Federal Ferry Boat Program or Sec 1121) – Provides funding for the leasing or construction of ferry boat, terminal facilities, or maintenance facilities except temporary ferry operations.

GARVEE (Grant Anticipation Revenue Vehicle) Bond Program – Program that provides securities upfront to advance the high cost federal-aid transportation projects and accelerate construction timelines based on future federal-aid funding for debt repayment. The state is

reimbursed for annual project debt service rather than construction outlays over a number of years. Once a project is selected for debt financing, the project is submitted to the FHWA for approval as an advance construction (AC) project.

HPP10 (High-Priority Projects) – Provides special federal funding from congressional earmarks provided under SAFETEA-LU.

HPP20 (High-Priority Projects) – Provides special federal funding from congressional earmarks provided under SAFETEA-LU.

HSIP (Highway Safety Improvement Program) – Provides funding for projects or strategies included in the state's strategic highway safety plan that correct or improve a hazardous road location or feature or addresses a highway safety problem. For the first time under MAP-21, truck parking is eligible.

I-MAINT or IM (Interstate Maintenance) – Provides funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the interstate system. This funding category has been discontinued under MAP-21.

NHS (National Highway System) – Provides funding for projects that improve and support the interstate highway system and other key highway links. This funding category has been discontinued under MAP-21.

National Highway Performance Program (NHPP) – Provides funding used to support the condition and performance of the National Highway System (NHS), and to construct new facilities on the NHS that support national performance goals. Three programs from the previous authorization (SAFETEA-LU) have merged into NHPP: the Federal Bridge Programs (BRIDGE and BRIDGE-OFF), Interstate Maintenance (MAINT), and the National Highway System (NHS). Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, for example.

PL (Metropolitan Planning Funds - FHWA) – Provides funding for the federally mandated transportation planning process conducted within each MPO.

RCA (FHWA Redistribution of Certain Authorized Funds) – Provides authorized funds to be appropriated for federal-aid highway programs for FY2013 that will not be allocated to the state and not available for obligation in FY2013 under MAP-21. RCA funds will be available for obligation until September 30, 2016.

RHC (Rail Highway Grade Crossing) – Provides funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings under the Highway Safety Improvement Program (HSIP).

REC TRAILS or RTP (Recreational Trail Program) – Provides funding for the development and maintenance of recreational trails and trail-related facilities for non-motorized and motorized recreational trail uses, such as hiking, bicycling, off-road motorcycling, or cross-country skiing. This program has been incorporated into the TAP in MAP-21.

SCENIC BYWAYS (Scenic Byways Program) – Provides funding for byway-related projects. This was discontinued under MAP-21.

SPR (FHWA Statewide Planning and Research) – Provides funding for planning and research activities.

SRTS (Federal-Aid Safe Routes to School) – Provides funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school. This has been merged into MAP-21's Transportation Alternatives Program (TAP).

STP (Surface Transportation Program) – Provides funding previously made available under various smaller federal-aid categories as well as broad, flexible components, such as safety and projects under the new Transportation Alternatives program (TAP). For the first time, truck parking and surface transportation infrastructure improvements at port terminals are eligible. STP remains the core federal highway program and with the broadest eligibility criteria in MAP-21.

STP-TE (Surface Transportation Program-Transportation Enhancement) – Provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE has been incorporated into the Transportation Alternatives Program (TAP) in MAP-21.

TIGER – See CTDG.

Transportation Alternatives (TAP) – Provides set-aside funding for programs from the previous authorization, SAFETEA-LU, which are: Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and the Federal-Aid Safe Routes to School (SRTS). TAP funds may be transferred to NHPP, STP, HSIP, CMAQ or PL, or to the Federal Transit Administration for TAP-eligible projects.

State Highway Funding Sources

STATE or TTF (State Transportation Trust Fund) – Provides funding from the New Jersey Transportation Trust Fund.

STATE-DVRPC – Provides STATE funding from the Transportation Trust Fund for use by DVRPC for local projects. STATE funds are made available annually during FY2014 through FY2018 as a result of the MPO exchange of program funds with NJ TRANSIT and NJDOT. See Appendix E for detailed information.

Federal Transit Funding Sources

FED OTHER (Federal Other) – Used to denote unanticipated allocations of federal funds outside the regular apportionment process, so the funding source is not known.

FERRY (Federal Ferry Funds) – Provides funding for the rehabilitation and/or development of ferry facilities throughout the state. It has been discontinued in MAP-21.

HPP10 (High Priority Projects) – Provides special funding from congressional earmark under SAFETEA-LU.

HPP20 (High Priority Projects) – Provides special funding from congressional earmark under SAFETEA-LU.

JARC (Job Access and Reverse Commute Program) – Provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements. MAP-21 has repealed this program, but transit agencies can choose to use their formula funds from Section 5307 (Urbanized Area Formula Grants) and Section 5311 (Non-urbanized Area Formula Program) to continue funding JARC projects.

NEW FREEDOM (FTA 5317 Formula Program) – Provides funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the Americans with Disabilities Act of 1990. It has been merged with MAP-21's Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.

SEC 5307 (FTA Urbanized Area Formula Grants Program) – Provides funding for capital, planning, and JARC-eligible activities as well as discretionary passenger ferry grants, state safety oversight, and associated transportation improvements. Systems with 100 or fewer buses in urbanized areas with over 200,000 became eligible to receive funding for operating expenses in MAP-21. Sec 5307 transit funds can no longer be transferred to highway projects under MAP-21, but FHWA funds may be transferred to this program.

SEC 5309 (FTA Fixed Guideway Capital Investment Grants “New Starts”) – Provides funding for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities, including core capacity projects. Fixed-guideway modernization projects and bus facilities projects are funded in Sec. 5337 (State of Good Repair Program, which provided grants to replace and rehabilitate rolling stock, signals and communications, security, maintenance, passenger facilities, etc.) and Sec. 5339 (Bus and Bus Facilities Program) in MAP-21. The previous authorization's Section 5309 funded only fixed-guideway modernization projects.

SEC 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program) – Provides funding for two programs merged from the previous authorization: NEW FREEDOM FTA's 5317 Formula Program, which has been discontinued by MAP-21, and the previous authorization's Section 5310 Elderly and Persons with Disabilities Program for the purchase of

small buses or van-type vehicles with lifts for private or nonprofit agencies that serve the elderly and persons with disabilities.

SEC 5311 (Non-urbanized Area Formula Program) – Provides funding for rural public transportation programs in areas with a population fewer than 50,000 according to the Census, including JARC-eligible activities from previous authorizations and in MAP-21.

Sec 5324 (Public Transportation Emergency Relief Program) – Provides funding for capital and operating expenses to protect, repair, replace, or reconstruct equipment and facilities in danger of failing or have suffered serious damage in the event of a natural or manmade disaster that are not reimbursed by the Federal Emergency Management Agency (FEMA).

SEC 5326 (Transit Asset Management) – Provides requirements across FTA’s grant programs. MAP-21 requires the FTA to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. All FTA grantees and their subrecipients are required to develop transit asset management plans. FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.

SEC 5337 (State of Good Repair Program) – Provides dedicated formula-based federal funding under MAP-21 for the replacement and rehabilitation of the fixed guideway system and high-intensity motor bus systems that use high-occupancy vehicle (HOV) lanes, including bus rapid transit (BRT), rail, and passenger ferries in order to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan.

SEC 5339 (Bus and Bus Facilities Program) – Provides formula-based federal funds based on population, vehicle revenue miles, and passenger miles to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities with a 20 percent local match requirement. This replaces the previous authorization’s Section 5309 Bus and Bus Facilities Program.

SEC 5340 (FTA 5340 Formula Program) – Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21 as in previous authorizations.

State Transit Funding Sources

CASINO REVENUE – Provides state transit funding from the annual allocation of the 7.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.

Other Fund Sources

Advance Construction (AC) – Procedure to advance a federally funded project phase into the current fiscal year and implement it with non-federal funds. The use of this procedure is subject to the availability of non-federal funds (e.g., state funds) in the year that the phase is to be implemented and the availability of federal funds in the year that the AC project is to be converted to a regular federal-aid project. AC projects are listed individually in the TIP in the year the project is to be implemented and the year conversion will take place.

DRPA – Delaware River Port Authority funds.

LOCAL/MATCH – Funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

Multi-Year Funding – Procedure to program and authorize only a portion of a given project phase that is necessary to support the reimbursement of planned cash outlays for a given year. The remaining portions of the project phase are programmed in subsequent years with the condition that federal authorization to proceed is not a commitment or obligation to provide federal funds for the portion that is not fully funded. If sufficient federal funding is not available in any fiscal year, NJDOT will take full responsibility to fund the remaining portion of that phase of work in accordance with federal and state law, or the project may be terminated or placed on hold until funding is available.

TBD – To be determined.

OTHER – From a source other than federal or state transportation funds.

Table 9: Air Quality Codes for DVRPC Exempt Project Categories

Exempt Project Category		AQ Code	Exempt Project Category	AQ Code	
SAFETY	Railroad/Highway Crossing	S1	MASS TRANSIT	Operating assistance to transit agencies	M1
	Hazard Elimination Program	S2		Purchase of support vehicles	M2
	Safer Non-Federal-Aid System Roads	S3		Rehabilitation of transit vehicles	M3
	Shoulder Improvements	S4		Purchase of office, shop, and operating equipment for existing facilities	M4
	Increasing Sight Distance	S5		Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5
	Safety improvement program	S6		Construction or renovation of power, signal, and communications systems	M6
	Traffic control device and operating assistance other than signalization projects	S7		Construction of small passenger shelters and information kiosks	M7
	Railroad/highway crossing warning devices	S8		Reconstruction or renovation of transit buildings and structures	M8
	Guardrails, median barriers, crash cushions	S9		Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9
	Pavement resurfacing and/or rehabilitation	S10		Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10
	Pavement marking demonstration	S11		Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11
	Emergency relief (23 U.S.C. 125)	S12	OTHER PROJECTS	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Fencing	S13		Grants for training and research programs	X2
	Skid treatments	S14		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety roadside rest areas	S15		Federal aid systems revisions	X4
	Adding medians	S16		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Truck-climbing lanes outside the urbanized area	S17		Noise attenuation	X6
	Lighting improvements	S18		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Acquisition of scenic easements	X8
	Emergency truck pullovers	S20		Plantings, landscaping, etc.	X9
AIR QUALITY	Continuation of ridesharing and van-pooling promotion activities at current levels	A1		Sign removal	X10
	Bicycle and pedestrian facilities	A2	Directional and informational signs	X11	
NOT REGIONALLY SIGNIFICANT PROJECTS	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS	Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12	
STUDY AND DEVELOPMENT PROJECTS (NJ)	Project in the Study and Development Program expected to result in an exempt project	SDX	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
NO REGIONAL EMISSIONS ANALYSIS REQUIRED					
Intersection channelization projects		R1	Truck size and weight inspection stations	R4	
Intersection signalization projects at individual intersections		R2	Changes in vertical and horizontal alignment	R5	
Interchange reconfiguration projects		R3	Bus terminals and transfer points	R6	

Source: DVRPC, 2013

Table 10: Air Quality Codes for DVRPC Non-Exempt Project Categories

Non-Exempt Project Category		AQ Code
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally Significant, non-exempt projects included in the 2015 and all subsequent analysis years	2015M
	Regionally Significant, non-exempt projects included in the 2025 and all subsequent analysis years	2025M
	Regionally Significant, non-exempt projects included in the 2035 and all subsequent analysis years	2035M
	Regionally Significant, non-exempt projects included in the 2040 and all subsequent analysis years	2040M
STUDY AND DEVELOPMENT PROJECTS (NJ)	Project in the Study and Development Program expected to result in a non-exempt project	SDN
	Project on the Illustrative/"Tier 2" Unfunded List expected to result in a non-exempt project	FYN

Notes on Tables 9 and 10:

1. Both exempt and not regionally significant project categories adhere to 40 CR 93 Sections 126 and 127.
2. In the PM₁₀ non-attainment or maintenance area, rehabilitation of transit vehicles is only exempt if they comply with control measures in the applicable implementation plan.
3. AQ codes are DVRPC designated.

Source: DVRPC, 2013

Figure 2: Roadmap for TIP Project Listing

Roadmap for TIP Project Listing

Below is an example of a project listing. It is not an actual TIP project.

Air Quality Code; see pages 45 and 46 for explanations

State Department of Transportation (NJDOT) ID number

County where project is located

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Camden

DB# 002014 CR 536 Spur Shared-Use Path and Shoulder LRPID: R4 NEW-G

AQCODE: A2

Indicates if a project is "New" (either a "Breakout," a Study and Development "Graduate," or other); see pages 36 to 37 for further explanation.

Indicates that project is identified as a Major Regional Project in the DVRPC long-range plan

Final Version

To promote alternative modes of travel and pedestrian/bicyclist safety, the project will create bikeway and pedestrian improvements along 8,316 feet of Williamstown Road (CR 536 Spur), from Radix Road in Monroe Township, Gloucester County to the Avandale Park-n-Ride in Winslow Township, Camden County. It will include pavement widening in order to offer a 3' shoulder with jersey barriers on both sides of the road to protect and separate pedestrians and bicyclists from traffic moving at 45-55 mph. This project has been a top priority for both Camden and Gloucester counties due to the high number of pedestrian and cyclist fatalities along this section of the road.

CMP: Not SOV Capacity Adding

Municipalities: Monroe Township; Winslow Township

CIS Program Subcategory: Intermodal Programs

Project Manager: Blaistell, William

Mileposts: 40.78-50.78

Improvement Type: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 6b

DVRPC Planning Area: Growing Suburb

CIS Program Category: Safety Management

Degrees of Disadvantage:

Sponsor: NJDOT

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE	DEMO	1.000									
DES	TAP		1.000								
CON	CMAQ			0.920							
CON	STP-STU				0.080						
CON	STATE-DVRPC					2.500					
Fiscal Year Total		1.000	1.000	0.920	0.080	2.500					
		Total FY2014-2017				Total Later FY2018-2023					
		3.000				2.500					

Fund type for each phase; see pages 39 to 44 for explanations. Note that "*" following a fund type indicates conversation funds for advanced construction phases.

Anticipated Preliminary Engineering, Final Design, and Construction project phases; see pages 38 to 39 for explanations.

Project Manager assigned by NJDOT

NJDOT CIS/Asset program subcategory

Congestion Management Process (CMP) codes; see page 38 for explanation.

Sponsor of project identifies and defines the project, and oversees the project's management.

Highest Degree of Disadvantage for Environmental Justice; see page 37 for explanation.

NJDOT Capital Investment Strategy (CIS) or Asset notations demonstrate one of the nine NJDOT investment categories.

Note: Funds are in \$ Millions.

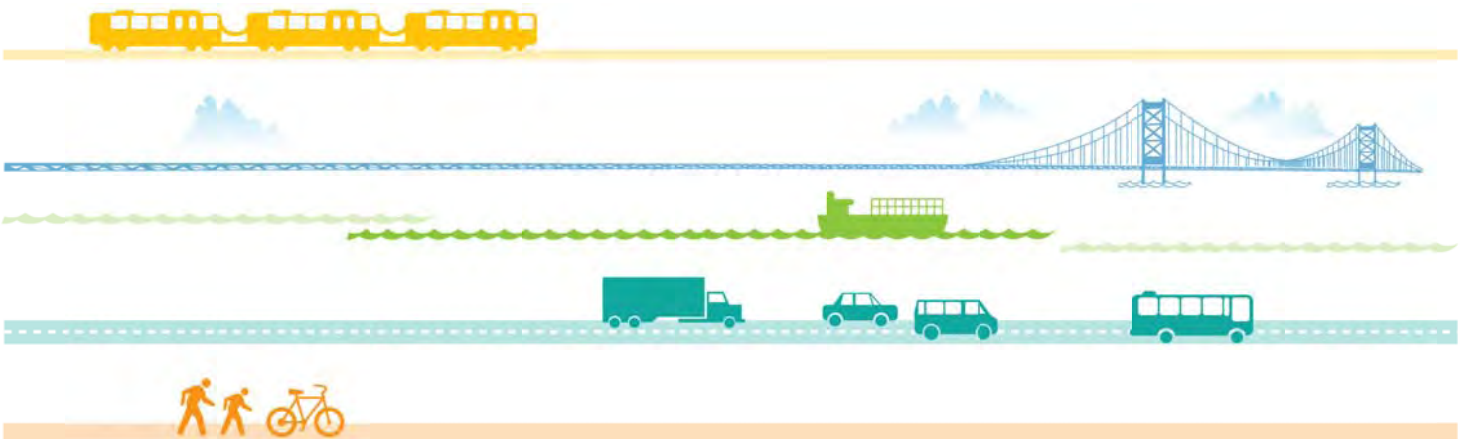
Community types which correspond to long range planning policies; see page 15 for discussion.

TIP Project Maps & Indexes

Tab

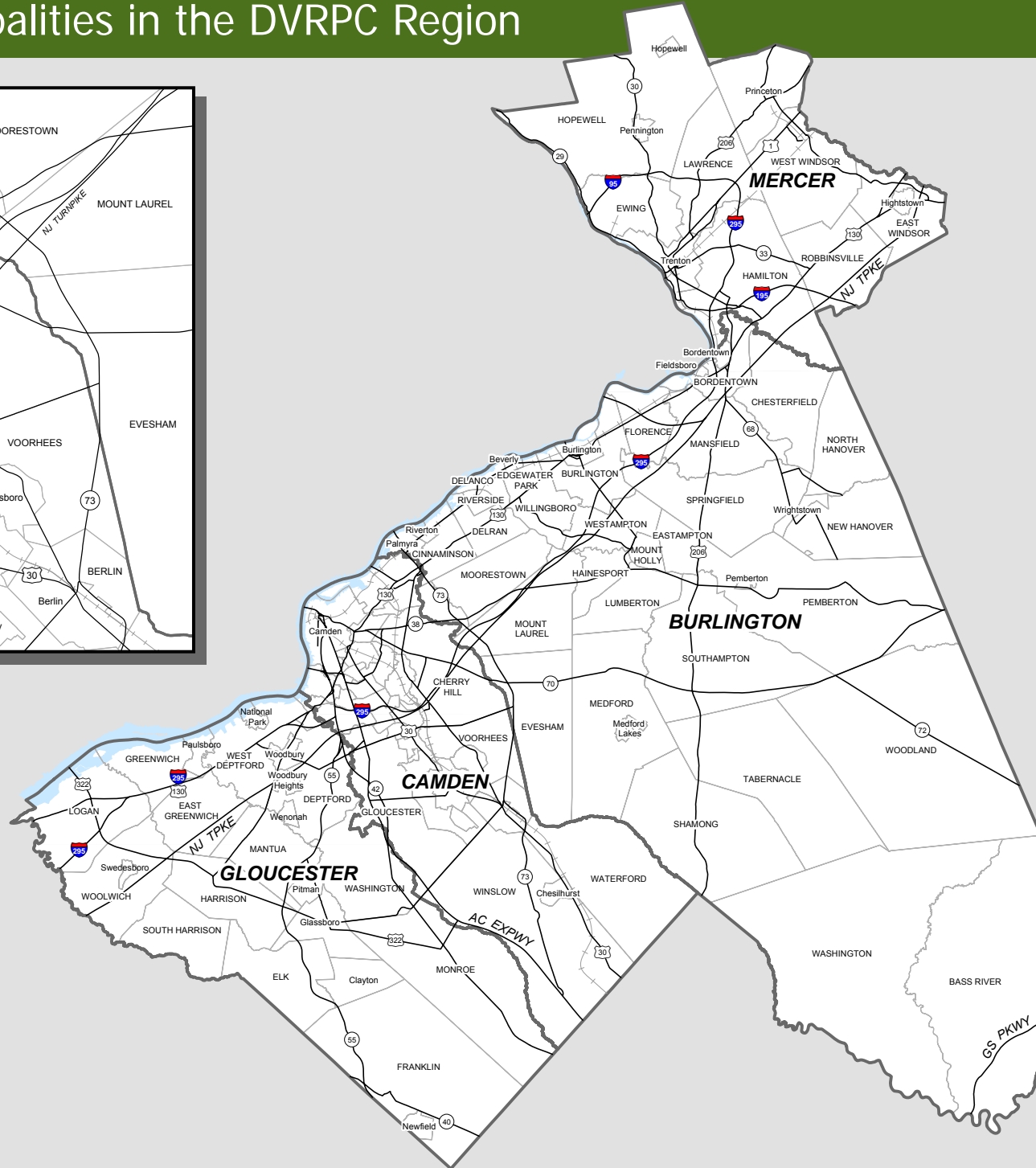
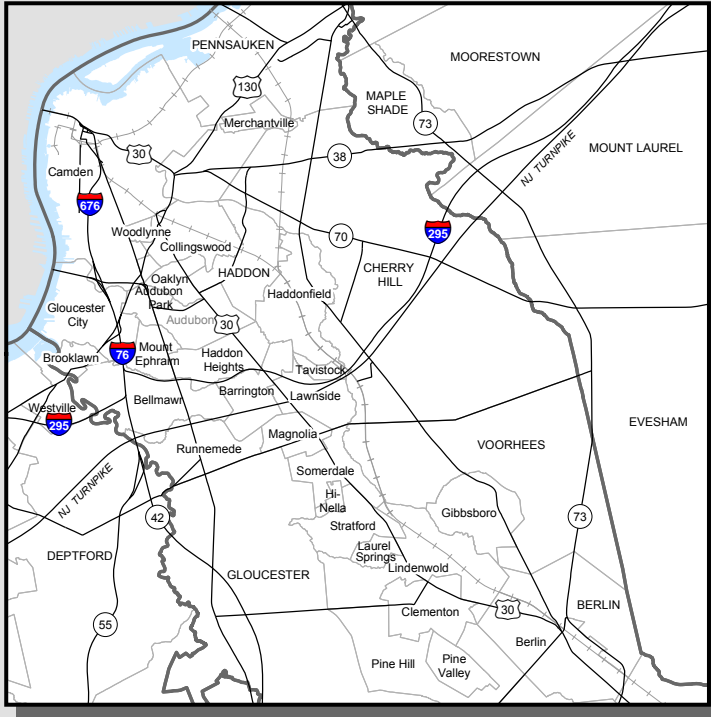
PROJECT MAPS

*for the DVRPC FY2014 TIP
for New Jersey*



INDEXES LISTED IN DB# ORDER

New Jersey Municipalities in the DVRPC Region



0 2 4 6 8
Miles

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

August 2013

FY2014-2017 TIP Correspondence Index

DB#	Project Title	FY14-17 (in Millions)	FY18-23 (in Millions)
Burlington			
02309	Route 130, Crystal Lake Dam	\$4.468	
02397	Route 130, Columbus Road/Jones Street	\$1.300	
10307	Route 70, East of North Branch Road to CR 539	\$0.500	\$5.140
11334	Route 38, Route 30/130 to Lenola Road (CR 608)	\$15.400	
11368	Route 9, Jobs Creek Bridge	\$0.800	\$3.600
11410	Route 72, Route 70 to County Route 532, Pavement	\$5.120	
11411	Route 70, Red Lion Road (CR 685) to Dakota Trail, Pavement	\$13.012	
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	\$3.500	\$10.000
13329	Route 38, Rt 295 to Rt 206	\$7.305	
9212C	Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)	\$1.464	\$5.345
D0302	Burlington County Roadway Safety Improvements	\$0.600	\$2.300
D9902	Hanover Street Bridge over Rancocas Creek, CR 616	\$3.315	
D9903	Smithville Road Bridge over Rancocas Creek, CR 684	\$3.075	
D9912A	South Pemberton Road, CR 530, Phase 2	\$27.000	
Study and Development projects (DB#*) are not listed in the FY2014-2017 TIP Correspondence Index.		Burlington Total:	\$86.859
			\$26.385

FY2014-2017 Transportation Improvement Program

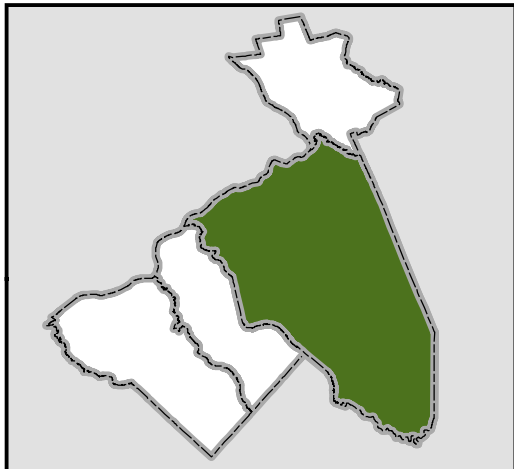
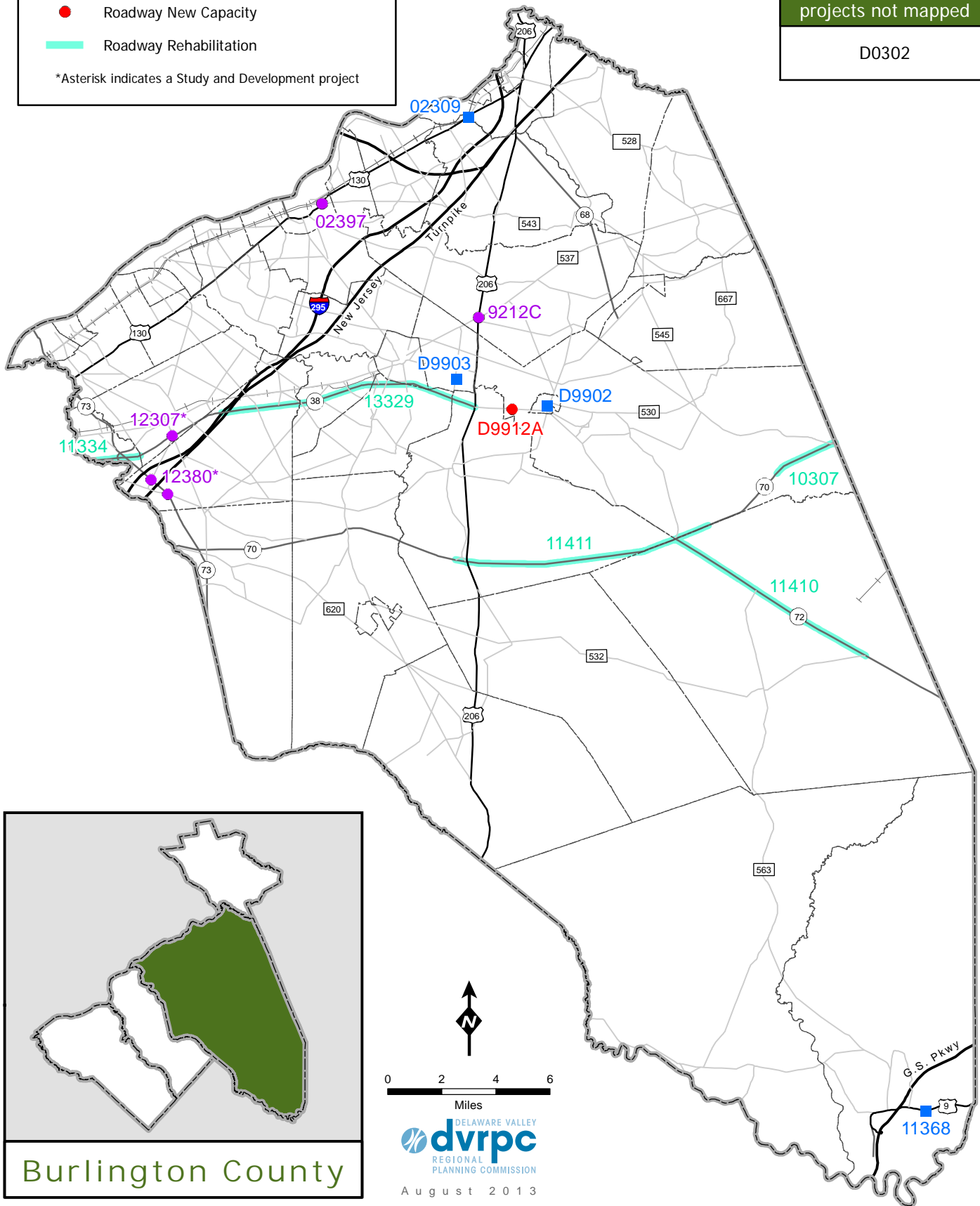
- Bridge Repair/Replacement
- Intersection/Interchange Improvements
- Roadway New Capacity
- ▬ Roadway Rehabilitation

*Asterisk indicates a Study and Development project

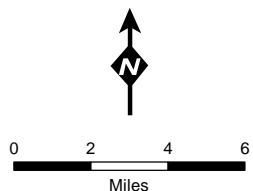
Highway Program

projects not mapped

D0302



Burlington County



DELAWARE VALLEY
dvrpc
 REGIONAL
 PLANNING COMMISSION

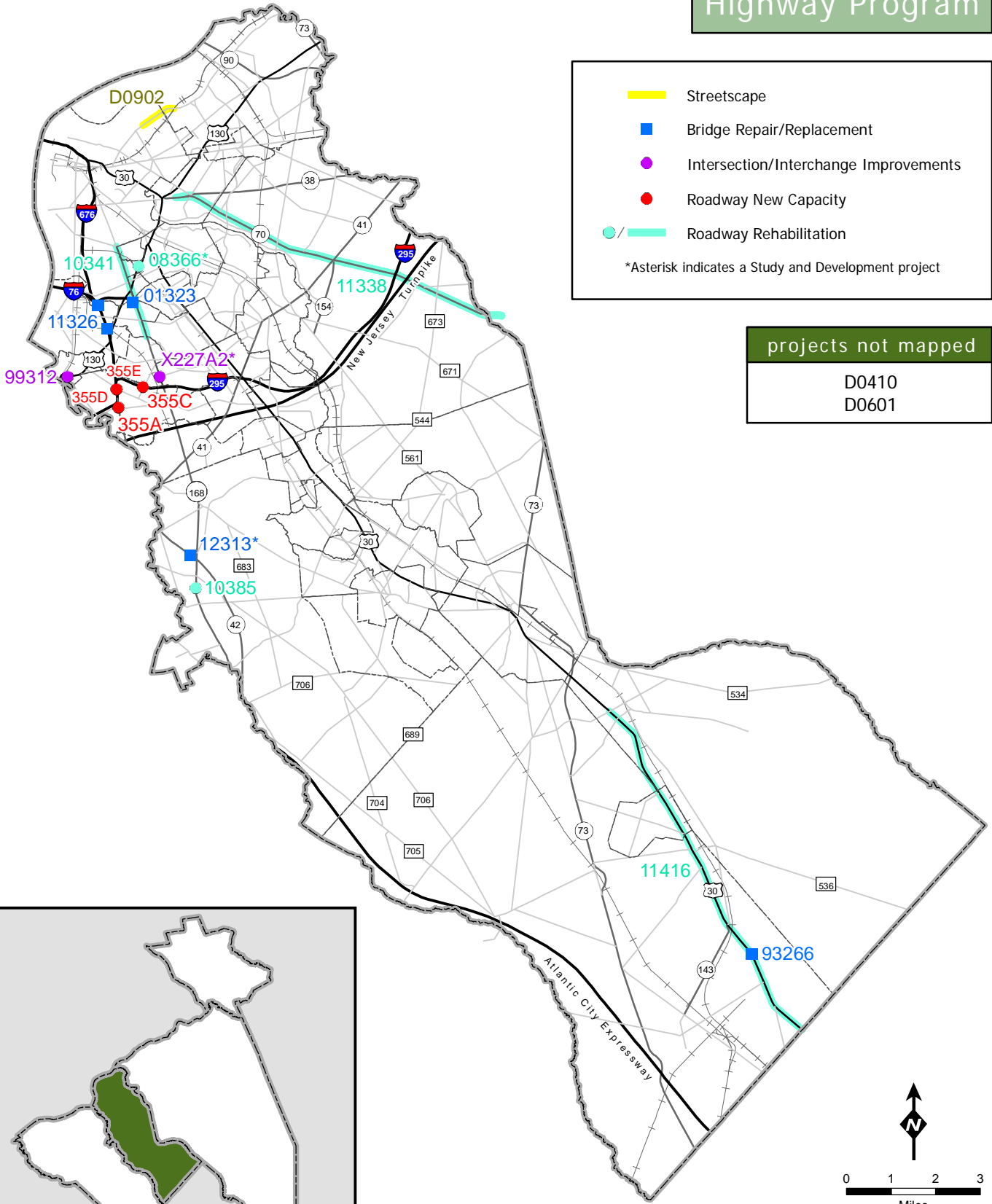
August 2013

FY2014-2017 TIP Correspondence Index

DB#	Project Title	FY14-17 (in Millions)	FY18-23 (in Millions)
Camden			
01323	Route 168, Newton Lake Dam	\$9.393	
08366	Route 130, Camden County, Drainage	\$1.500	\$7.600
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	\$13.180	
10385	Route 168, Mingus Run Creek Culvert	\$2.166	
11326	Route 76/676, Bridge Deck Replacements	\$35.085	
11338	Route 70, Route 38 to Cropwell Road	\$5.500	\$38.277
11416	Route 30, Atco Avenue to Route 206	\$9.000	
355A	Route 295/42, Missing Moves, Bellmawr	\$56.010	\$99.380
355C	Route 295/42/I-76, Direct Connection, Contract 2	\$120.818	
355D	Route 295/42/I-76, Direct Connection, Contract 3	\$130.000	\$100.000
355E	Route 295/42/I-76, Direct Connection, Contract 4		\$200.000
93266	Route 30, Blue Anchor Dam	\$9.898	
99312	Route 130, Brooklawn Circles	\$4.500	
D0410	Camden County Roadway Safety Improvements	\$1.300	\$2.400
D0601	Camden County Bus Purchase	\$0.400	\$0.600
D0902	River Road Improvements, Cramer Hill	\$4.050	
Study and Development projects (DB#*) are not listed in the FY2014-2017 TIP Correspondence Index.		Camden Total:	\$402.800
			\$448.257

FY2014-2017 Transportation Improvement Program

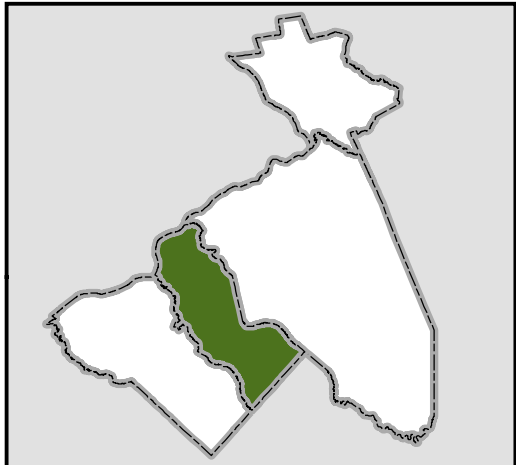
Highway Program



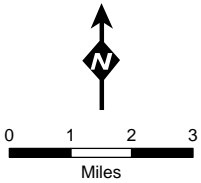
- Streetscape
 - Bridge Repair/Replacement
 - Intersection/Interchange Improvements
 - Roadway New Capacity
 - Roadway Rehabilitation
- *Asterisk indicates a Study and Development project

projects not mapped

D0410
D0601



Camden County



FY2014-2017 TIP Correspondence Index

DB#	Project Title	FY14-17 (in Millions)	FY18-23 (in Millions)
Gloucester			
07369	Route 322, Corridor Congestion Relief Project	\$5.500	\$1.000
09327	Route 168, Bridge over Big Timber Creek	\$2.500	\$8.300
11414	Route 130, Plant Street to High Hill Road (CR 662)	\$1.820	
12305	Route 47, Grove St. to Route 130, Pavement	\$21.835	\$4.365
12306	Route 42, Ardmore Ave to Camden County Line, Pavement	\$18.200	
13333	Route 47, CR 690 to Howard Street	\$2.929	
97049	Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)	\$2.840	
97112B	Route 322, Kings Highway (CR 551)	\$6.800	
98344	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation	\$53.933	
D0401	Gloucester County Roadway Safety Improvements	\$0.600	\$2.300
D1203	Gloucester County Multi-Purpose Trail Extension	\$2.250	
D9807	Gloucester County Bus Purchase	\$0.280	\$0.420
Study and Development projects (DB#*) are not listed in the FY2014-2017 TIP Correspondence Index.		Gloucester Total:	\$119.487
			\$16.385

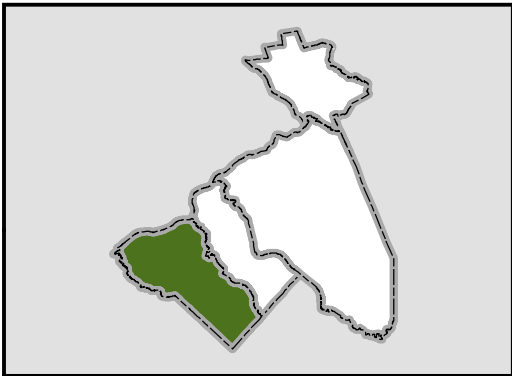
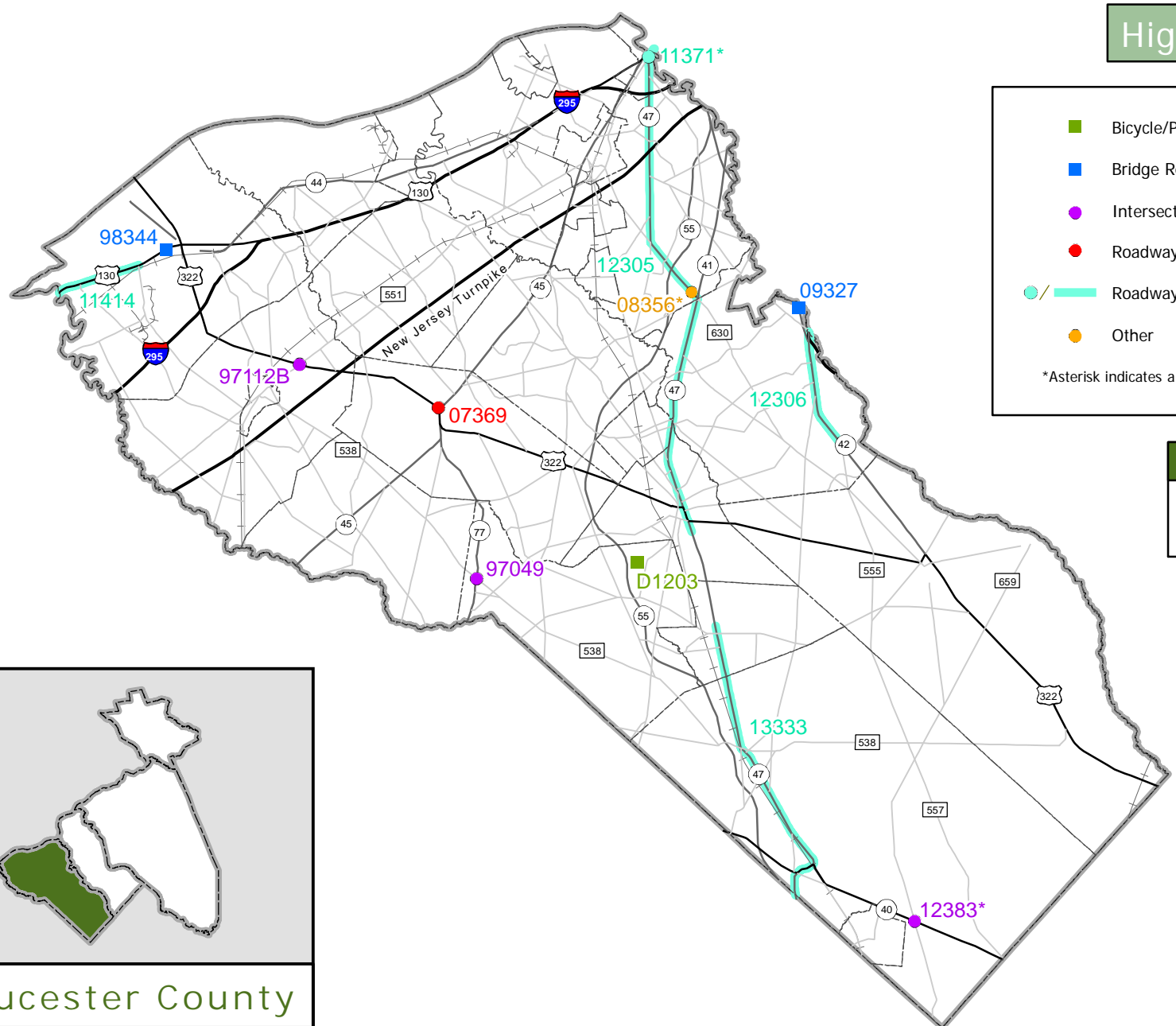
FY2014-2017 Transportation Improvement Program

Highway Program

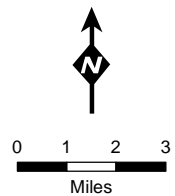
- Bicycle/Pedestrian Improvement
 - Bridge Repair/Replacement
 - Intersection/Interchange Improvements
 - Roadway New Capacity
 - / Roadway Rehabilitation
 - Other
- *Asterisk indicates a Study and Development project

projects not mapped

D0401
D9807



Gloucester County



August 2013

FY2014-2017 TIP Correspondence Index

DB#	Project Title	FY14-17 (in Millions)	FY18-23 (in Millions)
Mercer			
01330A	Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass	\$14.165	
04316	Route 1 Business, Brunswick Circle to Lake Drive	\$4.302	
06358	Route 295, Northbound Approach to Route 1 Exits, ITS Improvements	\$1.400	
07319B	Route 29, Cass Street to Calhoun Street, Drainage	\$1.300	\$3.000
08355	Route 31, Bridge over CSX Railroad	\$7.200	
11309	Route 130, Westfield Ave. to Main Street	\$8.023	
11358	Route 29, Drainage Ditch Culvert, Hopewell Twp.	\$0.506	
13326	Route 27, Riverside Drive W to Vliet Road	\$0.800	
159A	Route 31, Pennington Circle Safety Improvements	\$1.000	
95040	Route 206, Whitehorse Circle (CR 533, 524)	\$1.200	\$2.920
99334	Duck Island Landfill, Site Remediation	\$0.400	\$0.600
99362	Trenton Amtrak Bridges	\$13.180	\$41.300
D0412	Mercer County Roadway Safety Improvements	\$1.300	\$2.400
D0701	Princeton-Hightstown Road Improvements, CR 571	\$7.400	\$3.300
L064	Route 206, South Broad Street Bridge over Assunpink Creek	\$8.462	
Study and Development projects (DB#*) are not listed in the FY2014-2017 TIP Correspondence Index.			
Mercer Total:		\$70.638	\$53.520

FY2014-2017 Transportation Improvement Program

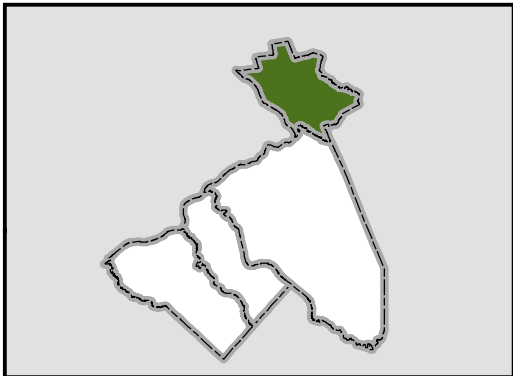
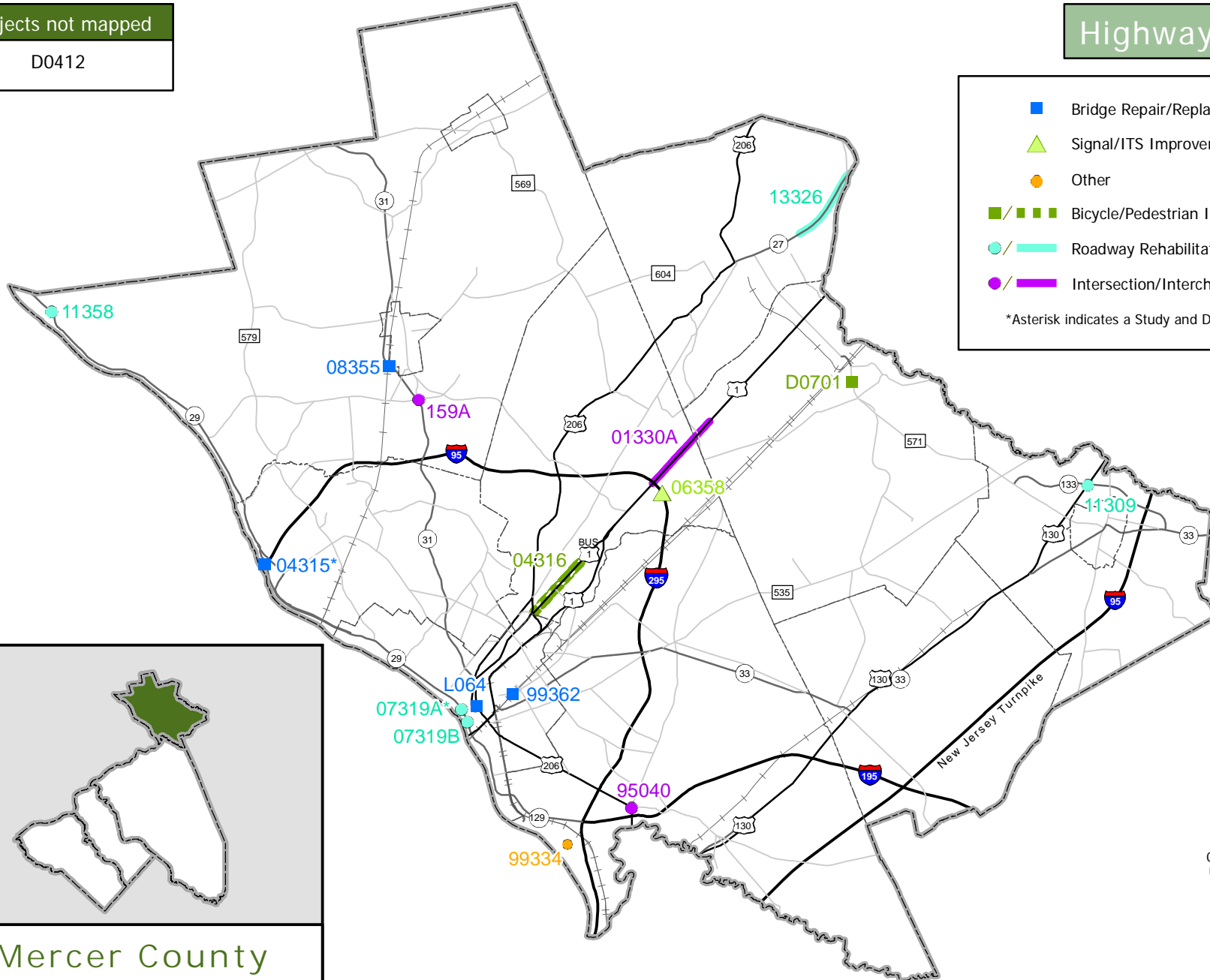
projects not mapped

D0412

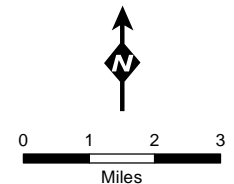
Highway Program

- Bridge Repair/Replacement
- ▲ Signal/ITS Improvement
- Other
- ▬ Bicycle/Pedestrian Improvement
- / ▬ Roadway Rehabilitation
- / ▬ Intersection/Interchange Improvements

*Asterisk indicates a Study and Development project



Mercer County



FY2014-2017 TIP Correspondence Index

DB#	Project Title	FY14-17 (in Millions)	FY18-23 (in Millions)
DRPA/PATCO			
D0906	Install Elevators, PATCO	\$10.700	
D1305	Pedestrian Bridge and Tunnel Rehabilitation	\$1.500	
DR008	Electrical Cable Replacement	\$3.500	\$4.500
DR015	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	\$3.000	\$3.000
DR019	Smoke and Fire Control	\$4.250	\$1.000
DR034	Preventive Maintenance-PATCO	\$7.775	\$7.500
DR036	Transit Enhancements (PATCO)	\$0.260	\$0.210
DR038	Relocation of Center Tower	\$1.800	
DR044	Lindenwold Yard Tie Renewal and Overall Improvements	\$15.250	\$2.500
DR046	DRPA - Rebuild PATCO Cars	\$12.000	
Study and Development projects (DB#*) are not listed in the FY2014-2017 TIP Correspondence Index.		DRPA/PATCO Total:	\$60.035
			\$18.710

FY2014-2017 Transportation Improvement Program

projects not mapped

DRPA/ PATCO Improvements

DR008 DR034
 DR015 DR036
 DR019 DR046

NJ TRANSIT Projects

Rail System Improvements

T34 T42 T55
 T37 T50 T112
 T39 T53E
 T53G

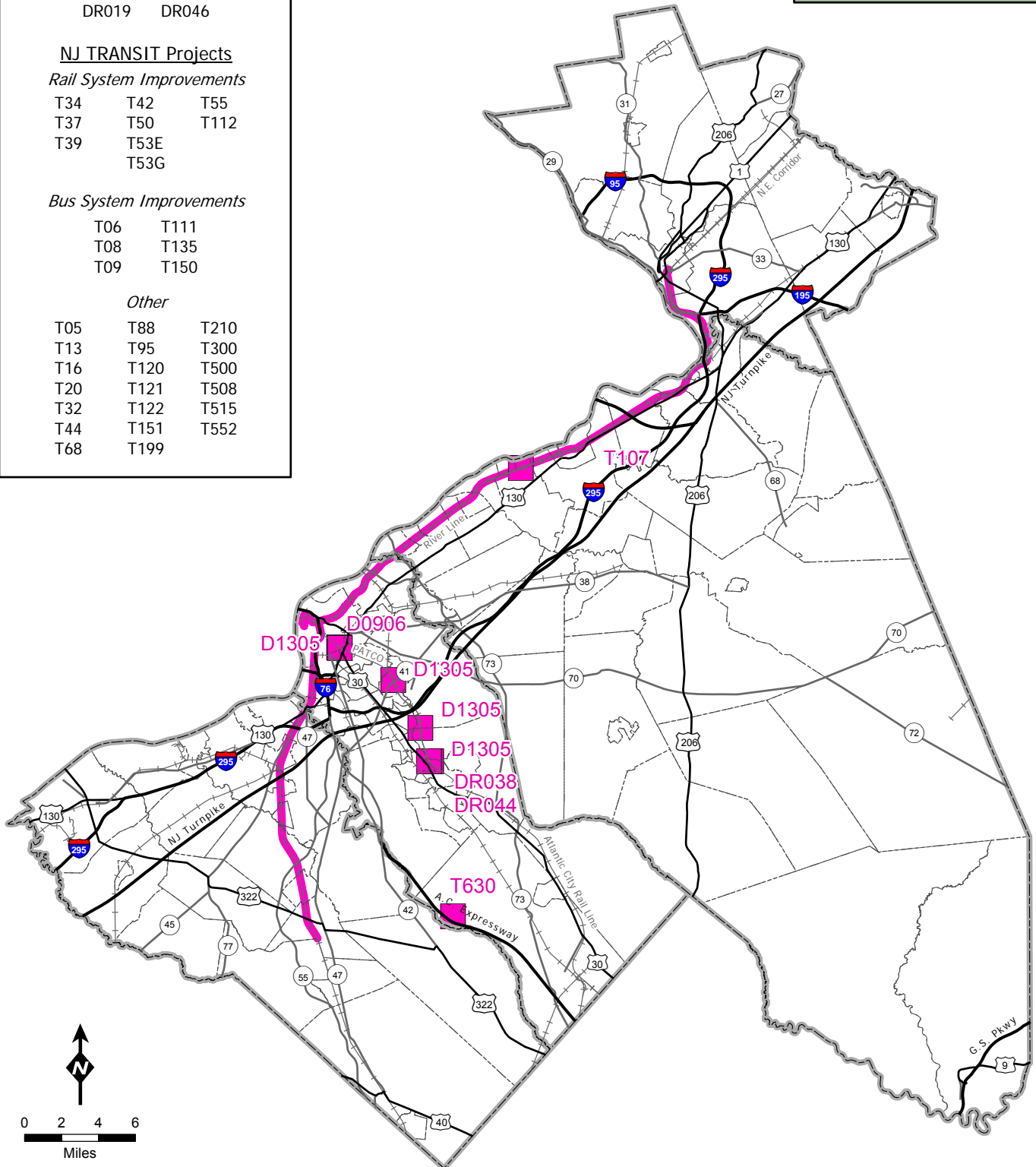
Bus System Improvements

T06 T111
 T08 T135
 T09 T150

Other

T05 T88 T210
 T13 T95 T300
 T16 T120 T500
 T20 T121 T508
 T32 T122 T515
 T44 T151 T552
 T68 T199

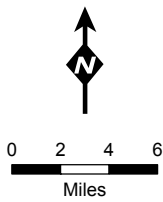
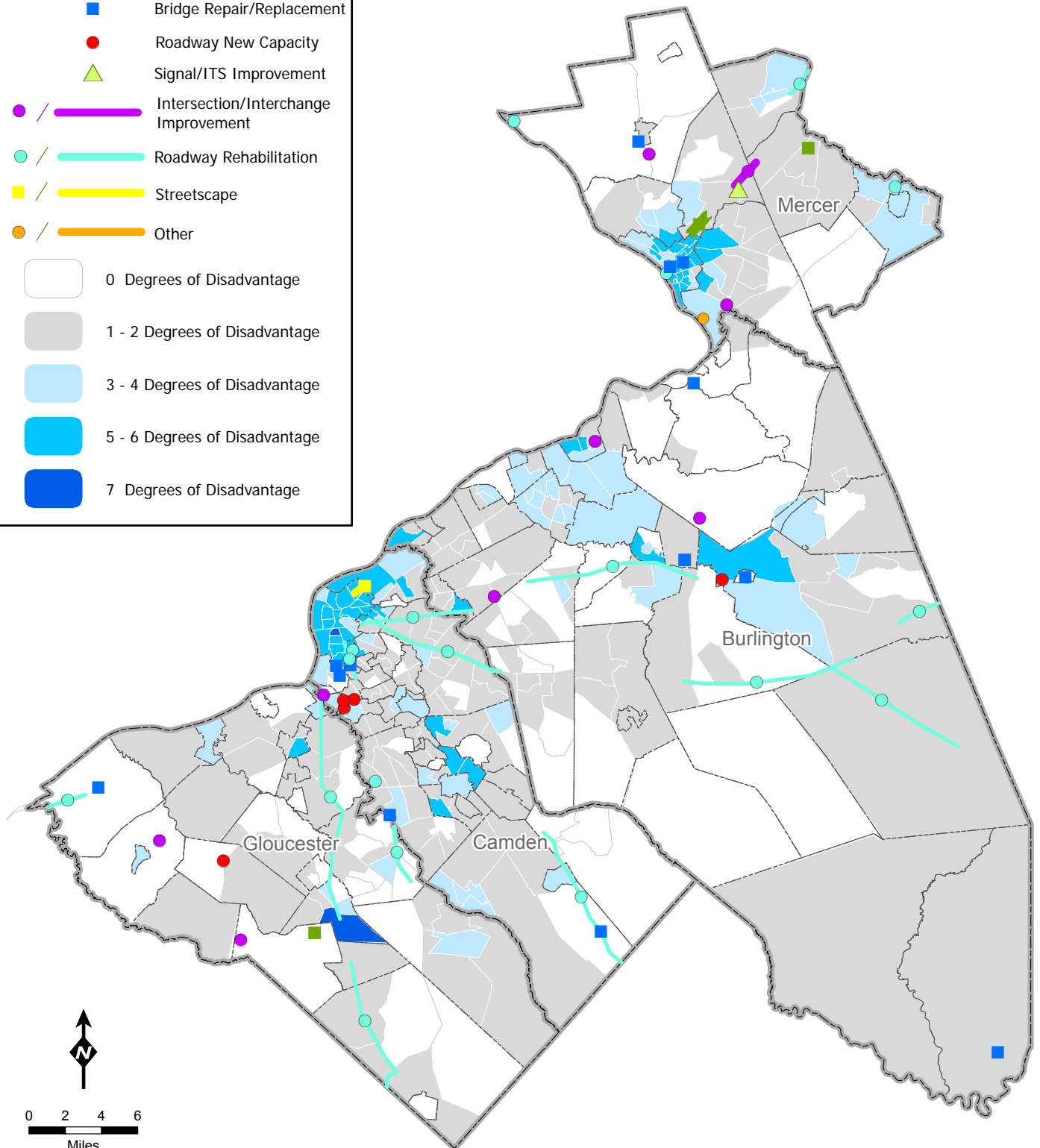
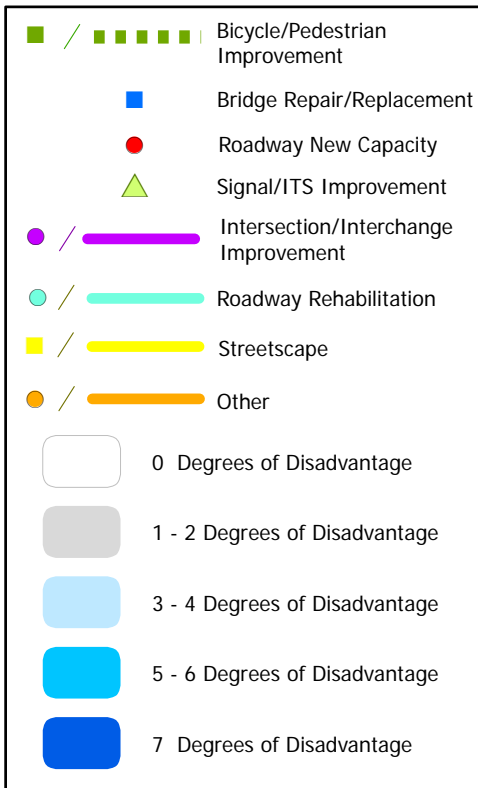
New Jersey
 Regional Public
 Transit Program



FY2014-2017 TIP Correspondence Index

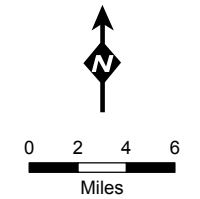
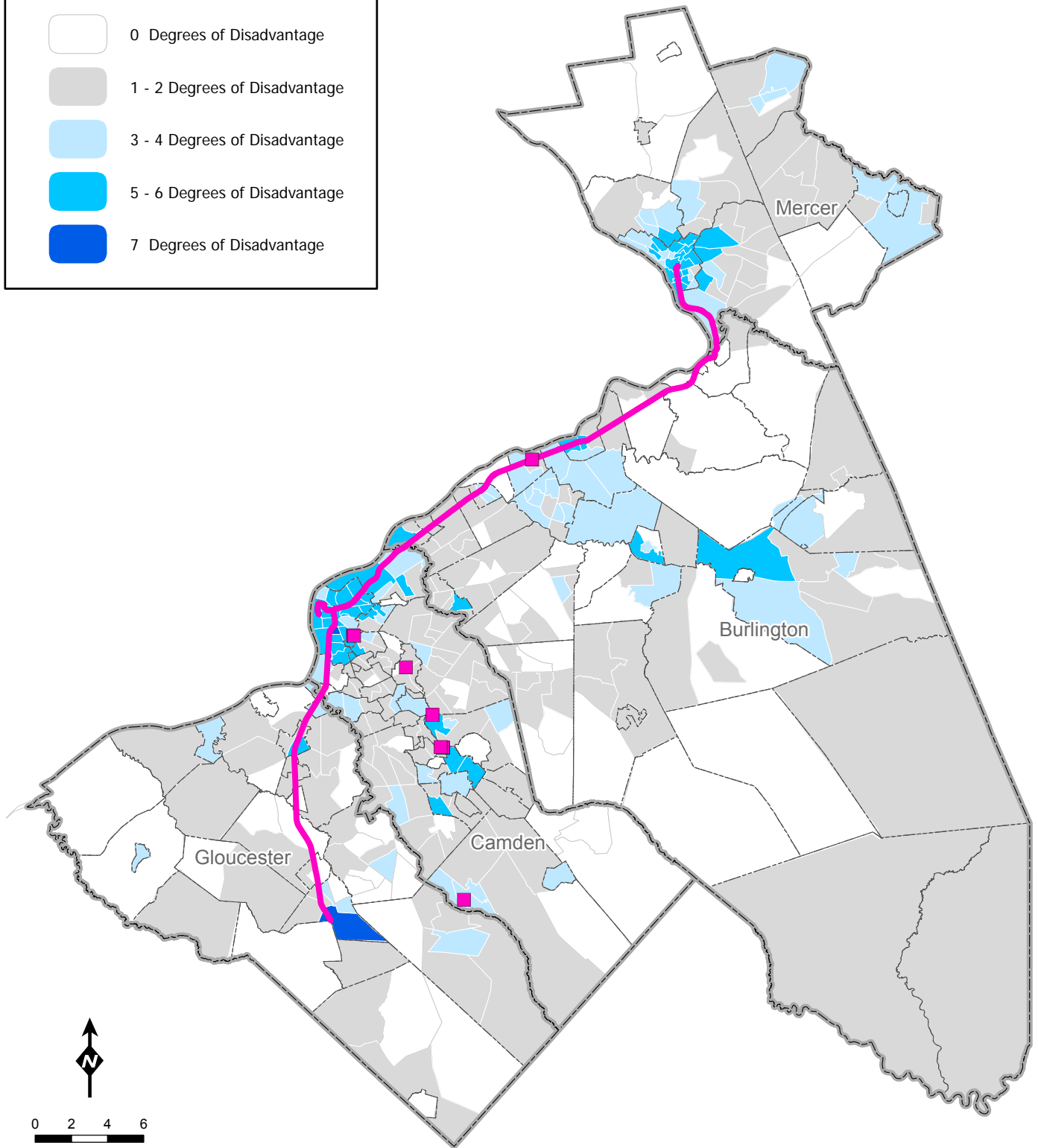
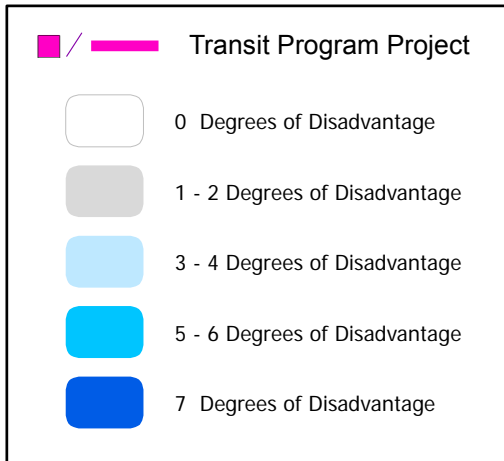
DB#	Project Title	FY14-17 (in Millions)	FY18-23 (in Millions)
NJ TRANSIT			
T05	Bridge and Tunnel Rehabilitation	\$4.577	\$8.203
T06	Bus Passenger Facilities/Park and Ride	\$0.736	\$1.104
T08	Bus Support Facilities and Equipment	\$9.689	\$24.748
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance		\$40.135
T107	River LINE LRT	\$206.023	\$91.327
T111	Bus Acquisition Program	\$87.746	\$222.337
T112	Rail Rolling Stock Procurement	\$70.625	\$13.907
T120	Small/Special Services Program	\$5.327	\$12.150
T121	Physical Plant	\$1.532	\$2.298
T122	Miscellaneous	\$0.460	\$0.690
T13	Claims support	\$1.840	\$2.760
T135	Preventive Maintenance-Bus	\$170.213	\$241.338
T150	Section 5310 Program	\$10.140	\$15.210
T151	Section 5311 Program	\$7.728	\$11.592
T16	Environmental Compliance	\$2.760	\$4.140
T199	Job Access and Reverse Commute Program	\$7.912	\$11.868
T20	Immediate Action Program	\$9.188	\$15.301
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	\$0.644	\$0.966
T300	Transit Rail Initiatives	\$1.781	\$6.322
T32	Building Capital Leases	\$5.244	
T34	Rail Capital Maintenance		\$18.720
T37	Rail Support Facilities and Equipment	\$2.042	\$25.544
T39	Preventive Maintenance-Rail	\$64.517	\$109.708
T42	Track Program	\$4.157	\$5.973
T44	NEC Improvements	\$7.636	\$44.750
T50	Signals and Communications/Electric Traction Systems	\$1.607	\$3.388
T500	Technology Improvements	\$27.331	\$34.669
T508	Security Improvements	\$2.396	\$3.594
T515	Casino Revenue Fund	\$18.708	\$28.062
T53E	Locomotive Overhaul	\$6.839	\$1.776
T53G	Rail Fleet Overhaul	\$4.843	\$1.168
T55	Other Rail Station/Terminal Improvements	\$0.656	\$12.704
T552	New Freedom Program	\$0.000	
T630	SJ BRT/Avandale Park Ride	\$4.000	
T68	Capital Program Implementation	\$19.752	\$29.628
T88	Study and Development	\$4.042	\$5.976
T95	Light Rail Infrastructure Improvements	\$10.400	\$13.500
Study and Development projects (DB#*) are not listed in the FY2014-2017 TIP Correspondence Index.		NJ TRANSIT Total:	\$783.091
			\$1,065.556

Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2014-2017)









Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

Degrees of Disadvantage and TIP Projects for the Regional Transit Program (FY2014-2017)

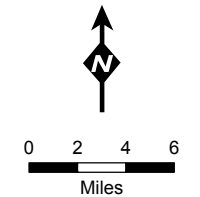
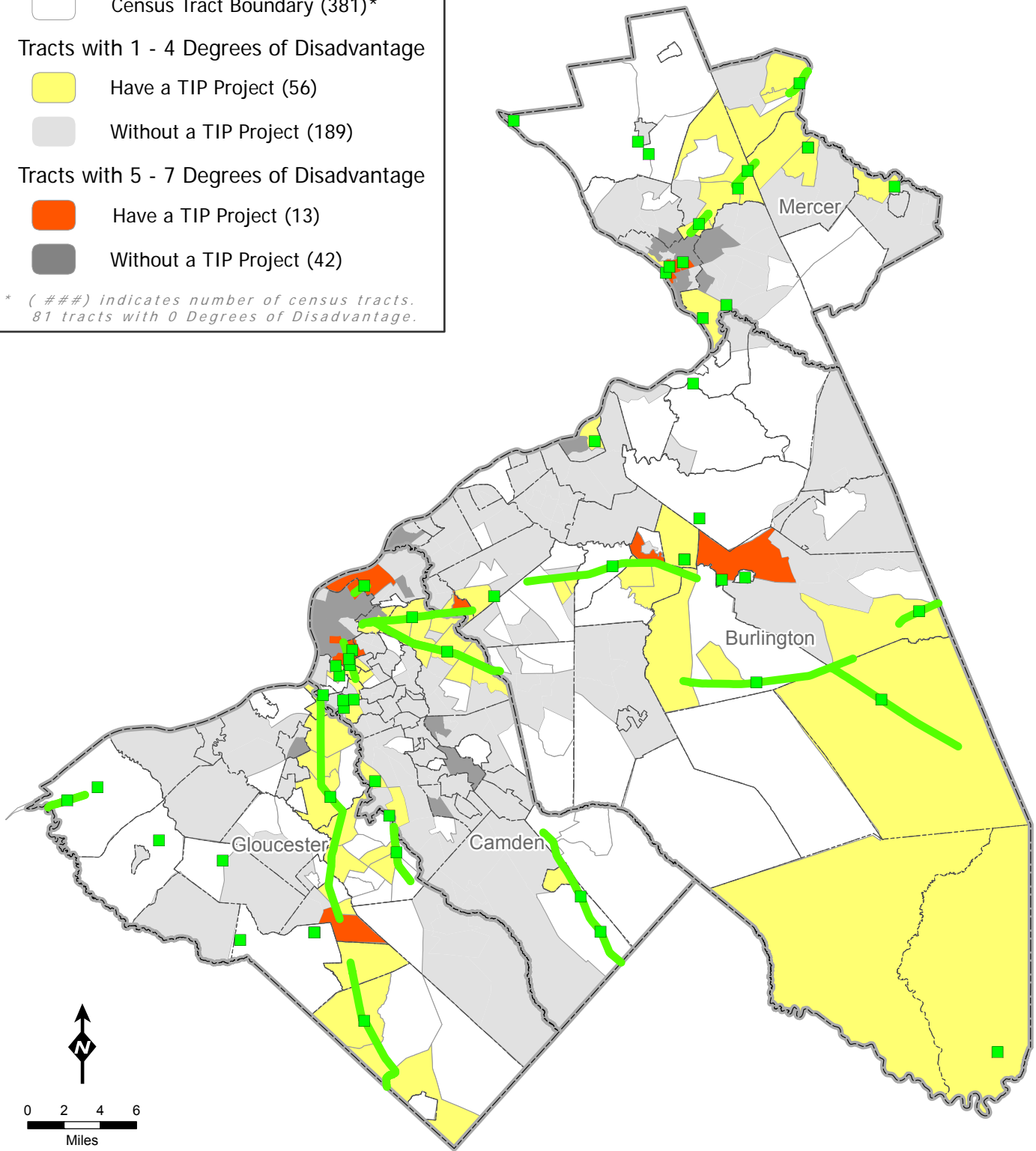


Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

Disadvantaged Census Tracts with or without TIP Highway Program Projects (FY2014-2017)







-  TIP Highway Program Project
-  Census Tract Boundary (381)*
- Tracts with 1 - 4 Degrees of Disadvantage**
 -  Have a TIP Project (56)
 -  Without a TIP Project (189)
- Tracts with 5 - 7 Degrees of Disadvantage**
 -  Have a TIP Project (13)
 -  Without a TIP Project (42)

* (###) indicates number of census tracts.
81 tracts with 0 Degrees of Disadvantage.

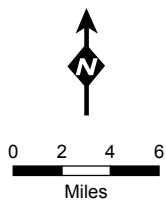
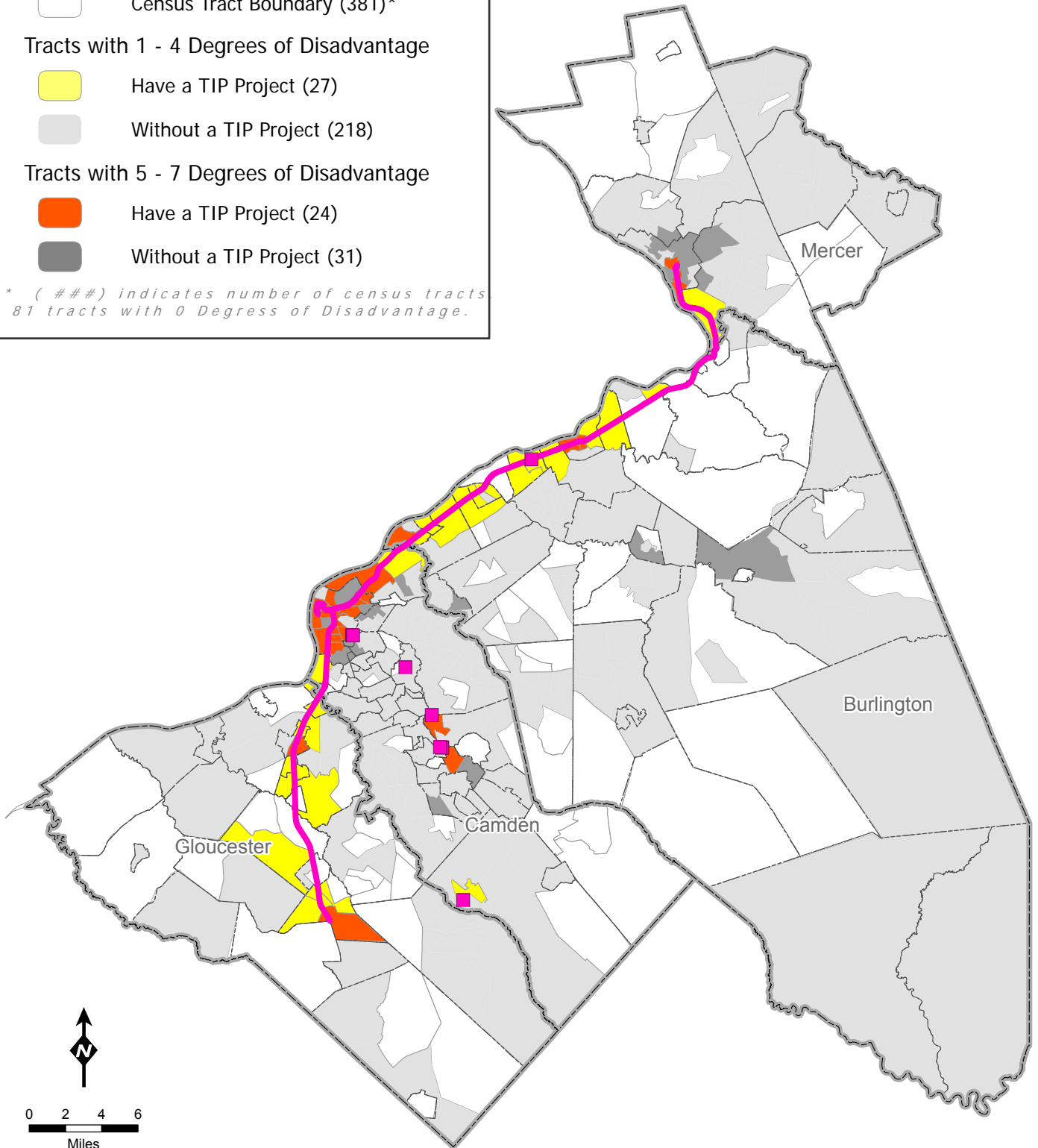


Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

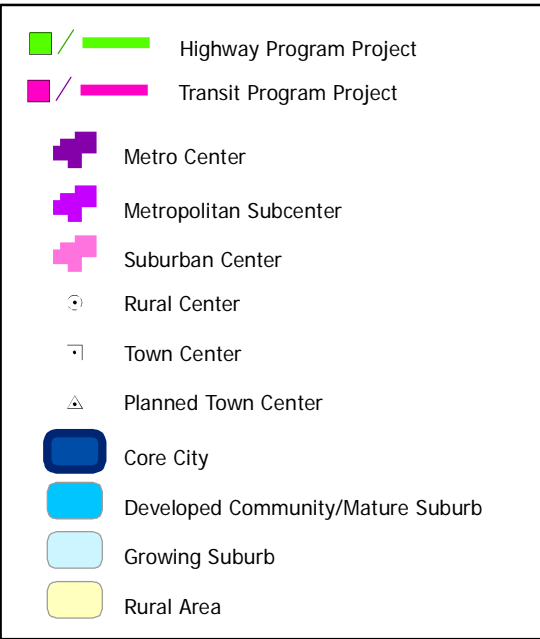
Disadvantaged Census Tracts with or without TIP Transit Program Projects (FY2014-2017)

-  Transit Program Project
-  Census Tract Boundary (381)*
- Tracts with 1 - 4 Degrees of Disadvantage**
 -  Have a TIP Project (27)
 -  Without a TIP Project (218)
- Tracts with 5 - 7 Degrees of Disadvantage**
 -  Have a TIP Project (24)
 -  Without a TIP Project (31)

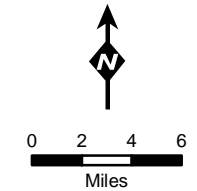
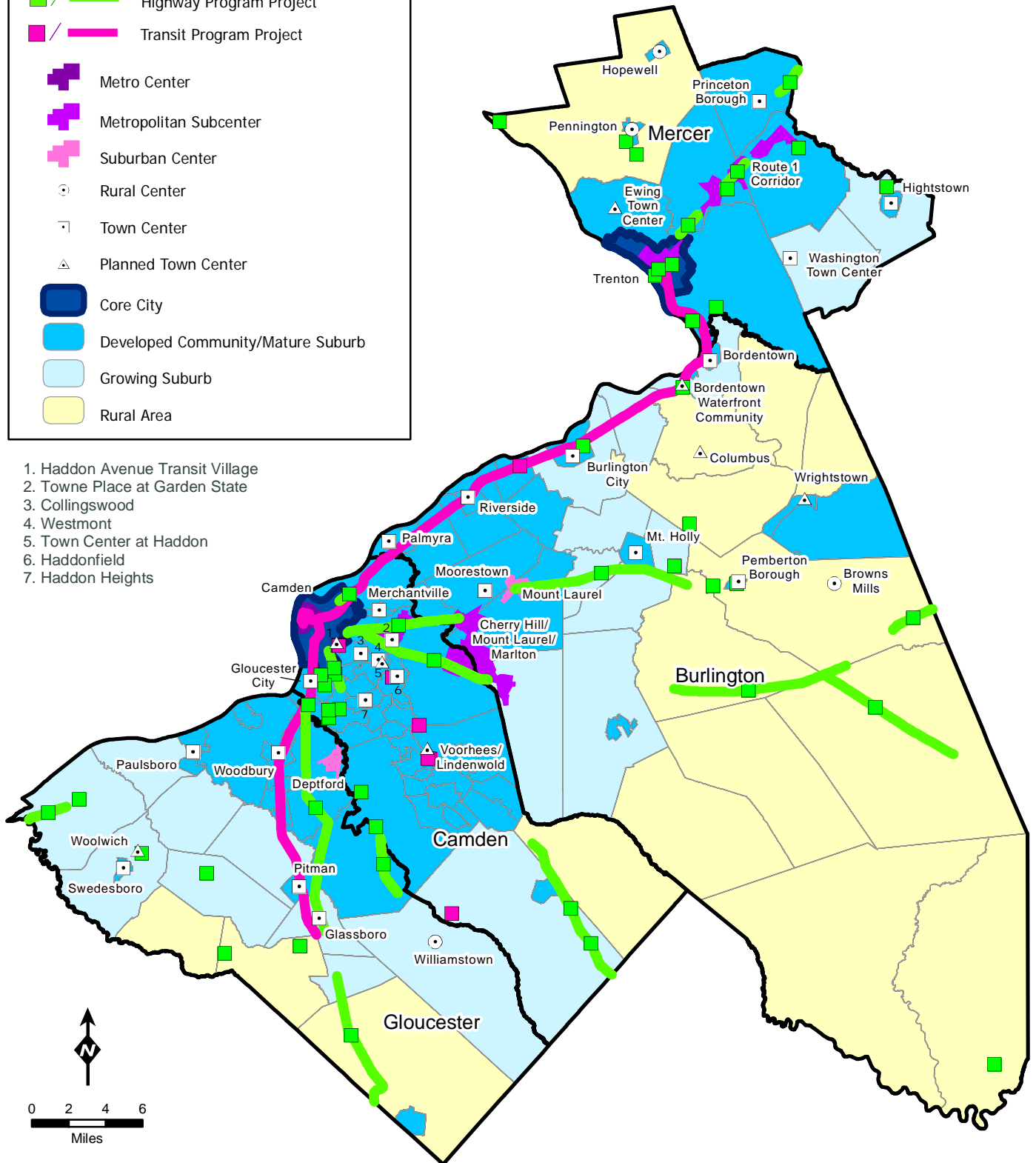
* (###) indicates number of census tracts
81 tracts with 0 Degree of Disadvantage.



2040 Planning Areas and Centers with TIP Highway and Transit Program Projects (FY2014-2017)



1. Haddon Avenue Transit Village
2. Towne Place at Garden State
3. Collingswood
4. Westmont
5. Town Center at Haddon
6. Haddonfield
7. Haddon Heights

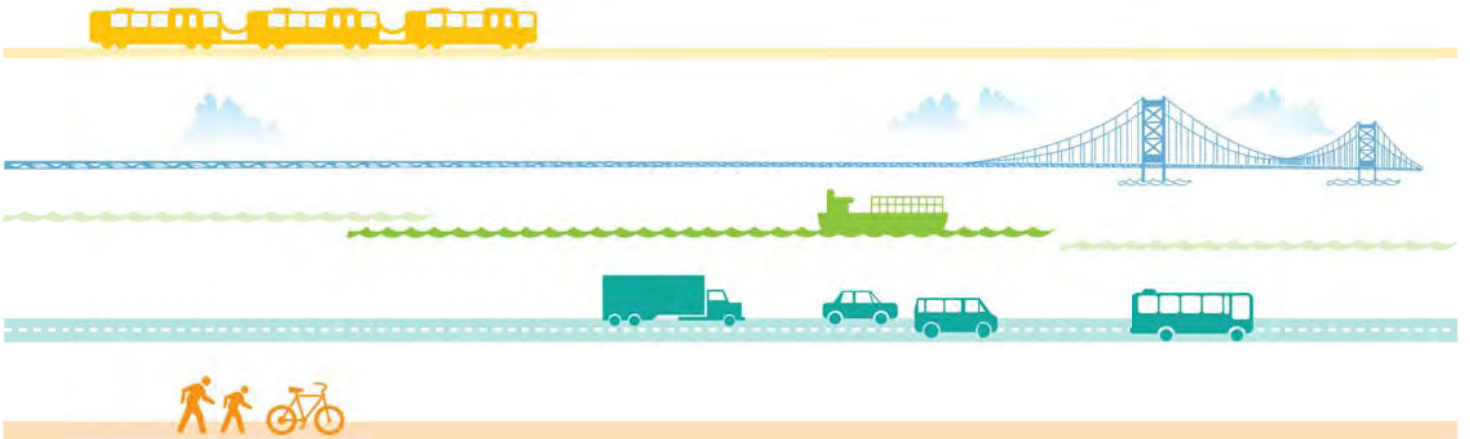


Highway Project Listing

Tab

HIGHWAY PROGRAM

*for the FY2014-2017 TIP for
New Jersey*



FY2014 Transportation Improvement Program for New Jersey
Project Listing and Index

(By DB#, Program, County/Agency, and Project Name)

DB#	Program	County/Agency	Project Name	Page
D9902	Highway	Burlington	Hanover Street Bridge over Rancocas Creek, CR 616	1
D0302	Highway	Burlington	Burlington County Roadway Safety Improvements	1
11334	Highway	Burlington	Route 38, Route 30/130 to Lenola Road (CR 608)	2
11368	Highway	Burlington	Route 9, Jobs Creek Bridge	2
12307	Highway	Burlington	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	3
13329	Highway	Burlington	Route 38, Rt 295 to Rt 206	3
11411	Highway	Burlington	Route 70, Red Lion Road (CR 685) to Dakota Trail, Pavement	4
10307	Highway	Burlington	Route 70, East of North Branch Road to CR 539	4
11410	Highway	Burlington	Route 72, Route 70 to County Route 532, Pavement	5
02397	Highway	Burlington	Route 130, Columbus Road/Jones Street	5
9212C	Highway	Burlington	Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)	6
02309	Highway	Burlington	Route 130, Crystal Lake Dam	6
D9912A	Highway	Burlington	South Pemberton Road, CR 530, Phase 2	7
D9903	Highway	Burlington	Smithville Road Bridge over Rancocas Creek, CR 684	7
D0601	Highway	Camden	Camden County Bus Purchase	8
D0410	Highway	Camden	Camden County Roadway Safety Improvements	8
11416	Highway	Camden	Route 30, Atco Avenue to Route 206	9
D0902	Highway	Camden	River Road Improvements, Cramer Hill	9
11338	Highway	Camden	Route 70, Route 38 to Cropwell Road	10
93266	Highway	Camden	Route 30, Blue Anchor Dam	10
11326	Highway	Camden	Route 76/676, Bridge Deck Replacements	11
99312	Highway	Camden	Route 130, Brooklawn Circles	11
08366	Highway	Camden	Route 130, Camden County, Drainage	12
10341	Highway	Camden	Route 168, Merchant Street to Ferry Avenue, Pavement	12
01323	Highway	Camden	Route 168, Newton Lake Dam	13
10385	Highway	Camden	Route 168, Mingus Run Creek Culvert	13
355A	Highway	Camden	Route 295/42, Missing Moves, Bellmawr	14
355D	Highway	Camden	Route 295/42/I-76, Direct Connection, Contract 3	15
355C	Highway	Camden	Route 295/42/I-76, Direct Connection, Contract 2	15
355E	Highway	Camden	Route 295/42/I-76, Direct Connection, Contract 4	16
D9807	Highway	Gloucester	Gloucester County Bus Purchase	17
D1203	Highway	Gloucester	Gloucester County Multi-Purpose Trail Extension	18
D0401	Highway	Gloucester	Gloucester County Roadway Safety Improvements	18

DB#	Program	County/Agency	Project Name	Page
13333	Highway	Gloucester	Route 47, CR 690 to Howard Street	19
12306	Highway	Gloucester	Route 42, Ardmore Ave to Camden County Line, Pavement	19
97049	Highway	Gloucester	Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)	20
12305	Highway	Gloucester	Route 47, Grove St. to Route 130, Pavement	20
11414	Highway	Gloucester	Route 130, Plant Street to High Hill Road (CR 662)	21
98344	Highway	Gloucester	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation	21
09327	Highway	Gloucester	Route 168, Bridge over Big Timber Creek	22
07369	Highway	Gloucester	Route 322, Corridor Congestion Relief Project	22
97112B	Highway	Gloucester	Route 322, Kings Highway (CR 551)	23
99334	Highway	Mercer	Duck Island Landfill, Site Remediation	24
D0412	Highway	Mercer	Mercer County Roadway Safety Improvements	24
D0701	Highway	Mercer	Princeton-Hightstown Road Improvements, CR 571	25
04316	Highway	Mercer	Route 1 Business, Brunswick Circle to Lake Drive	25
13326	Highway	Mercer	Route 27, Riverside Drive W to Vliet Road	26
01330A	Highway	Mercer	Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass	26
11358	Highway	Mercer	Route 29, Drainage Ditch Culvert, Hopewell Twp.	27
07319B	Highway	Mercer	Route 29, Cass Street to Calhoun Street, Drainage	27
159A	Highway	Mercer	Route 31, Pennington Circle Safety Improvements	28
08355	Highway	Mercer	Route 31, Bridge over CSX Railroad	28
11309	Highway	Mercer	Route 130, Westfield Ave. to Main Street	29
L064	Highway	Mercer	Route 206, South Broad Street Bridge over Assunpink Creek	29
06358	Highway	Mercer	Route 295, Northbound Approach to Route 1 Exits, ITS Improvements	30
95040	Highway	Mercer	Route 206, Whitehorse Circle (CR 533, 524)	30
99362	Highway	Mercer	Trenton Amtrak Bridges	31
03304	Highway	Various	Bridge Deck/Superstructure Replacement Program	32
D0803	Highway	Various	DVRPC, Bridge Rehabilitation Program	33
X242	Highway	Various	Crash Reduction Program	33
D026	Highway	Various	DVRPC, Future Projects	34
D0802	Highway	Various	DVRPC, Local ITS Improvements	35
10347	Highway	Various	Local Aid Consultant Services	35
X065	Highway	Various	Local CMAQ Initiatives	36
X98C1	Highway	Various	Local Municipal Aid, DVRPC	37
X41C1	Highway	Various	Local County Aid, DVRPC	37
06326	Highway	Various	Local Project Development Support	38
04314	Highway	Various	Local Safety/ High Risk Rural Roads Program	39

DB#	Program	County/Agency	Project Name	Page
X30A	Highway	Various	Metropolitan Planning	40
D0407	Highway	Various	Ozone Action Program in New Jersey	41
X35A1	Highway	Various	Rail-Highway Grade Crossing Program, Federal	42
99327A	Highway	Various	Resurfacing, Federal	43
D0406	Highway	Various	RideECO Mass Marketing Efforts--New Jersey	44
01300	Highway	Various	RIMIS - Phase II Implementation	45
X107	Highway	Various	Transportation Alternatives Program	46
D0204	Highway	Various	Transportation and Community Development Initiative (TCDI) DVRPC	47
11383	Highway	Various	Transportation Management Associations	48

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

DB# D0302 Burlington County Roadway Safety Improvements

AQCODE: S6

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Berryman, Tom

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: Burlington County

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Phase Fund											
CON STATE-DVRPC				0.600							
CON STP-STU						0.700					
CON STP-STU								0.800			
CON STP-STU										0.800	
Fiscal Year Total				0.600		0.700		0.800		0.800	
		Total FY2014-2017				0.600	Total Later FY2018-2023				2.300

DB# D9902 Hanover Street Bridge over Rancocas Creek, CR 616

AQCODE: S19

Hanover Street bridge over the Rancocas Creek is 0.2 miles north of CR 530. The existing bridge is two narrow lanes, a sidewalk and no shoulders. The bridge will be replaced on the same alignment. The new structure will be two travel lanes, sidewalks and shoulders. This project will accommodate bicycles and pedestrians.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10B

Municipalities: Pemberton Borough

DVRPC Planning Area: Developed Community

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Local System Support

Project Manager: Eagleson, Todd

Degrees of Disadvantage: 3

Mileposts: 18.24 - 18.44

Sponsor: Burlington County

Improvement Type: Bridge Repair/Replacement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Phase Fund											
CON STATE-DVRPC		3.315									
Fiscal Year Total		3.315									
		Total FY2014-2017				3.315	Total Later FY2018-2023				

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

DB# 11368 Route 9, Jobs Creek Bridge

AQCODE: S19

The proposed work consists of replacing the existing two-lane bridge over Jobs Creek (Structure Number 0302-151) with a new two-lane, single-span structure. The proposed bridge will have two lanes and shoulders supported by concrete beams on concrete abutments supported by piles. Retaining walls will be required along the south side of the widened roadway but the entire structure would remain within the existing right-of-way. About 800 feet of bridge approach roads will be reconstructed at each end of the bridge. All safety features such as bridge parapets, shoulder width, roadway curvature, and guiderail will be included and no design exceptions are proposed.

CMP: Not SOV Capacity Adding

Municipalities: Bass River Township

DVRPC Planning Area: Rural Area

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Dietrich, Mark

Degrees of Disadvantage:

Mileposts: 57.8 - 58.3

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES NHPP		0.800								
CON NHPP					3.600					
Fiscal Year Total		0.800			3.600					
	Total FY2014-2017				Total Later FY2018-2023					
		<i>0.800</i>							<i>3.600</i>	

DB# 11334 Route 38, Route 30/130 to Lenola Road (CR 608)

AQCODE: S10

Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A

Municipalities: Pennsauken Township; Cherry Hill Township; Maple Shade Township

DVRPC Planning Area: Developed Community

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Inverso, Frank

Degrees of Disadvantage:

Mileposts: 0.00 - 6.1

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON NHPP	15.400									
Fiscal Year Total	15.400									
	Total FY2014-2017				Total Later FY2018-2023					
		<i>15.400</i>								

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

DB# 13329

Route 38, Rt 295 to Rt 206

NEW

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface various locations of the northbound direction and various locations of the southbound direction.

CMP:

Municipalities: Mount Laurel Township; Hainesport Township; Lumberton Township; Mount Holly Township

DVRPC Planning Area: Developed Community; Growing Suburb

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Maevsky, Andrew

Degrees of Disadvantage:

Mileposts: 9.53 - 19.19

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON STATE		7.305								
Fiscal Year Total		7.305								
	Total FY2014-2017				Total Later FY2018-2023					
			7.305							

DB# 12307

Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements

NEW

AQCODE: SDN

Traffic congestion occurs on NJ 38 EB and WB during the PM peak on weekdays due to lack of capacity causing operational problems from queueing on NJ 38 WB, on Church St and on Fellowship Road between the intersections.

CMP:

Municipalities: Moorestown Township

DVRPC Planning Area: Developed Community

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Maevsky, Andrew

Degrees of Disadvantage:

Mileposts: 7.53-7.59

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE NHPP		2.000								
DES NHPP				1.500						
ROW NHPP					3.000					
CON NHPP							7.000			
Fiscal Year Total		2.000		1.500	3.000		7.000			
	Total FY2014-2017				Total Later FY2018-2023					
			3.500					10.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

DB# 10307 **Route 70, East of North Branch Road to CR 539**

AQCODE: S10

Proposed pavement rehabilitation strategy to occur on this section of Rt. 70, which is a public facility and part of the NHS, will provide for milling and overlay to either match existing grade or provide a 2 to 3 inch increase in profile grade. NOTE: NJDOT is evaluating the feasibility of rubblization for this project since it is in a low constraint area. This solution, if feasible, would increase the proposed cost but would significantly extend the service life of the repair by allowing construction of a perpetual pavement that will ultimately provide a superior product with significantly less future maintenance costs. Pavement rehabilitation Rank #28 on the 2008 Pavement Projects List.

CMP: Not SOV Capacity Adding

Municipalities: Pemberton Township

DVRPC Planning Area: Rural Area

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Shah, Samir

Degrees of Disadvantage: 2

Mileposts: 31.2-38.45

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE NHPP		0.200								
DES NHPP			0.300							
CON NHPP					5.140					
Fiscal Year Total		0.200	0.300		5.140					
	Total FY2014-2017			0.500	Total Later FY2018-2023			5.140		

DB# 11411 **Route 70, Red Lion Road (CR 685) to Dakota Trail, Pavement**

NEW

AQCODE: S10

Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits. Rumble strips will also be added to project.

CMP:

Municipalities: Southampton Township; Woodland Township

DVRPC Planning Area: Rural Area

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Pennell, Ed

Degrees of Disadvantage:

Mileposts: 18.0 - 27.7

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE NHPP	0.800									
DES NHPP		0.600								
CON NHPP			11.612							
Fiscal Year Total	0.800	0.600	11.612							
	Total FY2014-2017			13.012	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

DB# 11410

Route 72, Route 70 to County Route 532, Pavement

NEW

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface both directions within the project limits. The existing pavement is in poor condition. This project proposes to mill 3 inches of existing HMA and and replace with 4 inches of HMA for the travel lanes. The shoulders are proposed to be milled 1 inch and replaced with 2 inches of HMA. An increase in thickness is necessary to allow for correcting pavement cross slope.

CMP:

Municipalities: Woodland Township

DVRPC Planning Area: Rural Area

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Patel, Pankesh

Degrees of Disadvantage:

Mileposts: 0.0 - 6.0

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON NHPP	5.120									
Fiscal Year Total	5.120									
	Total FY2014-2017				Total Later FY2018-2023					
	5.120									

DB# 02397

Route 130, Columbus Road/Jones Street

NEW-G

AQCODE: R1

The existing five-legged intersection is comprised of two closely spaced signals with left turns permitted from the "live" left lane of Rt. 130 northbound onto Jones Street. The project will address operational, physical and safety problems. The proposed project includes the following: Designated left-turn lane will be provided for northbound Route 130 onto Jones Street; Median opening at Court Drive will be closed, but allowing for the use of emergency vehicles; The existing traffic signal at the intersection will be replaced; ADA compatible pedestrian crosswalk and sidewalks will be provided at the intersection; A lead signal phase will be provided for the northbound Route 130 left-turn and for westbound Columbus Road. The project will include milling and resurfacing at the intersection. These improvements will address the operational and safety concerns at the subject intersection.

CMP: Minor SOV Capacity

Adding Subcorr(s): 6D

Municipalities: Burlington City

DVRPC Planning Area: Developed Community

CIS Program Subcategory: Congestion Relief

CIS Program Category: Safety Management

Project Manager: Bousenberry, Bob

Degrees of Disadvantage: 3

Mileposts: 46.8-47.9

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES NHPP	0.300									
CON STATE			1.000							
Fiscal Year Total	0.300		1.000							
	Total FY2014-2017				Total Later FY2018-2023					
	1.300									

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

DB# 02309

Route 130, Crystal Lake Dam

AQCODE: S2

Crystal Lake Dam carries US Rt. 130 over Springhill Brook and is owned by NJDOT. It is classified as a "Significantly Hazard" dam by the New Jersey Department of Environmental Protection- Bureau of Dam Safety and Flood Control. The dam does not conform to current NJ Dam Safety Standards. The purpose of the project is to bring it into conformance with those standards, this will include providing overtopping protection for a 100 yr. storm event, improvement to the spillway, construction of a new sluice gate and access, slope stabilization and regrading, clearing of vegetation on the embankment and re-vegetation compatible with the site to provide slope stabilization, construction of a new inlet, new guiderail and minor repairs to the existing culvert.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 6B
 Municipalities: Bordertown Township DVRPC Planning Area: Growing Suburb
 CIS Program Subcategory: Roadway Preservation CIS Program Category: Bridge Assets
 Project Manager: Bousenberry, Bob Degrees of Disadvantage: 0
 Mileposts: 53.5 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ROW NHPP	0.100									
CON NHPP			4.368							
Fiscal Year Total	0.100		4.368							
	Total FY2014-2017			4.468	Total Later FY2018-2023					

DB# 9212C

Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)

AQCODE: X5

This proposed safety and operational improvement project would provide a west and eastbound left-turn lane at Monmouth Road, widening to provide for shoulders, as well as improving the geometry and signal timing. In addition, the existing four-lane section should be extended through both intersections to provide more of a safe distance to tie back into the two-lane section. This project will incorporate recommendations made in the Rt. 206 Bicycle/Pedestrian Compatibility Study.

CMP: Minor SOV Capacity DVRPC Planning Area: Rural Area
 Municipalities: Springfield Township CIS Program Category: Congestion Relief
 CIS Program Subcategory: Congestion Relief
 Project Manager: Dietrich, Mark Degrees of Disadvantage:
 Mileposts: 26.37 - 27.33 Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
PE NHPP	0.600										
DES NHPP			0.700								
ROW STATE			0.164								
CON NHPP					5.345						
Fiscal Year Total	0.600		0.864		5.345						
	Total FY2014-2017			1.464	Total Later FY2018-2023						5.345

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Burlington

DB# D9903 Smithville Road Bridge over Rancocas Creek, CR 684

AQCODE: S19

Smithville Road Bridge over the Rancocas Creek is one mile north of the intersection with CR 530. This two-lane bridge carries an AADT of about 3,200 vehicles. The road is classified as an Urban Collector. The current sufficiency rating for the bridge is 22.7. This bridge will be replaced.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 10B
 Municipalities: Eastampton Township DVRPC Planning Area: Growing Suburb
 CIS Program Subcategory: Bridge Preservation CIS Program Category: Local System Support
 Project Manager: Eagleson, Todd Degrees of Disadvantage: 0
 Mileposts: 0.71 - 0.91 Sponsor: Burlington County
 Improvement Type: Bridge Repair/Replacement

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON STATE-DVRPC		3.075								
Fiscal Year Total		3.075								
	Total FY2014-2017				Total Later FY2018-2023					
			3.075							

DB# D9912A South Pemberton Road, CR 530, Phase 2

LRPID: 25

AQCODE: 2025M

This project will reconstruct and provide lane and shoulder widening approximately 2.7 miles of CR 530 (S. Pemberton Rd.) from Hanover St. (CR 616) in Pemberton Borough to US Route 206 in Southampton Township. The widening of the roadway is not an additional through lane, but will include a 5 lane cross-section that contains a fourteen foot continuous turn lane, new six foot shoulders, and four- twelve foot travel lanes. There are many driveways/access points along the corridor, and the continuous turn lane is to provide a safe area to get out of the main flow of traffic and reduce collisions during turns off of the roadway. Over the last ten years there have been twelve fatalities on this stretch of roadway. Crash data over the last five years (2006-2010) documents 348 crashes in this segment, including 94 injury crashes. The roadway segment is a heavily traveled corridor due to the fact that it is a continuation of State Highway Route 38. Route 38 ends at Route 206 (The South Pemberton Road westernmost limit) and becomes CR 530/South Pemberton Road, which carries a traffic volume of over 25,000 AADT. This project provides for the acquisition of easements and/or full takings of over 90 parcels and provides for the environmental clean-up and demolishing of all structures. This project will also include tree clearing to accommodate roadway and shoulder width. This project is a breakout of South Pemberton Road, CR 530, Phase 1 (DB# D9912).

CMP: Pemberton Borough; Pemberton Township; Southampton Township DVRPC Planning Area: Developed Community; Rural Area
 Municipalities: Pemberton Borough; Pemberton Township; Southampton Township
 CIS Program Subcategory: Local System Support/Local Roadway CIS Program Category: Local System Support
 Project Manager: Degrees of Disadvantage: 7
 Mileposts: 0.0-2.68 Sponsor: Burlington County
 Improvement Type: Intersection/Interchange Improvements

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON DEMO		7.199								
CON STP-STU		4.650								
CON STP-STU			8.761							
CON STP-STU				6.390						
Fiscal Year Total		11.849	8.761	6.390						
	Total FY2014-2017				Total Later FY2018-2023					
			27.000							

Total for Burlington:

25.635	25.829	27.505	7.890	17.785	7.800	0.800
Total FY2014-2017				Total Later FY2018-2023		
	86.859				26.385	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# D0601 Camden County Bus Purchase

AQCODE: M10

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Camden County by Senior Citizens United Community Services (SCUCS)/Sen-Han Transit and South Jersey Transportation Authority (SJTA). A variety of trip purposes are served by these special transit providers including employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Primich, Norma (NJT)

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: Camden County

Improvement Type: Transit Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC CMAQ	0.100									
EC CMAQ		0.100								
EC CMAQ			0.100							
EC CMAQ				0.100						
EC CMAQ					0.100					
EC CMAQ						0.100				
EC CMAQ							0.100			
EC CMAQ								0.100		
EC CMAQ									0.100	
EC CMAQ										0.100
Fiscal Year Total	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
	Total FY2014-2017			0.400	Total Later FY2018-2023			0.600		

DB# D0410 Camden County Roadway Safety Improvements

AQCODE: S11

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Gonzalez, Brenda

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: Camden County

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON STATE-DVRPC		0.600								
CON STATE-DVRPC				0.700						
CON STP-STU						0.800				
CON STP-STU								0.800		
CON STP-STU										0.800
Fiscal Year Total		0.600		0.700		0.800		0.800		0.800
	Total FY2014-2017			1.300	Total Later FY2018-2023			2.400		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# D0902 River Road Improvements, Cramer Hill

AQCODE: a2

This project will help implement a multi-phase effort to address the long standing issue of heavy truck traffic along River Road/River Avenue through Cramer Hill in the City of Camden. It will remove truck traffic from the Cramer Hill neighborhood's commercial and residential streets to improve the quality of life for residents and businesses, such as reducing air and noise pollution and improving public safety. A series of traffic control, traffic calming, and pedestrian measures recommended by the River Road Truck Traffic Management Study will be implemented between the intersections of River Road and State Street in Camden, New Jersey to River Road and Sherman Avenue in Pennsauken, New Jersey. Measures include: high visibility crosswalks, truck route signage, signal timing changes to slow area traffic, bulbouts, medians and intersection geometric improvements.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 6G
 Municipalities: Camden City DVRPC Planning Area: Core City
 CIS Program Subcategory: CIS Program Category: Local System Support
 Project Manager: Coopers Ferry Partnership Degrees of Disadvantage: 7
 Mileposts: Sponsor: Camden City
 Improvement Type: Streetscape

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON DEMO	4.050									
Fiscal Year Total	4.050									
	<u>Total FY2014-2017</u>			4.050	<u>Total Later FY2018-2023</u>					

DB# 11416 Route 30, Atco Avenue to Route 206

NEW

AQCODE: S10

This project will resurface within the project limits. It was initiated by the Pavement Management System. The project is a mill x pave x plus one and will make ADA improvements.

CMP: Waterford Township; Chesilhurst Borough; Winslow Township DVRPC Planning Area: Rural Area; Growing Suburb
 Municipalities: Waterford Township; Chesilhurst Borough; Winslow Township CIS Program Category: Road Assets
 CIS Program Subcategory: Pennell, Ed Degrees of Disadvantage:
 Project Manager: Pennell, Ed Sponsor: NJDOT
 Mileposts: 19.51 - 29.70
 Improvement Type: Roadway Rehabilitation

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON NHPP		9.000								
Fiscal Year Total		9.000								
	<u>Total FY2014-2017</u>			9.000	<u>Total Later FY2018-2023</u>					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 93266 Route 30, Blue Anchor Dam

AQCODE: S2

This project will address the proposed replacement of the spillway structure. The existing spillway structure is reported to be deteriorated and inadequate to pass 100-year, 24-hour storm without overtopping the crest of roadway at the current setting of the stop logs. Operation of the stop logs during an emergency may be difficult without any operating mechanism. The replacement of the dam is necessary in order to prevent roadway deterioration due to flooding.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): ,
Municipalities:	Winslow Township	DVRPC Planning Area: Growing Suburb
CIS Program Subcategory:	Roadway Preservation	CIS Program Category: Bridge Assets
Project Manager:	Pennell, Ed	Degrees of Disadvantage: 2
Mileposts:	25.88	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON NHPP	9.898									
Fiscal Year Total	9.898									
	Total FY2014-2017			9.898	Total Later FY2018-2023					

DB# 11338 Route 70, Route 38 to Cropwell Road

NEW

AQCODE: S10

This project consists of milling, resurfacing, reconstructing, and rehabilitating the mainline and shoulder pavement in both the Eastbound and Westbound directions. Ramps and cross roads within the project limits are also included in the scope or work. The project is to mill and resurface the majority of Rt. 70 with a full depth pavement reconstruction for certain sections of the roadway where the pavement is in poor condition.

In addition, the existing culvert at Cropwell's Brook is to be replaced. The proposed culvert will accommodate a 25-year storm. Drainage improvements include the construction of additional inlets and piping, increasing the size of existing piping, installation of underdrains in select areas, and the installation of a tide control check valve.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 12A, 12B, 12C
Municipalities:	Evesham Township; Pennsauken Township; Cherry Hill Township	DVRPC Planning Area: Growing Suburb; Developed Community
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Maevsky, Andrew	Degrees of Disadvantage:
Mileposts:	0.00 - 7.7	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
DES NHPP			3.000								
ROW NHPP				2.500							
CON NHPP						20.000					
CON NHPP							18.277				
Fiscal Year Total			3.000	2.500		20.000	18.277				
	Total FY2014-2017			5.500	Total Later FY2018-2023				38.277		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 11326 Route 76/676, Bridge Deck Replacements

AQCODE: S19

This project replaces the bridge decks of Rt-676 NB over the Newton Creek (str. no. 0418-162) and Rt-76 over the South Branch of the Newton Creek, Klemm Ave and Conrail (str. no. 0417-158). The project will also replace the deck on the Rt 676 SB, MP 0.14 over the Newton Creek (str. no. 0418-163); and conduct pavement testing and evaluation of Rt 676 SB between MP 0.0 to MP 1.0 and Rt 76 SB between MP 0.7 to MP 1.7 for pavement resurfacing.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 2B
 Municipalities: Camden City; Gloucester City DVRPC Planning Area: Core City; Developed Community
 CIS Program Subcategory: CIS Program Category: Bridge Assets
 Project Manager: Maevsky, Andrew Degrees of Disadvantage:
 Mileposts: Rt 76: 0.70 - 1.7, Rt 676: 0 - 1.0 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON NHPP	30.322									
CON NHPP		4.763								
Fiscal Year Total	30.322	4.763								
	Total FY2014-2017			35.085	Total Later FY2018-2023					

DB# 99312 Route 130, Brooklawn Circles

LRPID: 29

AQCODE: 2025M

The improvements will incorporate the reconstruction of Old Salem Road to accommodate two lanes of traffic and divert flow from Creek Road to a new traffic signal on Rt. 130. Additionally, the intersection of Creek Road and Rt. 47 (one of the legs of the circle) will be revised to allow ingress from Rt. 47 northbound only. The improvements are designed to improve both safety and operations within the Brooklawn Circle. This project will be designed to be bicycle/pedestrian compatible.

CMP: Not SOV Capacity Adding Adding Subcorr(s): , 2B, 6K
 Municipalities: Brooklawn Borough DVRPC Planning Area: Developed Community
 CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief
 Project Manager: Mottola, Victor Degrees of Disadvantage: 2
 Mileposts: 25.50 - 26.50 Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON NHPP	4.500									
Fiscal Year Total	4.500									
	Total FY2014-2017			4.500	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 08366

Route 130, Camden County, Drainage

NEW-G

AQCODE: S2

NJDOT Operations reports multiple closures due to flooding in this area. The current storm water pipes are inadequate to drain the storm water which is causing the flooding in the roadway. The past flood closures and daily traffic results in a high probability that the traveling public will continue to be impacted during major storm events. Hydrology and hydraulics studies are needed to identify the storm water drainage needs in order to reduce future flooding. The project area ranks #26 of 200 locations in the Drainage Management System.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 5B, 6L
Municipalities:	Haddon Township; Pennsauken Township	DVRPC Planning Area: Developed Community
CIS Program Subcategory:	Roadway Preservation	CIS Program Category: Road Assets
Project Manager:	Bousenberry, Bob	Degrees of Disadvantage: 6
Mileposts:	28.82-29.15	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Phase Fund											
PE NHPP			0.500								
DES NHPP					1.000						
ROW NHPP						0.500					
CON NHPP								7.100			
Fiscal Year Total			0.500		1.000	0.500		7.100			
			Total FY2014-2017		1.500	Total Later FY2018-2023		7.600			

DB# 10341

Route 168, Merchant Street to Ferry Avenue, Pavement

AQCODE: S10

Pavement rehabilitation rank #30 on the 2008 Pavement Projects List. The pavement project is identified as a priority need in the Pavement Management System.

The project requires various levels of pavement reconstruction and resurfacing. All sections will be paved with asphalt. Significant sections of the project will require only milling and paving. The other sections require full reconstruction. The reconstruction involves the removal of the existing pavement and 9" thick concrete slab, further excavation of the subbase, and the installation of Geotextile, and Roadway Stabilization prior to base and surface courses.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 6L
Municipalities:	Haddon Township; Camden City; Woodlynne Borough	DVRPC Planning Area: Developed Community; Core City
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	McCleerey, John	Degrees of Disadvantage:
Mileposts:	8.56 - 10.75	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Phase Fund											
PE NHPP		0.700									
DES NHPP			1.000								
CON NHPP					11.480						
Fiscal Year Total		0.700	1.000		11.480						
			Total FY2014-2017		13.180	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 10385 **Route 168, Mingus Run Creek Culvert**

NEW

AQCODE: S10

The reason for the project is to replace a deteriorated structure. The existing deteriorated culvert will be replaced with a 60-inch concrete pipe under Route 168. New headwalls and erosion control will be constructed. A sidewalk will be added to Route 168. The length of the project is approximately 270 feet. Three ROW parcels are required and NJDEP Environmental Permits are required.

Funding for construction is anticipated from the Culvert Line Item.

CMP:

Municipalities: Gloucester Township DVRPC Planning Area: Developed Community
 CIS Program Subcategory: CIS Program Category: Bridge Assets
 Project Manager: Pennell, Ed Degrees of Disadvantage:
 Mileposts: 2.7 - 2.8 Sponsor: NJDOT
 Improvement Type: Roadway Rehabilitation

	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Phase Fund										
CON NHPP	2.166									
Fiscal Year Total	2.166									
	Total FY2014-2017		2.166		Total Later FY2018-2023					

DB# 01323 **Route 168, Newton Lake Dam**

AQCODE: s2

The project involves reconstruction of the dam on Newton Lake, located at milepost 9.52 of NJ Route 168. Project includes construction of a new 80 ft. long ogee spillway, and the installation of steel sheeting along the downstream embankment, fish ladder, Re-decking of the bridge and full superstructure replacement. The project also includes repair of the embankment at upstream section of the culverts connecting Peters Creek to Newton Lake and rehabilitation of substructure. The signal will be upgraded to current NJDOT standards and will be configured for integration into the corridor's ITS Adaptive Traffic Signal System.

CMP: Not SOV Capacity Adding Adding Subcorr(s): , 2B, 6L

Municipalities: Oaklyn Borough; Haddon Township; Camden City DVRPC Planning Area: Developed Community; Core City
 CIS Program Subcategory: Roadway Preservation CIS Program Category: Bridge Assets
 Project Manager: Kasbekar, Mike Degrees of Disadvantage: 1
 Mileposts: 9.52 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement

	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Phase Fund										
CON NHPP		9.393								
Fiscal Year Total		9.393								
	Total FY2014-2017		9.393		Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 355A

Route 295/42, Missing Moves, Bellmawr

LRPID: 75

AQCODE: 2025M

This project consists of new ramps and related improvements to enable motorists to make movements between I-295 and Rt. 42 which are not possible in the current configuration. Other project improvements include the re-striping of Rt. 55 NB from one lane to two lanes from the existing point where Rt. 55 NB tapers from two lanes to one lane, up to the tie-in with Rt. 42 NB. The second lane on Rt. 55 NB will become a continuous auxiliary lane up to the proposed entrance to new Ramp A, connecting Rt. 42 NB to I-295 SB. The existing Leaf Avenue ramps off Rt. 42 NB will be relocated approx. 750 feet south and will intersect with Benigno Blvd. The new exit location off Rt. 42 NB requires a ramp connection separated from the mainline to prevent queued traffic at the new intersection from mixing with mainline traffic. This ramp connection splits off from the Ramp A entrance on the left and runs parallel to Rt. 42 to the new intersection; which will be signalized. Benigno Blvd. will be realigned to meet Edgewood Avenue and Wellwood Avenue will be extended to a T-intersection with Benigno Blvd.

CMP:	Major SOV Capacity	Adding Subcorr(s): 2B, 3D
Municipalities:	Bellmawr Borough	DVRPC Planning Area: Developed Community
CIS Program Subcategory:	Congestion Relief	CIS Program Category: Congestion Relief
Project Manager:	McCleerey, John	Degrees of Disadvantage: 2
Mileposts:	Rt. 295: 25.71 - 26.00; Rt. 42: 13.30	Sponsor: NJDOT
Improvement Type:	Roadway New Capacity	
	This project may be suitable for ITS treatments.	

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES DEMO	5.300									
CON DEMO			4.659							
CON NHPP			17.076							
CON NHPP				28.975						
CON NHPP					40.000					
CON NHPP						59.380				
Fiscal Year Total	5.300		21.735	28.975	40.000	59.380				
	Total FY2014-2017			56.010	Total Later FY2018-2023			99.380		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 355C

Route 295/42/I-76, Direct Connection, Contract 2

LRPID: 77

AQCODE: 2025M

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange.

Contract 2 will include construction along I-295 from just north of Browning Road to the northerly project limit (Route 168); the construction of new Ramp D (I-76 EB to I-295 NB) and Ramp B (I-295 SB to I-76 WB) and a portion of new Ramp C (I-295 SB to Route 42). Contract 2 is a breakout from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. See DB#'s 355B, 355C, 355D, and 355E.

CMP: Major SOV Capacity Adding Subcorr(s): 2B, 3D
 Municipalities: Bellmawr Borough; Mount Ephraim Borough DVRPC Planning Area: Developed Community
 CIS Program Subcategory: CIS Program Category: Congestion Relief
 Project Manager: McCleerey, John Degrees of Disadvantage: 2
 Mileposts: 26.93 - 28.15 Sponsor: NJDOT
 Improvement Type: Roadway New Capacity
 This project may be suitable for ITS treatments.

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CON NHPP	78.583										
CON NHPP		42.235									
Fiscal Year Total	78.583	42.235									
	Total FY2014-2017		120.818		Total Later FY2018-2023						

DB# 355D

Route 295/42/I-76, Direct Connection, Contract 3

LRPID: 77

AQCODE: 2025M

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange.

Contract 3 will include the completion of the new I-295 NB and SB structures over I-76, Rt. 42, Ramps C and E, and Browning Road; the new Ramp A (Rt. 42 NB to I-295 NB) bridge will be completed under this contract along with a portion of Ramp F (I-76 EB to I-295 SB); and the new I-295 SB direct connection and Ramp A will be opened to traffic upon completion of this contract. Contract 3 is a break out from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. See DB#'s 355B, 355C, 355D, and 355E.

CMP: Major SOV Capacity Adding Subcorr(s): 2B, 3D
 Municipalities: Bellmawr Borough; Mount Ephraim Borough DVRPC Planning Area: Developed Community
 CIS Program Subcategory: CIS Program Category: Congestion Relief
 Project Manager: McCleerey, John Degrees of Disadvantage: 2
 Mileposts: 26.41 - 27.8 Sponsor: NJDOT
 Improvement Type: Roadway New Capacity
 This project may be suitable for ITS treatments.

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CON NHPP			60.000								
CON NHPP				70.000							
CON NHPP					63.000						
CON NHPP						37.000					
Fiscal Year Total			60.000	70.000	63.000	37.000					
	Total FY2014-2017		130.000		Total Later FY2018-2023					100.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Camden

DB# 355E

Route 295/42/I-76, Direct Connection, Contract 4

LRPID: 77

AQCODE: 2025M

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Rt. 42 along the entire project limits; the completion of new Ramps C & F, and the completion of the new I-295 NB direct connection. Contract 4 is a break out from DB #355. There are 4 breakout/contracts for the Direct Connect project DB #355. See DB#'s 355B, 355C, 355D, and 355E.

Structures Nos: 0427-154, 0417-151, 0417-152, 0428-152 and 0428-153.

CMP:	Major SOV Capacity	Adding Subcorr(s): 2B, 3D
Municipalities:	Bellmawr Borough; Mount Ephraim Borough	DVRPC Planning Area: Developed Community
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	McCleerey, John	Degrees of Disadvantage: 2
Mileposts:	26.41 - 27.8	Sponsor: NJDOT
Improvement Type:	Roadway New Capacity	
	This project may be suitable for ITS treatments.	

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON NHPP						80.000				
CON NHPP							60.000			
CON NHPP								60.000		
Fiscal Year Total						80.000	60.000	60.000		
	Total FY2014-2017				Total Later FY2018-2023			200.000		

Total for Camden:

135.619	67.591	84.835	114.755	103.600	197.280	85.477	60.900	0.100	0.900
Total FY2014-2017			402.800	Total Later FY2018-2023			448.257		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# D9807 Gloucester County Bus Purchase

AQCODE: M10

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Gloucester County by the Gloucester Division of Transportation Services (DTS). All are independent community transportation services meeting a variety of needs of their residents. Trip purposes served by these community transit providers include employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles.

CMP: Not SOV Capacity Adding

Municipalities: Various
 CIS Program Subcategory: Local Aid
 Project Manager: Primich, Norma (NJT)
 Mileposts: N/A
 Improvement Type: Transit Improvements
 This project may be suitable for ITS treatments.

DVRPC Planning Area:
 CIS Program Category: Local System Support
 Degrees of Disadvantage:
 Sponsor: Gloucester County

TIP Program Years (\$ millions) **Later Fiscal Years (\$ millions)**

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON CMAQ	0.070									
CON CMAQ		0.070								
CON CMAQ			0.070							
CON CMAQ				0.070						
CON CMAQ					0.070					
CON CMAQ						0.070				
CON CMAQ							0.070			
CON CMAQ								0.070		
CON CMAQ									0.070	
CON CMAQ										0.070
Fiscal Year Total	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070
	Total FY2014-2017			0.280	Total Later FY2018-2023				0.420	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# D1203 Gloucester County Multi-Purpose Trail Extension

AQCODE: A2

The project will extend the multi-purpose trail that runs from Glassboro to Williamstown along the former railroad right-of-way to the Elk Township recreational complex, and Elk Township's trail (Elephant Swamp Trail) that runs towards Salem County. The project would not only link to the existing trail that ends at Delsea Drive in Glassboro but also look to link to other facilities such as Rowan University and the Rowan Boulevard project. The trail link to Rowan University would end on campus near Girard Avenue in Glassboro at the future site of the light rail train station that would connect to the City of Woodbury and onward to Philadelphia. A portion of the former rail right-of-way on the easterly side of Route 55 is owned largely by Elk Township. Linking to the existing Elk Township Recreational Complex would involve using the existing bridge on Whig Lane Road (CR619) across Route 55, as well as utilizing a portion of the State highway right-of-way of Route 55 (on the other side of the existing fence away from the highway, separated from any traffic). A small trail bridge is planned across a branch of Still Run along the Route 55 ROW. The southerly link to the Elk Township Recreational Park connects to the Elephant Swamp Trail which extends into Salem County. The project would have the ability to link to existing and planned transit facilities such as: NJ Transit 463 Bus Route in Williamstown on an existing portion of the trail which has connections to NJ Transit's Avondale facility in Camden County (connections to Camden, Philadelphia and Atlantic City); NJ Transit 408 Bus Route in Glassboro at the project beginning of the trail on Route 47 which connects Philadelphia to Millville; the northern terminus of the planned trail at Rowan University in Glassboro would provide a future light rail connection to the City of Woodbury as well as to the Cities of Camden and Philadelphia; and a bike lane link is also planned along a light rail trail spur by the Borough of Glassboro to the Glassboro Arts District along High Street.

CMP:

Municipalities: Glassboro Borough; Elk Township
 CIS Program Subcategory: Local System Support
 Project Manager:
 Mileposts:
 Improvement Type: Bicycle/Pedestrian Improvement

DVRPC Planning Area: Growing Suburb; Rural Area
 CIS Program Category: Local System Support
 Degrees of Disadvantage:
 Sponsor: Gloucester County

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ROW STATE-DVRPC		0.750								
CON STATE-DVRPC			1.500							
Fiscal Year Total		0.750	1.500							
		Total FY2014-2017		2.250	Total Later FY2018-2023					

DB# D0401 Gloucester County Roadway Safety Improvements

AQCODE: S11

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Local Aid
 Project Manager: Bergeman, Chris
 Mileposts: N/A
 Improvement Type: Roadway Rehabilitation

DVRPC Planning Area:
 CIS Program Category: Local System Support
 Degrees of Disadvantage:
 Sponsor: Gloucester County

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON STATE-DVRPC			0.600							
CON STP-STU					0.700					
CON STP-STU							0.800			
CON STP-STU									0.800	
Fiscal Year Total			0.600		0.700		0.800		0.800	
		Total FY2014-2017		0.600	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 12306 **Route 42, Ardmore Ave to Camden County Line, Pavement** *NEW*

AQCODE: S10 This project will undergo pavement resurfacing, rehabilitation, and reconstruction within the entire length of the project. The project will update the ADA requirements.

CMP:
 Municipalities: Washington Township DVRPC Planning Area: Developed Community
 CIS Program Subcategory: CIS Program Category: Road Assets
 Project Manager: Maevisky, Andrew Degrees of Disadvantage:
 Mileposts: 3.4-6.6; 3.4-6.1 Sponsor:
 Improvement Type: Roadway Rehabilitation

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE NHPP	0.800									
DES NHPP		1.500								
ROW NHPP			0.500							
CON NHPP				15.400						
Fiscal Year Total	0.800	1.500	0.500	15.400						
	Total FY2014-2017			18.200	Total Later FY2018-2023					

DB# 13333 **Route 47, CR 690 to Howard Street** *NEW*

AQCODE: S10 Initiated from the Pavement Management System, this project will resurface various locations of the roadway within the project limits.

CMP:
 Municipalities: Franklin Township; Clayton Borough DVRPC Planning Area: Rural Area; Growing Suburb
 CIS Program Subcategory: CIS Program Category: Road Assets
 Project Manager: Inverso, Frank Degrees of Disadvantage:
 Mileposts: 50.39 - 59.7 Sponsor: NJDOT
 Improvement Type: Roadway Rehabilitation

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON STATE		2.929								
Fiscal Year Total		2.929								
	Total FY2014-2017			2.929	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 12305 **Route 47, Grove St. to Route 130, Pavement** **NEW**

AQCODE: S10 The project will undergo pavement rehabilitation and reconstruction within the entire length of the project. The project will update the ADA requirements, and correct a culvert which causes a flooding condition.

CMP:
Municipalities: Glassboro Borough; Westville Borough; Deptford Township DVRPC Planning Area: Growing Suburb; Developed Community
CIS Program Subcategory: CIS Program Category: Road Assets
Project Manager: Maevsky, Andrew Degrees of Disadvantage:
Mileposts: 62.3-75.2 Sponsor: NJDOT
Improvement Type: Roadway Rehabilitation

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
PE STP	1.000										
DES STP		1.700									
ROW STP		2.400									
CON STP				16.735							
CON STP					4.365						
Fiscal Year Total	1.000	4.100		16.735	4.365						
	Total FY2014-2017			21.835	Total Later FY2018-2023				4.365		

DB# 97049 **Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)**

AQCODE: S10 This project will provide for resurfacing of the roadway as well as corner cutbacks, shoulder improvement and conversion of the existing flasher to a full traffic signal. This project will be bicycle/pedestrian compatible.

CMP: Not SOV Capacity Adding
Municipalities: Elk Township DVRPC Planning Area: Rural Area
CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief
Project Manager: Mottola, Victor Degrees of Disadvantage: 1
Mileposts: 18.55 - 18.75 Sponsor: NJDOT
Improvement Type: Intersection/Interchange Improvements

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CON STP		2.840									
Fiscal Year Total		2.840									
	Total FY2014-2017			2.840	Total Later FY2018-2023						

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 11414

Route 130, Plant Street to High Hill Road (CR 662)

NEW

AQCODE: S10

The existing pavement is in poor condition within the project limits, exhibiting low to high severity fatigue cracking, deteriorated patches, potholes, raveling, rutting, bleeding, block cracking, transverse and longitudinal cracking, construction joint deterioration, and isolated shoving. The project will undergo pavement resurfacing within the entire length of the project. The project will identify and repair deficient pavement. The project has been identified as a reconstruction project.

Based on field testing, for the majority of the mainline and shoulders the proposed recommendation includes milling and paving and raising the roadway by 1 inch in some sections. There is also a short section (MP 0.84 to MP 1.09), which requires reconstruction.

The project will also include upgrade of all curb ramps & midblock cross walks that do not meet current ADA criteria.

CMP:
 Municipalities: Logan Township
 CIS Program Subcategory: Road Assets
 Project Manager: Kasbekar, Mike
 Mileposts: 0.2-10.98
 Improvement Type: Roadway Rehabilitation
 DVRPC Planning Area: Growing Suburb
 CIS Program Category: Road Assets
 Degrees of Disadvantage:
 Sponsor: NJDOT

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES NHPP		0.300								
CON NHPP			1.520							
Fiscal Year Total		0.300	1.520							
	Total FY2014-2017			1.820	Total Later FY2018-2023					

DB# 98344 **Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation**

AQCODE: S19

This project will provide for the proposed replacement of the existing structure (vertical lift bridge) and associated roadway approach improvements. This project will not address other operational or geometric improvements.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 7A
 Municipalities: Logan Township DVRPC Planning Area: Growing Suburb
 CIS Program Subcategory: Bridge Preservation CIS Program Category: Bridge Assets
 Project Manager: Inverso, Frank Degrees of Disadvantage: 0
 Mileposts: 11.80 - 12.80 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ROW NHPP	0.932									
CON NHPP		30.755								
CON NHPP			22.246							
Fiscal Year Total	0.932	30.755	22.246							
	Total FY2014-2017			53.933	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 09327 **Route 168, Bridge over Big Timber Creek**

AQCODE: S19

The project will replace the existing bridge (Structure No. 0819150) carrying Route 168 over Big Timber Creek.
The new Bridge will maintain the one lane, shoulder and sidewalk for the northbound direction, and two (2) lanes, shoulder and sidewalk in the southbound direction.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 3D
Municipalities:	Washington Township	DVRPC Planning Area: Rural Area
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Maevsky, Andrew	Degrees of Disadvantage: 0
Mileposts:	0.75	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES NHPP		1.500								
ROW STATE			1.000							
CON NHPP					8.300					
Fiscal Year Total		1.500	1.000		8.300					
		Total FY2014-2017	2.500		Total Later FY2018-2023	8.300				

DB# 07369 **Route 322, Corridor Congestion Relief Project**

LRPID: 94

AQCODE: 2020M

This project involves construction of a bypass route around Mullica Hill. New roadway on new alignment.

CMP:	Major SOV Capacity	Adding Subcorr(s): , 7C
Municipalities:	Harrison Township	DVRPC Planning Area: Growing Suburb
CIS Program Subcategory:	Congestion Relief	CIS Program Category: Local System Support
Project Manager:	Gloucester Co.	Degrees of Disadvantage: 0
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Roadway New Capacity	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STATE	1.500									
ERC STATE		1.500								
ERC STATE			1.500							
ERC STATE				1.000						
ERC STATE					1.000					
Fiscal Year Total	1.500	1.500	1.500	1.000	1.000					
		Total FY2014-2017	5.500		Total Later FY2018-2023	1.000				

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Gloucester

DB# 97112B **Route 322, Kings Highway (CR 551)**

AQCODE: R1

This intersection improvement is a breakout of the Rt. 322 (Commodore Barry Bridge to Rt. 55) concept development study. The proposed improvements will provide for left-turn movements on all approaches and address the vertical curve on Rt. 322. This project is also proposed to be bicycle and pedestrian compatible.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 7A
Municipalities:	Woolwich Township	DVRPC Planning Area: Growing Suburb
CIS Program Subcategory:	Congestion Relief	CIS Program Category: Congestion Relief
Project Manager:	Mottola, Victor	Degrees of Disadvantage: 0
Mileposts:	6.90 - 7.10	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE NHPP	0.400									
DES NHPP		0.800								
CON NHPP				5.600						
Fiscal Year Total	0.400	0.800		5.600						
	Total FY2014-2017			6.800	Total Later FY2018-2023					

Total for Gloucester:

	4.702	47.044	28.936	38.805	14.435	0.070	0.870	0.070	0.870	0.070	
	Total FY2014-2017			119.487	Total Later FY2018-2023						16.385

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 99334 Duck Island Landfill, Site Remediation

AQCODE: S2

The NJDOT completed construction that properly sealed the site of the landfill in 2001. NJ Department of Environmental Protection requires continued monitoring of the site due to contamination levels at the landfill. This monitoring requirement is typical for a landfill with contamination.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 1A
 Municipalities: Hamilton Township DVRPC Planning Area: Developed Community
 CIS Program Subcategory: Quality of Life CIS Program Category: Road Assets
 Project Manager: Campi, John Degrees of Disadvantage: 3
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	0.100										
EC STATE		0.100									
EC STATE			0.100								
EC STATE				0.100							
EC STATE					0.100						
EC STATE						0.100					
EC STATE							0.100				
EC STATE								0.100			
EC STATE									0.100		
EC STATE										0.100	
Fiscal Year Total	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	
	Total FY2014-2017				0.400	Total Later FY2018-2023				0.600	

DB# D0412 Mercer County Roadway Safety Improvements

AQCODE: S11

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP: Not SOV Capacity Adding DVRPC Planning Area:
 Municipalities: Various CIS Program Category: Local System Support
 CIS Program Subcategory: Local Aid Degrees of Disadvantage:
 Project Manager: Kumar, Arun Sponsor: Mercer County
 Mileposts: N/A
 Improvement Type: Roadway Rehabilitation

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CON STATE-DVRPC		0.600									
CON STATE-DVRPC				0.700							
CON STP-STU						0.800					
CON STP-STU								0.800			
CON STP-STU										0.800	
Fiscal Year Total		0.600		0.700		0.800		0.800		0.800	
	Total FY2014-2017				1.300	Total Later FY2018-2023				2.400	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# D0701 Princeton-Hightstown Road Improvements, CR 571

AQCODE: S6

The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximately 1 mile segment connecting them. CR 571 is a major east-west corridor at the northern edge of Mercer County and the Central Jersey Transportation Forum has endorsed the improvement concept. This is a severe safety concern regarding the area where the roadway drops from four lanes to two. Mercer County and West Windsor Township hope to make "Main Street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes and no additional through travel lanes.

CMP: Minor SOV Capacity Adding Subcorr(s): 14B
 Municipalities: West Windsor Township DVRPC Planning Area: Developed Community
 CIS Program Subcategory: Local Aid CIS Program Category: Local System Support
 Project Manager: Kumar, Arun Degrees of Disadvantage: 0
 Mileposts: 40.32 - 40.97 Sponsor: Mercer County
 Improvement Type: Intersection/Interchange Improvements

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES STATE-DVRPC	0.800									
CON STP-STU		3.300								
CON STATE-DVRPC				3.300						
CON STP-STU					3.300					
Fiscal Year Total	0.800	3.300		3.300	3.300					
	Total FY2014-2017		7.400		Total Later FY2018-2023			3.300		

DB# 04316 Route 1 Business, Brunswick Circle to Lake Drive

AQCODE: a2

The purpose of the project is to provide traffic calming along a segment of US Route 1 Business (Brunswick Avenue) in Lawrence Township, Mercer County, NJ, from just north of the Brunswick Circle (MP 0.48) to Lake Drive (MP 1.38). The project will address the community's desire to redevelop this stretch of Route 1B into a pedestrian friendly urban streetscape that promotes business development and aims at slowing traffic speeds, improving and increasing pedestrian connectivity, and providing aesthetic treatments that would help to create a new identity for this section of Route 1B. The improvements include the following elements: reduced-width traveled lanes, parking along the NB shoulder, a wider grassed center median, pedestrian bulb-outs at street corners, pedestrian crosswalk delineation, signalized intersection improvements at Cherry Tree Lane & Slack Avenue, minor drainage modifications, milling/resurfacing, signing/stripping, and construction of a modern roundabout with proposed lighting at the Whitehead Road intersection. Utility relocations and right-of-way acquisition will be required in the vicinity of the proposed roundabout.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 4A, 4B
 Municipalities: Lawrence Township DVRPC Planning Area: Developed Community
 CIS Program Subcategory: Local Aid CIS Program Category: Local System Support
 Project Manager: Campi, John Degrees of Disadvantage: 4
 Mileposts: 0.35 - 1.38 Sponsor: Local Lead
 Improvement Type: Bicycle/Pedestrian Improvement

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON STP-TE		4.302								
Fiscal Year Total		4.302								
	Total FY2014-2017		4.302		Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 01330A **Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass**

AQCODE: 2025M

This project resulted from a Congestion Management Study. Critical concerns are safety/efficiency in the separation of through and local traffic. Widening of Rt. 1 Southbound to 3 through lanes with a 2 lane Collector Distributor (CD) Road is proposed. Driveway access revisions are also included to minimize conflicts.

Operational and safety improvements are proposed in the southbound direction. Critical concerns include the safety/efficiency in the separation of the through and local traffic; safety of the weaving and merge operations on the CD roadway; density of roadside driveways and associated vehicle conflicts; and the inadequate or lack of acceleration/deceleration lanes at Quaker Bridge Mall ramps.

CMP: Minor SOV Capacity Adding Subcorr(s): 4B
 Municipalities: Lawrence Township; West Windsor Township DVRPC Planning Area: Developed Community
 CIS Program Subcategory: Safety CIS Program Category: Safety Management
 Project Manager: Campi, John Degrees of Disadvantage: 3
 Mileposts: 7.61 - 8.69 Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ROW NHPP	3.500									
CON NHPP			10.665							
Fiscal Year Total	3.500		10.665							
	Total FY2014-2017		14.165		Total Later FY2018-2023					

DB# 13326 **Route 27, Riverside Drive W to Vliet Road** *NEW*

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface various locations of the northbound direction and various locations of the southbound direction.

CMP:
 Municipalities: Princeton Borough DVRPC Planning Area: Developed Community
 CIS Program Subcategory: Road Assets
 Project Manager: Hameed, Omar Degrees of Disadvantage:
 Mileposts: 1.43 - 8.61 Sponsor: NJDOT
 Improvement Type: Roadway Rehabilitation

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON STATE	0.800									
Fiscal Year Total	0.800									
	Total FY2014-2017		0.800		Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 07319B Route 29, Cass Street to Calhoun Street, Drainage

AQCODE: S2

This project is a breakout of Route 29, Drainage Improvements (DB# 07319). Flooding and drainage problems have been reported along Route 29 in the southern section of the original parent project. Based on available information, it is perceived that storm sewer systems and the Delaware River are primary causes of the flooding. Approximately 14 Tideflex valves and a flood wall extension of about 200 feet in length would address flooding by preventing the Delaware River from backing up into the existing storm sewer pipe systems within the Route 29 right-of-way. With these improvements, various locations of the roadway will be protected from events ranging between the 15 and 50-year floods in the river's main channel.

CMP:

Municipalities:	Trenton City	DVRPC Planning Area:	Core City
CIS Program Subcategory:		CIS Program Category:	Road Assets
Project Manager:	Birch, William	Degrees of Disadvantage:	
Mileposts:	2.94 - 4.34	Sponsor:	
Improvement Type:	Roadway Rehabilitation		

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE STP	0.350									
DES STP			0.850							
ROW STP				0.100						
CON STP						3.000				
Fiscal Year Total	0.350	0.850	0.100		3.000					
	Total FY2014-2017			1.300	Total Later FY2018-2023			3.000		

DB# 11358 Route 29, Drainage Ditch Culvert, Hopewell Twp.

NEW

AQCODE: S6

Based on the Structural Re-Evaluation Report, the overall condition of the structure is poor due to extensive large spalls (up to 2" deep) with exposed rusted rebars, wide crack and incipient spalls in the original east culvert section road slab and in the sidewalks. The proposed will consist of repairing the box culvert using the Shotcrete method.

CMP:

Municipalities:	Hopewell Township	DVRPC Planning Area:	Rural Area
CIS Program Subcategory:		CIS Program Category:	Bridge Assets
Project Manager:	Hameed, Omar	Degrees of Disadvantage:	
Mileposts:	16.21	Sponsor:	NJDOT
Improvement Type:	Roadway Rehabilitation		

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON STATE				0.506						
Fiscal Year Total				0.506						
	Total FY2014-2017			0.506	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 08355 Route 31, Bridge over CSX Railroad

AQCODE: S19

The project includes replacement of the bridge over CSX Railroad, a new pavement box will be constructed several hundred feet either side of the bridge and replacement of the culvert at Seminary Creek.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 8C
 Municipalities: Hopewell Township; Pennington Borough DVRPC Planning Area: Rural Area; Developed Community
 CIS Program Subcategory: Bridge Preservation CIS Program Category: Bridge Assets
 Project Manager: Campi, John Degrees of Disadvantage: 1
 Mileposts: 7.07 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement

Phase Fund	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ROW NHPP	0.250									
CON NHPP			6.950							
Fiscal Year Total	0.250		6.950							
	Total FY2014-2017			7.200	Total Later FY2018-2023					

DB# 159A Route 31, Pennington Circle Safety Improvements

AQCODE: S2

The project is a breakout of the Rt. 31 TDD project (DB 159). The project will evaluate and begin to develop measures to improve safety at the Pennington Circle. Limits of the project will also include appropriate lengths of CR 546 and CR 640, which intersect the circle. The Pennington Circle is the site of frequent vehicle crashes, and is ranked 98th on the statewide list of top "High Crash Frequency and Severity" intersections. It is a significant safety concern for Hopewell Township officials and residents. The project focuses on improving safety. Signing and striping changes are included as part of the improvement.

CMP: Minor SOV Capacity Adding Subcorr(s): 8B
 Municipalities: Hopewell Township DVRPC Planning Area: Rural Area
 CIS Program Subcategory: Safety CIS Program Category: Safety Management
 Project Manager: Campi, John Degrees of Disadvantage: 0
 Mileposts: 6.09 Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON HSIP	1.000									
Fiscal Year Total	1.000									
	Total FY2014-2017			1.000	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 11309 **Route 130, Westfield Ave. to Main Street** **NEW**

AQCODE: S10 Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 6A
Municipalities:	East Windsor Township	DVRPC Planning Area: Growing Suburb
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Campi, John	Degrees of Disadvantage:
Mileposts:	67.8 - 72.8	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE NHPP	0.400									
DES NHPP		0.500								
CON NHPP			7.123							
Fiscal Year Total	0.400	0.500	7.123							
	Total FY2014-2017			8.023	Total Later FY2018-2023					

DB# L064 **Route 206, South Broad Street Bridge over Assumpink Creek**

AQCODE: S19 This project provides for the removal of the two existing arch extensions to the original stone arch bridge. The original arch will then be widened to the downstream side with a modern structure. The new structure will carry all vehicular traffic as the traffic pattern will be shifted slightly downstream. The area above the original center arch will no longer carry vehicular traffic, but will be used as a pedestrian walkway. Context Sensitive Design techniques will be used to assimilate the new structure into this historic area.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 8A
Municipalities:	Trenton City	DVRPC Planning Area: Core City
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Local System Support
Project Manager:	Gandhi, Anupam I.	Degrees of Disadvantage: 7
Mileposts:	42.70	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES NHPP	0.900									
CON STATE		7.562								
Fiscal Year Total	0.900	7.562								
	Total FY2014-2017			8.462	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 95040 Route 206, Whitehorse Circle (CR 533, 524)

AQCODE: S2 This project is to improve safety by constructing a roundabout to eliminate many of the conflict points, thereby reducing the number of crashes, specifically the angle crash type.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 1A, 4A
 Municipalities: Hamilton Township DVRPC Planning Area: Developed Community
 CIS Program Subcategory: Safety CIS Program Category: Safety Management
 Project Manager: Birch, William Degrees of Disadvantage: 2
 Mileposts: 38.81 - 39.95 Sponsor: NJDOT
 Improvement Type: Intersection/Interchange Improvements
 This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE HSIP	0.500									
DES HSIP		0.500								
ROW STATE			0.200							
CON HSIP					2.920					
Fiscal Year Total	0.500	0.500	0.200		2.920					
	Total FY2014-2017			1.200	Total Later FY2018-2023			2.920		

DB# 06358 Route 295, Northbound Approach to Route 1 Exits, ITS Improvements

AQCODE: s7 During rush hours, especially the AM peak hours, the exit from I-295 northbound to Rt. 1 is insufficient for the amount of traffic, causing backups in the through lanes of I-295 northbound which creates an operational and safety problem. Reconstruction of the interchange and interstate to expand the capacity of the exit could be costly and adversely impact the environment as well as adjacent properties. An interim improvement is proposed to allow the use of the I-295 northbound shoulder to extend the storage for the deceleration lane. To minimize the loss of the shoulder, it is proposed to use ITS technologies to open the shoulder for deceleration use only when needed and then return it to use as a shoulder when not needed. Technologies would include methods of detection when backups are imminent and providing the information to the traveling public that the shoulder is open for use.

CMP: Minor SOV Capacity Adding Subcorr(s): 4B
 Municipalities: Lawrence Township DVRPC Planning Area: Developed Community
 CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief
 Project Manager: Bousenberry, Bob Degrees of Disadvantage: 2
 Mileposts: 67.00 - 67.50 Sponsor: NJDOT
 Improvement Type: Signal/ITS Improvements
 This project contains ITS elements.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON CMAQ				1.400						
Fiscal Year Total				1.400						
	Total FY2014-2017			1.400	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Mercer

DB# 99362 Trenton Amtrak Bridges

AQCODE: S19

This project will rehabilitate the Chestnut Avenue, Monmouth Street and East State Street Orphan Bridges over Amtrak. The bridges will be rehabilitated on the existing alignment and will maintain the same cross section. Minor curb, sidewalk and repaving within the existing curblines will be done at the bridge approaches. Profile changes are limited to minimize impact to utilities, lighting, drainage and right of way.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 9A
Municipalities:	Trenton City	DVRPC Planning Area: Core City
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Bridge Assets
Project Manager:	Campi, John	Degrees of Disadvantage: 8
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES STATE-DVRPC	2.450									
ROW STATE-DVRPC		2.800								
CON STATE-DVRPC				7.930						
CON STATE-DVRPC					19.421					
CON STATE-DVRPC						21.879				
Fiscal Year Total	2.450	2.800		7.930	19.421	21.879				
	Total FY2014-2017			13.180	Total Later FY2018-2023			41.300		

Total for Mercer:

11.050	19.664	25.888	14.036	22.441	29.079	0.100	0.900	0.100	0.900
Total FY2014-2017			70.638	Total Later FY2018-2023			53.520		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 03304 Bridge Deck/Superstructure Replacement Program

AQCODE: S19

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Thorn, Scott

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC NHPP	4.000									
ERC NHPP		4.000								
ERC NHPP			4.000							
ERC NHPP				4.000						
ERC NHPP					4.000					
ERC NHPP						4.000				
ERC NHPP							4.000			
ERC NHPP								4.000		
ERC NHPP									4.000	
ERC NHPP										4.000
Fiscal Year Total	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
	Total FY2014-2017			16.000	Total Later FY2018-2023				24.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X242

Crash Reduction Program

AQCODE: S6

This is a comprehensive program of safety improvements designed to improve conditions and locations identified by the Highway Safety Improvement Program. Treatments are intended to reduce nighttime, wet weather, fixed object, and icing crashes. These treatments may include pavement improvements, protection or removal of fixed objects, and utility pole delineation. This program will also develop and implement a systematic approach to the installation of lane and roadway departure technologies such as rumblestrips and rumblestripes, signing, and striping to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and deaths. Additionally, this program will also provide for the development and implementation of quick-turnaround projects at locations which show an excessive occurrence of crashes as well as remediation of those locations.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Safety
 Project Manager: Day, William
 Mileposts: N/A
 Improvement Type: Intersection/Interchange Improvements

DVRPC Planning Area:
 CIS Program Category: Safety Management
 Degrees of Disadvantage:
 Sponsor: NJDOT

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC HSIP	0.720									
EC HSIP		0.720								
EC HSIP			0.720							
EC HSIP				0.720						
EC HSIP					0.720					
EC HSIP						0.720				
EC HSIP							0.720			
EC HSIP								0.720		
EC HSIP									0.720	
EC HSIP										0.720
Fiscal Year Total	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720
	Total FY2014-2017			2.880	Total Later FY2018-2023			4.320		

DB# D0803

DVRPC, Bridge Rehabilitation Program

AQCODE: S19

According to the NJDOT Interim Report on Structurally Deficient Bridges, there are approximately 60 county or municipally owned structurally deficient bridges in the DVRPC region. This line item provides funding to start implementation of a needed rehabilitation program for these structures.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Bridge Preservation
 Project Manager: Schoonmaker, Elizabeth
 Mileposts: N/A
 Improvement Type: Bridge Repair/Replacement

DVRPC Planning Area:
 CIS Program Category: Local System Support
 Degrees of Disadvantage:
 Sponsor: DVRPC

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE-DVRPC			4.000							
EC STP-STU							5.000			
EC STP-STU								5.000		
EC STP-STU									5.000	
EC STP-STU										5.000
Fiscal Year Total			4.000				5.000	5.000	5.000	5.000
	Total FY2014-2017			4.000	Total Later FY2018-2023			20.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# D026 DVRPC, Future Projects

AQCODE: X3

This program provides funding for local projects to be selected by the Delaware Valley Regional Planning Commission, the designated Metropolitan Planning Organization for Burlington, Gloucester, Mercer and Camden counties.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Schoonmaker, Elizabeth

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STATE-DVRPC	9.435									
ERC STP-STU	0.708									
ERC STATE-DVRPC		0.113								
ERC STP-STU		1.080								
ERC STATE-DVRPC			0.136							
ERC STP-STU			0.221							
ERC STATE-DVRPC				0.000						
ERC STP-STU							9.364			
ERC STP-STU								10.364		
ERC STP-STU									9.364	
ERC STP-STU										10.364
Fiscal Year Total	10.143	1.193	0.357	0.000			9.364	10.364	9.364	10.364
	Total FY2014-2017		11.693		Total Later FY2018-2023			39.456		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# D0802 DVRPC, Local ITS Improvements

AQCODE: S7

This project will provide for the installation of ITS improvements on county roadways, such as closed loop traffic signal systems.

CMP: Minor SOV Capacity

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Schoonmaker, Elizabeth

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STP-STU		1.000								
EC STATE-DVRPC			1.300							
EC STATE-DVRPC				1.300						
EC STP-STU					1.300					
EC STP-STU						1.300				
EC STP-STU							1.300			
EC STP-STU								1.300		
EC STP-STU									1.300	
EC STP-STU										1.300
Fiscal Year Total		1.000	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300
		Total FY2014-2017	3.600		Total Later FY2018-2023	7.800				

DB# 10347 Local Aid Consultant Services

AQCODE: X1

Funding for consultant services to assist local public agencies in administering projects and providing oversight to recipients receiving Local Aid funds. Services also include providing overall quality assurance and quality control for the project delivery process.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Seaman, Julie

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STP-STU		0.200								
EC STP-STU				0.200						
EC STP-STU						0.200				
EC STP-STU								0.200		
EC STP-STU										0.200
Fiscal Year Total		0.200		0.200	0.200			0.200		0.200
		Total FY2014-2017	0.400		Total Later FY2018-2023	0.600				

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X065

Local CMAQ Initiatives

AQCODE: X3

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in 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 DVRPC program will contribute to the following projects selected as part of the DVRPC competitive CMAQ Program: Diesel Engine Locomotive Retrofits, Gloucester County CNG Transit Vehicles, Gloucester Marine Terminal Truck Engine Retrofit, Province Line Road Bike Trail, and Haddon Avenue Roadway Improvements.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Quality of Life

CIS Program Category: Congestion Relief

Project Manager: Powers, Eric

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC CMAQ	0.920									
EC CMAQ		0.920								
EC CMAQ			0.920							
EC CMAQ				0.920						
EC CMAQ					0.920					
EC CMAQ						0.920				
EC CMAQ							0.920			
EC CMAQ								0.920		
EC CMAQ									0.920	
EC CMAQ										0.920
Fiscal Year Total	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920
	Total FY2014-2017			3.680	Total Later FY2018-2023				5.520	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X41C1 Local County Aid, DVRPC

AQCODE: X12

This program provides funds allocated to the counties within the DVRPC MPO area for transportation improvements under the NJ Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Tessema, Adnew

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STATE	15.484									
ERC STATE		15.484								
ERC STATE			15.484							
ERC STATE				15.484						
ERC STATE					15.484					
ERC STATE						15.484				
ERC STATE							15.484			
ERC STATE								15.484		
ERC STATE									15.484	
ERC STATE										15.484
Fiscal Year Total	15.484	15.484	15.484	15.484	15.484	15.484	15.484	15.484	15.484	15.484
	Total FY2014-2017			61.936	Total Later FY2018-2023			92.904		

DB# X98C1 Local Municipal Aid, DVRPC

AQCODE: X12

This program provides funds allocated to municipalities in the DVRPC area for transportation improvements under the NJ Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Abuhuzeima, Shukri

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STATE	13.747									
ERC STATE		13.747								
ERC STATE			13.747							
ERC STATE				13.747						
ERC STATE					13.747					
ERC STATE						13.747				
ERC STATE							13.747			
ERC STATE								13.747		
ERC STATE									13.747	
ERC STATE										13.747
Fiscal Year Total	13.747	13.747	13.747	13.747	13.747	13.747	13.747	13.747	13.747	13.747
	Total FY2014-2017			54.988	Total Later FY2018-2023			82.482		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 06326 **Local Project Development Support** *NCODE*
 AQCODE: X1 This program provides NJDOT project management and environmental support to local governments.
 CMP: Not SOV Capacity Adding
 Municipalities: Various DVRPC Planning Area:
 CIS Program Subcategory: Local Aid CIS Program Category: Local System Support
 Project Manager: Abuhuzeima, Shukri Degrees of Disadvantage:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
PLS STP-STU	0.700										
PLS STP-STU		0.700									
PLS STP-STU			0.700								
PLS STP-STU				0.700							
PLS STP-STU					0.700						
PLS STP-STU						0.700					
PLS STP-STU							0.700				
PLS STP-STU								0.700			
PLS STP-STU									0.700		
PLS STP-STU										0.700	
Fiscal Year Total	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	
	Total FY2014-2017			2.800	Total Later FY2018-2023				4.200		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 04314 Local Safety/ High Risk Rural Roads Program

AQCODE: S6

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a short period of time, generally less than 12 months from problem identification to completion of construction. This program also encompasses mandatory federal funding of \$1.7 million per year for High Risk Rural Roads, for safety countermeasures on rural major or minor collector roads, or on rural local roads.

CMP: Not SOV Capacity Adding

Municipalities: Various
 DVRPC Planning Area:
 CIS Program Subcategory: Local Aid
 CIS Program Category: Safety Management
 Project Manager: Abuhuzeima, Shukri
 Degrees of Disadvantage:
 Mileposts: N/A
 Sponsor: Local Lead
 Improvement Type: Intersection/Interchange Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC HSIP	1.000										
ERC HSIP		1.000									
ERC HSIP			1.000								
ERC HSIP				1.000							
ERC HSIP					1.000						
ERC HSIP						1.000					
ERC HSIP							1.000				
ERC HSIP								1.000			
ERC HSIP									1.000		
ERC HSIP										1.000	
Fiscal Year Total	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
	Total FY2014-2017			4.000	Total Later FY2018-2023				6.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X30A Metropolitan Planning

AQCODE: X1

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Powers, Eric

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: MPO

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
PLS PL	2.244										
PLS PL-FTA	0.773										
PLS STP-STU	1.820										
PLS PL		2.244									
PLS PL-FTA		0.773									
PLS STP-STU		1.560									
PLS PL			2.244								
PLS PL-FTA			0.773								
PLS STP-STU			1.410								
PLS PL				2.244							
PLS PL-FTA				0.773							
PLS STP-STU				1.410							
PLS PL					2.244						
PLS PL-FTA					0.773						
PLS STP-STU					1.410						
PLS PL						2.244					
PLS PL-FTA						0.773					
PLS STP-STU						1.410					
PLS PL							2.244				
PLS PL-FTA							0.773				
PLS STP-STU							1.410				
PLS PL								2.244			
PLS PL-FTA								0.773			
PLS STP-STU								1.410			
PLS PL									2.244		
PLS PL-FTA									0.773		
PLS STP-STU									1.410		
PLS PL										2.244	
PLS PL-FTA										0.773	
PLS STP-STU										1.410	
Fiscal Year Total	4.837	4.577	4.427	4.427	4.427	4.427	4.427	4.427	4.427	4.427	
	Total FY2014-2017			18.268	Total Later FY2018-2023					26.562	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# D0407 Ozone Action Program in New Jersey

AQCODE: A1

Through use of public service announcements, promotional items and events, Ozone Action strives to improve the region's air quality by encouraging the use of mobility alternatives that will reduce congestion, warning individuals in advance of "Ozone Action Days," and public education about ozone and actions that will reduce contributions to regional emissions.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Quality of Life

CIS Program Category: Congestion Relief

Project Manager: Mike Boyer

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC CMAQ	0.040									
EC CMAQ		0.040								
EC CMAQ			0.040							
EC CMAQ				0.040						
EC CMAQ					0.040					
EC CMAQ						0.040				
EC CMAQ							0.040			
EC CMAQ								0.040		
EC CMAQ									0.040	
EC CMAQ										0.040
Fiscal Year Total	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040
	Total FY2014-2017			0.160	Total Later FY2018-2023				0.240	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X35A1 Rail-Highway Grade Crossing Program, Federal

AQCODE: S1

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

CMP: Not SOV Capacity Adding

Municipalities: Various
 CIS Program Subcategory: Safety
 Project Manager: Filipowicz, Charles
 Mileposts: N/A
 Improvement Type: Intersection/Interchange Improvements
 This project may be suitable for ITS treatments.

DVRPC Planning Area:
 CIS Program Category: Safety Management
 Degrees of Disadvantage:
 Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC RHC	2.800									
EC RHC		2.800								
EC RHC			2.800							
EC RHC				2.800						
EC RHC					2.800					
EC RHC						2.800				
EC RHC							2.800			
EC RHC								2.800		
EC RHC									2.800	
EC RHC										2.800
Fiscal Year Total	2.800	2.800	2.800	2.800	2.800	2.800	2.800	2.800	2.800	2.800
	Total FY2014-2017			11.200	Total Later FY2018-2023				16.800	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 99327A Resurfacing, Federal

AQCODE: S10

This program provides for the design and construction of pavement resurfacing projects. This line item will be utilized to provide pavement recommendations, survey, aerial photography, photogrammetry, base mapping and engineering needed to prepare contract documents to advertise resurfacing projects as well as provide for contractor services to construct resurfacing projects. Project lists will be developed by using the Pavement Management System and visual inspection of the roadway segments in need of repair.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Gresavage, Sue

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC NHPP				8.000						
ERC STATE				2.070						
ERC NHPP					20.000					
ERC NHPP						20.000				
ERC NHPP							20.000			
ERC NHPP								30.000		
ERC NHPP									30.000	
ERC NHPP										30.000
Fiscal Year Total				10.070	20.000	20.000	20.000	30.000	30.000	30.000
	Total FY2014-2017			10.070	Total Later FY2018-2023			150.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# D0406 **RideECO Mass Marketing Efforts--New Jersey**

AQCODE: A1

This program expands outreach to the general public about the benefits of using transit and the TransitChek Program, focusing on southern New Jersey media outlets. This program seeks to reinforce rider and employer directed advertising and also to reach beyond those traditional markets in order to attract more riders to area transit services. TransitChek is a commuter benefit program offered by participating employers and provides vouchers that can be used to purchase passes, tickets or tokens for transit fares.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Quality of Life

CIS Program Category: Congestion Relief

Project Manager: Mike Boyer

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC CMAQ	0.040										
EC CMAQ		0.040									
EC CMAQ			0.040								
EC CMAQ				0.040							
EC CMAQ					0.040						
EC CMAQ						0.040					
EC CMAQ							0.040				
EC CMAQ								0.040			
EC CMAQ									0.040		
EC CMAQ										0.040	
Fiscal Year Total	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	
	Total FY2014-2017			0.160	Total Later FY2018-2023				0.240		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 01300 RIMIS - Phase II Implementation

AQCODE: S7

Phase II installation and operations of Regional Integrated Multi-modal Information Sharing (RIMIS), a computer message/digital system to notify agencies about incidents or unusual conditions that affect them. This project also helps to extend RIMIS to include DVRPC county roadways.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Ward, John

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STP-STU	0.246									
EC STP-STU		0.246								
EC STP-STU			0.246							
EC STP-STU				0.100						
EC STP-STU					0.100					
EC STP-STU						0.100				
EC STP-STU							0.100			
EC STP-STU								0.100		
EC STP-STU									0.100	
EC STP-STU										0.100
Fiscal Year Total	0.246	0.246	0.246	0.100	0.100	0.100	0.100	0.100	0.100	0.100
	Total FY2014-2017			0.838	Total Later FY2018-2023			0.600		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# X107 Transportation Alternatives Program

AQCODE: X12

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

CMP:

Municipalities:

CIS Program Subcategory: Quality of Life

Project Manager: Abuhuzeima, Shukri

Mileposts: N/A

Improvement Type: Streetscape

DVRPC Planning Area:

CIS Program Category: Local System Support

Degrees of Disadvantage:

Sponsor: NJDOT

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC	TAP	1.501										
ERC	TAP		1.501									
ERC	TAP			1.501								
ERC	TAP				1.501							
ERC	TAP					1.501						
ERC	TAP						1.501					
ERC	TAP							1.501				
ERC	TAP								1.501			
ERC	TAP									1.501		
ERC	TAP										1.501	
Fiscal Year Total		1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	
		Total FY2014-2017			6.004	Total Later FY2018-2023				9.006		

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# D0204 Transportation and Community Development Initiative (TCDI)
DVRPC

AQCODE: X3

The Transportation and Community Development Initiative is a proposed DVRPC funding program targeted to those communities most in need of revitalization assistance. The program would serve to support local planning, design, feasibility studies or other analyses that increase the demand or improve the market for redevelopment and improve the efficiency or enhance the regional transportation network. The fundamental idea is to support early-stage project ideas which are not otherwise eligible for funding through other sources. This program is a component of the DVRPC Work Program.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Schoonmaker, Elizabeth

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STP-STU	1.080									
EC STP-STU		0.080								
EC STP-STU			1.080							
EC STP-STU				0.080	1.080					
EC STP-STU						0.080				
EC STP-STU							1.080			
EC STP-STU								0.080		
EC STP-STU									1.080	
EC STP-STU										0.080
Fiscal Year Total	1.080	0.080	1.080	0.080	1.080	0.080	1.080	0.080	1.080	0.080
	Total FY2014-2017			2.320	Total Later FY2018-2023				3.480	

DVRPC FY2014-2017 TIP for NJ

New Jersey Highway Program

Final Version

Various

DB# 11383

Transportation Management Associations

AQCODE: A1

This program will provide annual funding to the following Transportation Management Associations (TMAs): Keep Middlesex Moving; Hudson, Meadowlink, TransOptions; Ridewise; HART Commuter Information Services; Cross County Connection; and Greater Mercer. The role of the TMAs is to promote statewide Transportation Demand Management (TDM) initiatives to reduce commuter work trips. The TMAs will also deliver programs that include but are not limited to the following; Ridesharing Information Services, Employer TDM Services, Corridor Management Support, Park and Ride Promotion, Traffic Mitigation Projects, Smart Workplaces New Jersey, coordination of transportation services for transportation disadvantaged populations, Transit Development and Promotion, Bicycle and Pedestrian Safety Programs, as well as other incentive and demonstration programs in transportation demand management for commuters.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager:

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

This project may be suitable for ITS treatments.

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STP-STU	2.000									
EC STP-STU		2.000								
EC STP-STU			2.000							
EC STP-STU				2.000						
EC STP-STU					2.000					
EC STP-STU						2.000				
EC STP-STU							2.000			
EC STP-STU								2.000		
EC STP-STU									2.000	
EC STP-STU										2.000
Fiscal Year Total	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
	Total FY2014-2017			8.000	Total Later FY2018-2023				12.000	

Total for Various:

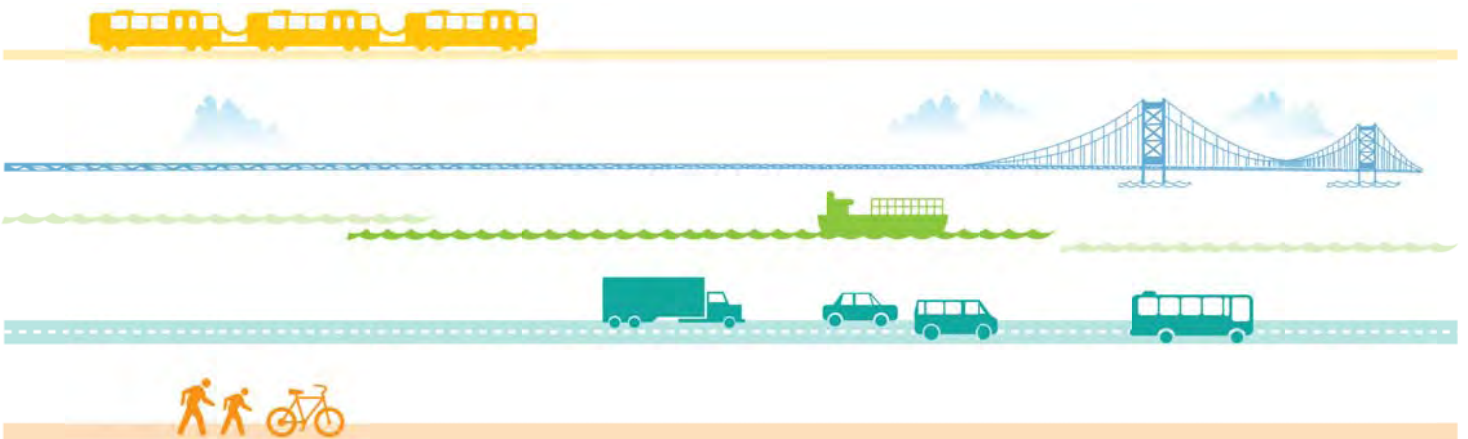
59.258	50.248	54.362	59.129	69.859	69.059	84.223	94.423	94.223	94.423
Total FY2014-2017			222.997	Total Later FY2018-2023				506.210	

NJ TRANSIT PROJECT LISTING

Tab

NEW JERSEY TRANSIT PROGRAM

*for the DVRPC FY2014 TIP
for New Jersey*



NEW JERSEY TRANSIT
(NJ TRANSIT)

FY2014 Transportation Improvement Program for New Jersey
Project Listing and Index
 (By DB#, Program, County/Agency, and Project Name)

DB#	Program	County/Agency	Project Name	Page
T05	NJ TRANSIT	Various	Bridge and Tunnel Rehabilitation	49
T32	NJ TRANSIT	Various	Building Capital Leases	49
T111	NJ TRANSIT	Various	Bus Acquisition Program	50
T06	NJ TRANSIT	Various	Bus Passenger Facilities/Park and Ride	51
T08	NJ TRANSIT	Various	Bus Support Facilities and Equipment	52
T09	NJ TRANSIT	Various	Bus Vehicle and Facility Maintenance/Capital Maintenance	53
T68	NJ TRANSIT	Various	Capital Program Implementation	54
T515	NJ TRANSIT	Various	Casino Revenue Fund	55
T13	NJ TRANSIT	Various	Claims support	56
T16	NJ TRANSIT	Various	Environmental Compliance	57
T20	NJ TRANSIT	Various	Immediate Action Program	58
T199	NJ TRANSIT	Various	Job Access and Reverse Commute Program	59
T95	NJ TRANSIT	Various	Light Rail Infrastructure Improvements	60
T122	NJ TRANSIT	Various	Miscellaneous	61
T53E	NJ TRANSIT	Various	Locomotive Overhaul	61
T44	NJ TRANSIT	Various	NEC Improvements	62
T552	NJ TRANSIT	Various	New Freedom Program	63
T55	NJ TRANSIT	Various	Other Rail Station/Terminal Improvements	63
T121	NJ TRANSIT	Various	Physical Plant	64
T135	NJ TRANSIT	Various	Preventive Maintenance-Bus	65
T39	NJ TRANSIT	Various	Preventive Maintenance-Rail	66
T34	NJ TRANSIT	Various	Rail Capital Maintenance	67
T53G	NJ TRANSIT	Various	Rail Fleet Overhaul	67
T112	NJ TRANSIT	Various	Rail Rolling Stock Procurement	68
T37	NJ TRANSIT	Various	Rail Support Facilities and Equipment	69
T107	NJ TRANSIT	Camden	River LINE LRT	70
T150	NJ TRANSIT	Various	Section 5310 Program	71
T151	NJ TRANSIT	Various	Section 5311 Program	72
T508	NJ TRANSIT	Various	Security Improvements	73
T50	NJ TRANSIT	Various	Signals and Communications/Electric Traction Systems	74
T630	NJ TRANSIT	Camden	SJ BRT/Avandale Park Ride	75
T120	NJ TRANSIT	Various	Small/Special Services Program	76
T88	NJ TRANSIT	Various	Study and Development	77
T500	NJ TRANSIT	Various	Technology Improvements	78
T42	NJ TRANSIT	Various	Track Program	79

DB#	Program	County/Agency	Project Name	Page
T210	NJ TRANSIT	Various	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	80
T300	NJ TRANSIT	Various	Transit Rail Initiatives	81

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T05 Bridge and Tunnel Rehabilitation

AQCODE: M9

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Bridge Assets
 Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	1.193									
ERC	STATE		1.193								
ERC	STATE			1.193							
ERC	STATE				0.998						
ERC	STATE					0.998					
ERC	STATE						1.441				
ERC	STATE							1.441			
ERC	STATE								1.441		
ERC	STATE									1.441	
ERC	STATE										1.441
Fiscal Year Total		1.193	1.193	1.193	0.998	0.998	1.441	1.441	1.441	1.441	1.441
		Total FY2014-2017				Total Later FY2018-2023					
		4.577				8.203					

DB# T32 Building Capital Leases

AQCODE: M1

Funding is provided for capital improvements and lease payment obligations at NJ TRANSIT operating and office installations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Management
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Transportation Support Facilities
 Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CAP	STATE	1.311									
CAP	STATE		1.311								
CAP	STATE			1.311							
CAP	STATE				1.311						
Fiscal Year Total		1.311	1.311	1.311	1.311						
		Total FY2014-2017				Total Later FY2018-2023					
		5.244									

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T111 Bus Acquisition Program

AQCODE: M10

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Mass Transit Assets
 Degrees of Disadvantage:

Unobligated Prior Year Funding		
Year	Fund	Cost
2013	SECT 5307	\$9.513
		\$9.513

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CAP	SECT 5339/5	0.800										
CAP	STATE	29.573										
CAP	SECT 5339/5		0.800									
CAP	STATE		18.711									
CAP	SECT 5339/5			0.247								
CAP	STATE			11.614								
CAP	STATE				26.001							
CAP	STATE					37.367						
CAP	STATE						36.602					
CAP	STATE							34.500				
CAP	STATE								34.500			
CAP	STATE									39.684		
CAP	STATE										39.684	
Fiscal Year Total		30.373	19.511	11.861	26.001	37.367	36.602	34.500	34.500	39.684	39.684	
		Total FY2014-2017		87.746		Total Later FY2018-2023			222.337			

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T06 Bus Passenger Facilities/Park and Ride

AQCODE: R6

This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide.

This program also involves the construction of an improved vehicular ground transportation facility at Frank R. Lautenberg (FRL) Station in Secaucus, NJ. Pedestrian connections to the rail terminal and signage improvements within and outside of the station are also included as part of this project.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Mass Transit Assets
 Degrees of Disadvantage:

Unobligated Prior Year Funding		
Year	Fund	Cost
2012	SECT 5309	\$2.615
		\$2.615

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	0.184									
ERC	STATE		0.184								
ERC	STATE			0.184							
ERC	STATE				0.184						
ERC	STATE					0.184					
ERC	STATE						0.184				
ERC	STATE							0.184			
ERC	STATE								0.184		
ERC	STATE									0.184	
ERC	STATE										0.184
Fiscal Year Total		0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184
Total FY2014-2017				0.736	Total Later FY2018-2023						1.104

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T08 Bus Support Facilities and Equipment

AQCODE: M5

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2012, NJ TRANSIT operated a fleet of just over 2100 buses. 283 buses (14%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 69 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 102 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Mass Transit Assets
 Degrees of Disadvantage:

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	0.577									
ERC	STATE		1.937								
ERC	SECT 5339/5			2.553							
ERC	STATE			1.264							
ERC	SECT 5339/5				2.800						
ERC	STATE				0.558						
ERC	SECT 5339/5					2.800					
ERC	STATE					0.558					
ERC	SECT 5339/5						2.800				
ERC	STATE						1.478				
ERC	SECT 5339/5							2.800			
ERC	STATE							1.478			
ERC	SECT 5339/5								2.800		
ERC	STATE								1.478		
ERC	SECT 5339/5									2.800	
ERC	STATE									1.478	
Fiscal Year Total		0.577	1.937	3.817	3.358	3.358	4.278	4.278	4.278	4.278	4.278
		Total FY2014-2017				Total Later FY2018-2023					
		9.689				24.748					

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T09 Bus Vehicle and Facility Maintenance/Capital Maintenance

AQCODE: M5

Funding is provided for acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with Transportation Trust Fund requirements and expanded eligibility criteria.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2013, NJ TRANSIT operated a fleet of just over 2200 buses. 275 buses (12.5%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 68 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 95 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC	STATE						8.027					
EC	STATE							8.027				
EC	STATE								8.027			
EC	STATE									8.027		
EC	STATE											8.027
Fiscal Year Total							8.027	8.027	8.027	8.027		8.027
		Total FY2014-2017				Total Later FY2018-2023						
						40.135						

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T68 Capital Program Implementation

AQCODE: M1 Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	4.938									
ERC	STATE		4.938								
ERC	STATE			4.938							
ERC	STATE				4.938						
ERC	STATE					4.938					
ERC	STATE						4.938				
ERC	STATE							4.938			
ERC	STATE								4.938		
ERC	STATE									4.938	
ERC	STATE										4.938
Fiscal Year Total		4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938
Total FY2014-2017				19.752	Total Later FY2018-2023						29.628

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T515 Casino Revenue Fund

AQCODE: M1

State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. In the DVRPC region, a combination of fixed route, subscription, and demand responsive services are operated by several county and other service providers. A variety of trip purposes are served, including employment, non-emergency medical, nutrition, personal business, and shopping trips.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: System Preservation

CIS Program Category: Local System Support

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CAP	CASINO REV	4.677									
CAP	CASINO REV		4.677								
CAP	CASINO REV			4.677							
CAP	CASINO REV				4.677						
CAP	CASINO REV					4.677					
CAP	CASINO REV						4.677				
CAP	CASINO REV							4.677			
CAP	CASINO REV								4.677		
CAP	CASINO REV									4.677	
CAP	CASINO REV										4.677
Fiscal Year Total		4.677	4.677	4.677	4.677	4.677	4.677	4.677	4.677	4.677	4.677
		Total FY2014-2017			18.708	Total Later FY2018-2023					28.062

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T13

Claims support

AQCODE: M1

Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC	STATE	0.460										
EC	STATE		0.460									
EC	STATE			0.460								
EC	STATE				0.460							
EC	STATE					0.460						
EC	STATE						0.460					
EC	STATE							0.460				
EC	STATE								0.460			
EC	STATE									0.460		
EC	STATE										0.460	
Fiscal Year Total		0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460
		Total FY2014-2017			1.840	Total Later FY2018-2023					2.760	

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T16 Environmental Compliance

AQCODE: M1

Funding is provided for compliance with environmental regulations at both bus and rail facilities includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Mass Transit Assets
 Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	0.690									
ERC	STATE		0.690								
ERC	STATE			0.690							
ERC	STATE				0.690						
ERC	STATE					0.690					
ERC	STATE						0.690				
ERC	STATE							0.690			
ERC	STATE								0.690		
ERC	STATE									0.690	
ERC	STATE										0.690
Fiscal Year Total		0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
		Total FY2014-2017		2.760	Total Later FY2018-2023			4.140			

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T20 Immediate Action Program

AQCODE: M1

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Mass Transit Assets
 Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	2.227									
ERC	STATE		2.272								
ERC	STATE			2.320							
ERC	STATE				2.369						
ERC	STATE					2.420					
ERC	STATE						2.474				
ERC	STATE							2.529			
ERC	STATE								2.586		
ERC	STATE									2.646	
ERC	STATE										2.646
Fiscal Year Total		2.227	2.272	2.320	2.369	2.420	2.474	2.529	2.586	2.646	2.646
		Total FY2014-2017			9.188	Total Later FY2018-2023				15.301	

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T199 Job Access and Reverse Commute Program

AQCODE: 20150

Funding is provided to continue the Job Access and Reverse Commute (JARC) program with non-federal funds. Moving Ahead for Progress in the 21st Century (MAP-21) eliminated the requirement for dedicated Federal funding for JARC.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Expansion

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Local System Support

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2012	SECT 5316	\$0.920
2012	MATCH	\$0.920
		<u>\$1.840</u>

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
SWI	MATCH	0.989									
SWI	OPER	0.989									
SWI	MATCH		0.989								
SWI	OPER		0.989								
SWI	MATCH			0.989							
SWI	OPER			0.989							
SWI	MATCH				0.989						
SWI	OPER				0.989						
SWI	MATCH					0.989					
SWI	OPER					0.989					
SWI	MATCH						0.989				
SWI	OPER						0.989				
SWI	MATCH							0.989			
SWI	OPER							0.989			
SWI	MATCH								0.989		
SWI	OPER								0.989		
SWI	MATCH									0.989	
SWI	OPER										0.989
Fiscal Year Total		1.978	1.978	1.978	1.978	1.978	1.978	1.978	1.978	1.978	1.978
		Total FY2014-2017				Total Later FY2018-2023					
		7.912				11.868					

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T95 Light Rail Infrastructure Improvements

AQCODE: M5

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements. Funding is also provided for NLR Infrastructure and River Line capital asset replacement. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	2.500									
ERC	STATE		2.650								
ERC	STATE			3.250							
ERC	STATE				2.000						
ERC	STATE					2.000					
ERC	STATE						2.300				
ERC	STATE							2.300			
ERC	STATE								2.300		
ERC	STATE									2.300	
ERC	STATE										2.300
Fiscal Year Total		2.500	2.650	3.250	2.000	2.000	2.300	2.300	2.300	2.300	2.300
		Total FY2014-2017			10.400	Total Later FY2018-2023				13.500	

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T53E Locomotive Overhaul

AQCODE: M3

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CAP	STATE	1.383										
CAP	STATE		2.540									
CAP	STATE			1.212								
CAP	STATE				1.704							
CAP	STATE					0.296						
CAP	STATE						0.296					
CAP	STATE							0.296				
CAP	STATE								0.296			
CAP	STATE									0.296		
CAP	STATE										0.296	
Fiscal Year Total		1.383	2.540	1.212	1.704	0.296	0.296	0.296	0.296	0.296	0.296	0.296
		Total FY2014-2017				Total Later FY2018-2023						
		6.839				1.776						

DB# T122 Miscellaneous

AQCODE: M1

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC	STATE	0.115										
ERC	STATE		0.115									
ERC	STATE			0.115								
ERC	STATE				0.115							
ERC	STATE					0.115						
ERC	STATE						0.115					
ERC	STATE							0.115				
ERC	STATE								0.115			
ERC	STATE									0.115		
ERC	STATE										0.115	
Fiscal Year Total		0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
		Total FY2014-2017				Total Later FY2018-2023						
		0.460				0.690						

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T44 **NEC Improvements**

AQCODE: M1

"Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for other NJ TRANSIT improvement projects, including associated track and station improvements; platform extensions; and yard improvements. In 2012, average weekday ridership on the Northeast Corridor totaled over 113,000 passenger boardings per day. 2012 Average Weekday Passenger Boardings for the following stations in the DVRPC region were as follows: 4,638 at Trenton Station; 5,019 at Hamilton Station; 1,021 at Princeton Station; 6,816 at Princeton Junction."

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	1.036									
ERC	STATE		1.700								
ERC	STATE			1.700							
ERC	STATE				3.200						
ERC	STATE					3.000					
ERC	STATE						2.750				
ERC	STATE							9.750			
ERC	STATE								9.750		
ERC	STATE									9.750	
ERC	STATE										9.750
Fiscal Year Total		1.036	1.700	1.700	3.200	3.000	2.750	9.750	9.750	9.750	9.750
		Total FY2014-2017				Total Later FY2018-2023					
		7.636				44.750					

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T552 New Freedom Program

AQCODE: M1

This program provides funding to encourage services and facilities improvements to address the transportation needs of persons with disabilities that go beyond those required by the American with disabilities Act. The program provides for associated capital and operating costs to help people with disabilities participate more fully in the workforce and in community life.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Local System Support

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2012	SECT 5317	\$0.526
		\$0.526

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
	NEW FREED	0.000									
Fiscal Year Total		0.000									
Total FY2014-2017					0.000	Total Later FY2018-2023					

DB# T55 Other Rail Station/Terminal Improvements

AQCODE: M8

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage: 8

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	0.164									
ERC	STATE		0.164								
ERC	STATE			0.164							
ERC	STATE				0.164						
ERC	STATE					0.164					
ERC	STATE						2.508				
ERC	STATE							2.508			
ERC	STATE								2.508		
ERC	STATE									2.508	
ERC	STATE										2.508
Fiscal Year Total		0.164	0.164	0.164	0.164	0.164	2.508	2.508	2.508	2.508	2.508
Total FY2014-2017					0.656	Total Later FY2018-2023					12.704

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T121 Physical Plant

AQCODE: M8

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Transportation Support Facilities

Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	0.383									
ERC	STATE		0.383								
ERC	STATE			0.383							
ERC	STATE				0.383						
ERC	STATE					0.383					
ERC	STATE						0.383				
ERC	STATE							0.383			
ERC	STATE								0.383		
ERC	STATE									0.383	
ERC	STATE										0.383
Fiscal Year Total		0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383
		Total FY2014-2017			1.532	Total Later FY2018-2023				2.298	

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T135

Preventive Maintenance-Bus

AQCODE: M3

This program provides for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2008, NJ TRANSIT operated a fleet of just over 2100 buses. 283 buses (14%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 69 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 112 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 102 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

ARRA funds added is for preventive maintenance (\$2,259,000).

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Mass Transit Assets
 Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2013	SECT 5307	\$28.785
		\$28.785

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CAP	SECT 5307	22.623									
CAP	STP-STU	16.000									
CAP	SECT 5307		22.634								
CAP	STP-STU		16.000								
CAP	SECT 5307			22.633							
CAP	STP-STU			16.000							
CAP	SECT 5307				38.323						
CAP	STP-STU				16.000						
CAP	SECT 5307					38.324					
CAP	STP-STU					16.000					
CAP	SECT 5307						37.403				
CAP	SECT 5307							37.403			
CAP	SECT 5307								37.402		
CAP	SECT 5307									37.403	
CAP	SECT 5307										37.403
Fiscal Year Total		38.623	38.634	38.633	54.323	54.324	37.403	37.403	37.402	37.403	37.403
				Total FY2014-2017	170.213					Total Later FY2018-2023	241.338

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T39 Preventive Maintenance-Rail

AQCODE: M3

"This program funds the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only. In 2012, average weekday ridership on the Northeast Corridor totaled over 113,000 passenger boardings per day. 2012 Average Weekday Passenger Boardings for the following stations in the DVRPC region were as follows: 4,638 at Trenton Station; 5,019 at Hamilton Station; 1,021 at Princeton Station; 6,816 at Princeton Junction. Average weekday ridership on the River Line was 8,700 passenger trips in 2012."

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Mass Transit Assets
 Degrees of Disadvantage:

Unobligated Prior Year Funding		
Year	Fund	Cost
2013	SECT 5307	\$2.462
2013	SECT 5337	\$19.989
2012	SECT 5307	\$1.165
		\$23.616

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CAP	SECT 5307	1.811										
CAP	SECT 5337	13.600										
CAP	SECT 5307		1.811									
CAP	SECT 5337		13.600									
CAP	SECT 5307			1.811								
CAP	SECT 5337			13.600								
CAP	SECT 5307				4.684							
CAP	SECT 5337				13.600							
CAP	SECT 5307					4.688						
CAP	SECT 5337					13.600						
CAP	SECT 5307						4.684					
CAP	SECT 5337						13.600					
CAP	SECT 5307							4.684				
CAP	SECT 5337							13.600				
CAP	SECT 5307								4.684			
CAP	SECT 5337								13.600			
CAP	SECT 5307									4.684		
CAP	SECT 5337									13.600		
CAP	SECT 5307										4.684	
CAP	SECT 5337										13.600	
Fiscal Year Total		15.411	15.411	15.411	18.284	18.288	18.284	18.284	18.284	18.284	18.284	18.284
		Total FY2014-2017				Total Later FY2018-2023						
		64.517				109.708						

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T34 Rail Capital Maintenance

AQCODE: M9

The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.

In 2012, average weekday ridership on the Northeast Corridor totaled over 113,000 passenger boardings per day. 2012 Average Weekday Passenger Boardings for the following stations in the DVRPC region were as follows: 4,638 at Trenton Station; 5,019 at Hamilton Station; 1,021 at Princeton Station; 6,816 at Princeton Junction.

Expenditures are for costs of projects in specific years only.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CAP	STATE						3.744				
CAP	STATE							3.744			
CAP	STATE								3.744		
CAP	STATE									3.744	
CAP	STATE										3.744
Fiscal Year Total						3.744	3.744	3.744	3.744	3.744	3.744
		Total FY2014-2017				Total Later FY2018-2023			18.720		

DB# T53G Rail Fleet Overhaul

AQCODE: M3

"This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards. Rail vehicles operated in the DVRPC region include diesel locomotives, electric locomotives, Comet and MultiLevel coaches and EMUs. This project is funded under the provisions of Section 13 of P.L. 1995, c.10"

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CAP	STATE	2.675									
CAP	STATE		1.069								
CAP	STATE			1.041							
CAP	STATE				0.058						
CAP	STATE					0.878					
CAP	STATE						0.058				
CAP	STATE							0.058			
CAP	STATE								0.058		
CAP	STATE									0.058	
CAP	STATE										0.058
Fiscal Year Total		2.675	1.069	1.041	0.058	0.878	0.058	0.058	0.058	0.058	0.058
		Total FY2014-2017				Total Later FY2018-2023			1.168		

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T112 Rail Rolling Stock Procurement

AQCODE: M10

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

CMAQ:

Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of Multi-Level Coaches and Multi-Level EMU vehicles. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Mass Transit Assets
 Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2013	SECT 5307	\$4.979
		\$4.979

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CAP	SECT 5307	21.993									
CAP	STATE	0.769									
CAP	SECT 5307		22.193								
CAP	STATE		0.739								
CAP	SECT 5307			20.743							
CAP	STATE			0.757							
CAP	SECT 5307				2.793						
CAP	STATE				0.638						
CAP	SECT 5307					2.790					
CAP	STATE					0.724					
CAP	SECT 5307						2.787				
CAP	STATE						0.559				
CAP	SECT 5307							2.788			
CAP	STATE							0.062			
CAP	SECT 5307								2.786		
CAP	STATE								0.062		
CAP	SECT 5307									1.225	
CAP	STATE									0.062	
CAP	STATE										0.062
Fiscal Year Total		22.762	22.932	21.500	3.431	3.514	3.346	2.850	2.848	1.287	0.062
		Total FY2014-2017			70.625	Total Later FY2018-2023					13.907

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T37 Rail Support Facilities and Equipment

AQCODE: M9

This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for systemwide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage: 7

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	0.215									
ERC	STATE		0.245								
ERC	STATE			0.215							
ERC	STATE				1.367						
ERC	STATE					2.792					
ERC	SECT 5307						1.303				
ERC	STATE						2.478				
ERC	SECT 5307							1.303			
ERC	STATE							5.081			
ERC	SECT 5307								1.303		
ERC	STATE								3.604		
ERC	SECT 5307									2.033	
ERC	STATE									1.810	
ERC	SECT 5307										3.258
ERC	STATE										0.579
Fiscal Year Total		0.215	0.245	0.215	1.367	2.792	3.781	6.384	4.907	3.843	3.837
		Total FY2014-2017		2.042	Total Later FY2018-2023			25.544			

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T107 River LINE LRT

AQCODE: M1

This element provides funding for the River LINE LRT project from Camden to Trenton for annual EDA debt service payments required until FY19. Project cost of the River LINE is \$1.0 billion. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

Degrees of Disadvantage: 6

Mileposts:

Improvement Type: Transit Improvements

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	52.370									
ERC	STATE		51.809								
ERC	STATE			51.228							
ERC	STATE				50.616						
ERC	STATE					49.982					
ERC	STATE						41.345				
Fiscal Year Total		52.370	51.809	51.228	50.616	49.982	41.345				
		<u>Total FY2014-2017</u>		206.023		<u>Total Later FY2018-2023</u>			91.327		

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T150 Section 5310 Program

AQCODE: M10

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. MATCH funds are provided from the State.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Local System Support

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2011	SECT 5310	\$1.104
2012	SECT 5310	\$1.104
2013	SECT 5310/STP-STU	\$0.396
2013	SECT 5310	\$1.104
		\$3.708

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CAP	MATCH	0.879									
CAP	SECT 5310	1.656									
CAP	MATCH		0.879								
CAP	SECT 5310		1.656								
CAP	MATCH			0.879							
CAP	SECT 5310			1.656							
CAP	MATCH				0.879						
CAP	SECT 5310				1.656						
CAP	MATCH					0.879					
CAP	SECT 5310					1.656					
CAP	MATCH						0.879				
CAP	SECT 5310						1.656				
CAP	MATCH							0.879			
CAP	SECT 5310							1.656			
CAP	MATCH								0.879		
CAP	SECT 5310								1.656		
CAP	MATCH									0.879	
CAP	SECT 5310									1.656	
Fiscal Year Total		2.535	2.535	2.535	2.535	2.535	2.535	2.535	2.535	2.535	2.535
		Total FY2014-2017				Total Later FY2018-2023					
		10.140				15.210					

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T151 Section 5311 Program

AQCODE: M1

This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Local System Support

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2012	SECT 5311	\$1.449
2012	MATCH	\$1.449
2013	SECT 5311	\$1.449
2013	MATCH	\$1.449
		\$5.796

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CAP	MATCH	0.966										
CAP	SECT 5311	0.966										
CAP	MATCH		0.966									
CAP	SECT 5311		0.966									
CAP	MATCH			0.966								
CAP	SECT 5311			0.966								
CAP	MATCH				0.966							
CAP	SECT 5311				0.966							
CAP	MATCH					0.966						
CAP	SECT 5311					0.966						
CAP	MATCH						0.966					
CAP	SECT 5311						0.966					
CAP	MATCH							0.966				
CAP	SECT 5311							0.966				
CAP	MATCH								0.966			
CAP	SECT 5311								0.966			
CAP	MATCH									0.966		
CAP	SECT 5311										0.966	
Fiscal Year Total		1.932	1.932	1.932	1.932	1.932	1.932	1.932	1.932	1.932	1.932	
		Total FY2014-2017				7.728		Total Later FY2018-2023				11.592

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T508

Security Improvements

AQCODE: M1

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Security

CIS Program Category: Mass Transit Assets

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
SWI	STATE	0.599									
SWI	STATE		0.599								
SWI	STATE			0.599							
SWI	STATE				0.599						
SWI	STATE					0.599					
SWI	STATE						0.599				
SWI	STATE							0.599			
SWI	STATE								0.599		
SWI	STATE									0.599	
SWI	STATE										0.599
Fiscal Year Total		0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599
		Total FY2014-2017			2.396	Total Later FY2018-2023				3.594	

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T50 Signals and Communications/Electric Traction Systems

AQCODE: M6

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC	STATE	0.403										
ERC	STATE		0.858									
ERC	STATE			0.173								
ERC	STATE				0.173							
ERC	STATE					0.173						
ERC	STATE						0.643					
ERC	STATE							0.643				
ERC	STATE								0.643			
ERC	STATE									0.643		
ERC	STATE										0.643	
Fiscal Year Total		0.403	0.858	0.173	0.173	0.173	0.643	0.643	0.643	0.643	0.643	
		Total FY2014-2017				1.607	Total Later FY2018-2023					3.388

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T630

SJ BRT/Avandale Park Ride

LRPID: X

NEW

AQCODE: 2025M

Funding during this TIP period will be used to commence with the early phase of the South Jersey Bus Rapid Transit (SJ BRT) system. Improvements include the addition of 150 new parking spaces to the existing 322 spaces at the Avandale Park and Ride, transit signal priority equipment at key intersections, offboard fare collection systems (e.g., ticket vending machines), dynamic signage at major terminals such as the Avandale Park and Ride and Walter Rand Transportation Center, and the design of enhanced BRT stops that will brand and standardize BRT shelters. This initial project activity will support the long term advancement of the SJBRT system.

When fully completed, the SJ BRT system is expected to serve Gloucester and Camden county residents travelling between Downtown Camden and Center City Philadelphia and the Avandale Park and Ride in Winslow Township, Camden County. The total cost of the SJ BRT is approximately \$46 million. The full SJ BRT line will commence at the Avandale Park and Ride lot and travel on the Atlantic City Expressway, Route 42, I-76, and I-676 to Camden and Philadelphia cities. A branch of the service will also serve a new Park and Ride lot at Delsea Drive in Gloucester County by travelling along Route 55 prior to linking the other branch of service at the merge of Routes 55 and 42.

Funding is also provided for the implementation of the Bus Rapid Transit serving Camden County, NJ including an expanded park/ride, traffic signal priority at select intersections to improve bus vehicle travel speeds, fare collection, and dynamic signage.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP:

Municipalities: Winslow Township
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area: Growing Suburb
 CIS Program Category: Mass Transit Assets
 Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	SECT 5339/5	2.000									
ERC	SECT 5339/5		2.000								
Fiscal Year Total		2.000	2.000								
		Total FY2014-2017		4.000	Total Later FY2018-2023						

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T120 Small/Special Services Program

AQCODE: A1

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Management
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category: Local System Support
 Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2011	SECT 5309	\$1.464
2013	CMAQ/5310	\$0.330
2013	CMAQ/5307	\$0.495
2013	SECT 5307	\$0.100
2012	CMAQ/5307	\$0.600
		\$2.989

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC	SECT 5307	0.100										
EC	STATE	0.984										
EC	SECT 5307		0.100									
EC	STATE		1.009									
EC	SECT 5307			0.100								
EC	STATE			1.009								
EC	SECT 5307				0.100							
EC	STATE				1.925							
EC	SECT 5307					0.100						
EC	STATE					1.925						
EC	SECT 5307						0.100					
EC	STATE						1.925					
EC	SECT 5307							0.100				
EC	STATE							1.925				
EC	SECT 5307								0.100			
EC	STATE								1.925			
EC	SECT 5307									0.100		
EC	STATE									1.925		
EC	SECT 5307										0.100	
EC	STATE										1.925	
Fiscal Year Total		1.084	1.109	1.109	2.025	2.025	2.025	2.025	2.025	2.025	2.025	2.025
		Total FY2014-2017				Total Later FY2018-2023						
		5.327				12.150						

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T88

Study and Development

AQCODE: X1

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 4B, 8A, 15A

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Study & Development

CIS Program Category: Congestion Relief

Project Manager:

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
PLS	STATE	0.996										
PLS	STATE		0.996									
PLS	STATE			1.054								
PLS	STATE				0.996							
PLS	STATE					0.996						
PLS	STATE						0.996					
PLS	STATE							0.996				
PLS	STATE								0.996			
PLS	STATE									0.996		
PLS	STATE										0.996	
Fiscal Year Total		0.996	0.996	1.054	0.996	0.996	0.996	0.996	0.996	0.996	0.996	0.996
		Total FY2014-2017			4.042	Total Later FY2018-2023					5.976	

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T500

Technology Improvements

AQCODE: M5

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC	STATE	4.609										
EC	STATE		7.210									
EC	STATE			9.763								
EC	STATE				5.749							
EC	STATE					5.749						
EC	STATE						5.600					
EC	STATE							5.600				
EC	STATE								5.600			
EC	STATE									6.060		
EC	STATE										6.060	
Fiscal Year Total		4.609	7.210	9.763	5.749	5.749	5.600	5.600	5.600	6.060	6.060	
		Total FY2014-2017			27.331	Total Later FY2018-2023				34.669		

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T42 Track Program

AQCODE: M9

"Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. This project is funded under the provisions of Section 13 of P.L. 1995, c.108."

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	1.054									
ERC	STATE		1.054								
ERC	SECT 5307			0.609							
ERC	STATE			0.445							
ERC	SECT 5307				0.158						
ERC	STATE				0.837						
ERC	SECT 5307					0.199					
ERC	STATE					0.797					
ERC	SECT 5307						0.163				
ERC	STATE						0.832				
ERC	SECT 5307							0.162			
ERC	STATE							0.833			
ERC	SECT 5307								0.165		
ERC	STATE								0.830		
ERC	SECT 5307									0.996	
ERC	SECT 5307										0.996
Fiscal Year Total		1.054	1.054	1.054	0.995	0.996	0.995	0.995	0.995	0.996	0.996
		Total FY2014-2017				Total Later FY2018-2023					
		4.157				5.973					

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

AQCODE: M8

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1C., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Mass Transit Assets

Degrees of Disadvantage:

Unobligated Prior Year Funding

Year	Fund	Cost
2012	SECT 5307	\$0.249
2013	SECT 5307	\$0.437
		<u>\$0.686</u>

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC	SECT 5307-T	0.161										
ERC	SECT 5307-T		0.161									
ERC	SECT 5307-T			0.161								
ERC	SECT 5307-T				0.161							
ERC	SECT 5307-T					0.161						
ERC	SECT 5307-T						0.161					
ERC	SECT 5307-T							0.161				
ERC	SECT 5307-T								0.161			
ERC	SECT 5307-T									0.161		
ERC	SECT 5307-T										0.161	
Fiscal Year Total		0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	
		Total FY2014-2017				0.644	Total Later FY2018-2023					0.966

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - NJ TRANSIT

Final Version

NJ TRANSIT

DB# T300

Transit Rail Initiatives

AQCODE: X1

This program provides funding for transit expansion projects, including new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year. The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars. Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels. This project is funded under the provisions of Section 13 of P.L. 1995, c. 108.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Expansion

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

DVRPC Planning Area:

CIS Program Category: Congestion Relief

Degrees of Disadvantage: 6

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	0.229									
ERC	STATE		0.748								
ERC	STATE			0.517							
ERC	STATE				0.287						
ERC	STATE					0.287					
ERC	STATE						1.207				
ERC	STATE							1.207			
ERC	STATE								1.207		
ERC	STATE									1.207	
ERC	STATE										1.207
Fiscal Year Total		0.229	0.748	0.517	0.287	0.287	1.207	1.207	1.207	1.207	1.207
		Total FY2014-2017			1.781	Total Later FY2018-2023					6.322

Total for NJ TRANSIT:

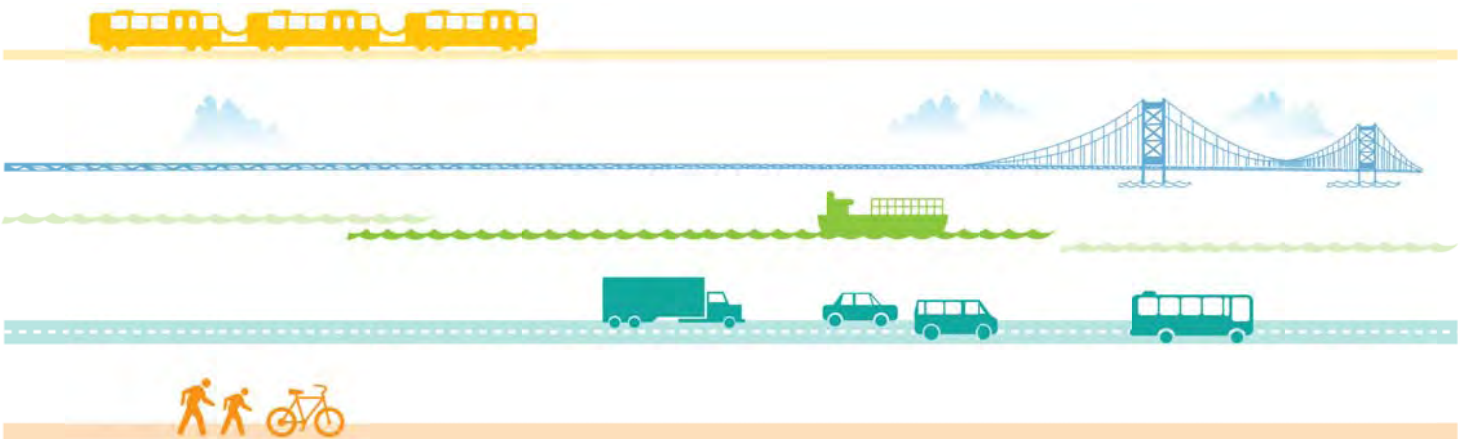
201.847	196.005	187.178	198.061	208.259	198.755	164.470	163.047	166.128	164.897	
Total FY2014-2017			783.091	Total Later FY2018-2023						1,065.556

DRPA/PATCO PROJECT LISTING

Tab

NEW JERSEY TRANSIT PROGRAM

*for the DVRPC FY2014 TIP
for New Jersey*



DELAWARE RIVER PORT AUTHORITY/
PORT AUTHORITY TRANSIT CORPORATION
(DRPA/PATCO)

FY2014 Transportation Improvement Program for New Jersey

Project Listing and Index

(By DB#, Program, County/Agency, and Project Name)

DB#	Program	County/Agency	Project Name	Page
DR046	DRPA/PATCO	Various	DRPA - Rebuild PATCO Cars	82
DR008	DRPA/PATCO	Camden	Electrical Cable Replacement	82
DR015	DRPA/PATCO	Camden	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	83
D0906	DRPA/PATCO	Various	Install Elevators, PATCO	83
DR044	DRPA/PATCO	Various	Lindenwold Yard Tie Renewal and Overall Improvements	84
D1305	DRPA/PATCO	Various	Pedestrian Bridge and Tunnel Rehabilitation	84
DR034	DRPA/PATCO	Various	Preventive Maintenance-PATCO	85
DR038	DRPA/PATCO	DRPA	Relocation of Center Tower	86
DR019	DRPA/PATCO	Camden	Smoke and Fire Control	87
DR036	DRPA/PATCO	Various	Transit Enhancements (PATCO)	88

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA/PATCO

DB# DR046 DRPA - Rebuild PATCO Cars

AQCODE: M10

This project will provide for the replacement of PATCO's existing car fleet, either through new car purchase or complete rebuilding of existing cars.

The following special Federal appropriations were allocated to this project. SAFETEA-LU provided \$10,000,000 under Section 1934 (ID# NJ-261, bal. avail. \$4,310,000) and \$40,000,000 under Section 1701.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: DRPA Improvement
 Project Manager: DRPA
 Mileposts: N/A
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category:
 Degrees of Disadvantage:

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	DRPA	0.800									
EC	SECT 5307	3.200									
EC	DRPA		0.800								
EC	SECT 5307		3.200								
EC	DRPA			0.800							
EC	SECT 5307			3.200							
Fiscal Year Total		4.000	4.000	4.000							
		Total FY2014-2017			12.000	Total Later FY2018-2023					

DB# DR008 Electrical Cable Replacement

AQCODE: M6

This program will provide for systemwide replacement of electrical cable to improve reliability and fire resistance.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: DRPA Improvement
 Project Manager: DRPA
 Mileposts:
 Improvement Type: Transit Improvements

DVRPC Planning Area:
 CIS Program Category:
 Degrees of Disadvantage:

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	DRPA		0.100								
ERC	SECT 5309		0.400								
ERC	DRPA			0.200							
ERC	SECT 5309			0.800							
ERC	DRPA				0.400						
ERC	SECT 5309				1.600						
ERC	DRPA					0.300					
ERC	SECT 5309					1.200					
ERC	DRPA						0.300				
ERC	SECT 5309						1.200				
ERC	DRPA							0.300			
ERC	SECT 5309							1.200			
Fiscal Year Total			0.500	1.000	2.000	1.500	1.500	1.500			
		Total FY2014-2017			3.500	Total Later FY2018-2023			4.500		

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA/PATCO

DB# DR015 Embankment, Fence, and Retaining Wall Restoration/Rehabilitation

AQCODE: M9

This program will address embankment restoration to prevent erosion and preserve drainage control. Project includes fencing and retaining wall rehabilitation or replacement.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: DRPA Improvement

CIS Program Category:

Project Manager: DRPA

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC	DRPA		0.100									
ERC	SECT 5307		0.400									
ERC	DRPA			0.100								
ERC	SECT 5307			0.400								
ERC	DRPA				0.400							
ERC	SECT 5307				1.600							
ERC	DRPA					0.200						
ERC	SECT 5307					0.800						
ERC	DRPA						0.200					
ERC	SECT 5307						0.800					
ERC	DRPA							0.200				
ERC	SECT 5307							0.800				
Fiscal Year Total			0.500	0.500	2.000	1.000	1.000	1.000				
			Total FY2014-2017	3.000		Total Later FY2018-2023	3.000					

DB# D0906 Install Elevators, PATCO

AQCODE: M8

Installation of ADA compliant elevators, beginning at 9th/10th, Locust Street Station, and City Hall Station in Philadelphia; Ferry Avenue Station in New Jersey, and eventually to include all PATCO stations.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: DRPA Improvement

CIS Program Category:

Project Manager: PATCO

Degrees of Disadvantage: 7

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC	DRPA	0.400										
EC	SECT 5309	1.600										
EC	DRPA		0.600									
EC	SECT 5309		2.400									
EC	DRPA			0.540								
EC	SECT 5309			2.160								
EC	DRPA				0.600							
EC	SECT 5309				2.400							
Fiscal Year Total		2.000	3.000	2.700	3.000							
		Total FY2014-2017	10.700			Total Later FY2018-2023						

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA/PATCO

DB# DR044 Lindenwold Yard Tie Renewal and Overall Improvements

AQCODE: M9

This project includes the replacement of ties, rails and turnout components at Lindenwold Yard. Also electrical systems and distribution of the third rail power within the yard will be modified and improved. Up to 4.5 miles of track and 53 turnouts will be replaced.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5C

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: DRPA Improvement

CIS Program Category:

Project Manager: DRPA

Degrees of Disadvantage: 6

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	DRPA	0.650									
ERC	SECT 5309	2.600									
ERC	DRPA		0.800								
ERC	SECT 5309		3.200								
ERC	DRPA			0.600							
ERC	SECT 5309			2.400							
ERC	DRPA				1.000						
ERC	SECT 5309				4.000						
ERC	DRPA					0.500					
ERC	SECT 5309					2.000					
Fiscal Year Total		3.250	4.000	3.000	5.000	2.500					
		Total FY2014-2017			15.250	Total Later FY2018-2023			2.500		

DB# D1305 Pedestrian Bridge and Tunnel Rehabilitation

NEW

AQCODE: A2

This program will provide for preventive repairs of pedestrian bridges and tunnels owned by PATCO, including miscellaneous steel repair, concrete repair, joint filler, and spot paint. Structures to include Haddonfield Station pedestrian bridge (over PATCO); Ashland Station pedestrian bridge (over Evesham Road); Ferry Station West pedestrian tunnel; Ferry Station East pedestrian tunnel; Lindenwold Station pedestrian tunnel; Lindenwold Station pedestrian bridge.

CMP:

DVRPC Planning Area:

Municipalities: Various

CIS Program Category: Mass Transit Assets

CIS Program Subcategory:

Degrees of Disadvantage:

Project Manager:

Mileposts: N/A

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	DRPA	0.300									
EC	SECT 5309	1.200									
Fiscal Year Total		1.500									
		Total FY2014-2017			1.500	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA/PATCO

DB# DR034 Preventive Maintenance-PATCO

AQCODE: M3 This project will provide for preventive maintenance expenses pertaining to activities performed on vehicles and facilities.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: DRPA Improvement

CIS Program Category:

Project Manager: DRPA

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	DRPA	0.070									
ERC	DRPA	0.125									
ERC	DRPA	0.175									
ERC	SECT 5307	0.700									
ERC	SECT 5309	0.500									
ERC	SECT 5340	0.280									
ERC	DRPA		0.150								
ERC	DRPA		0.175								
ERC	DRPA		0.070								
ERC	SECT 5307		0.700								
ERC	SECT 5309		0.600								
ERC	SECT 5340		0.280								
ERC	DRPA			0.175							
ERC	DRPA			0.150							
ERC	DRPA			0.070							
ERC	SECT 5307			0.700							
ERC	SECT 5309			0.600							
ERC	SECT 5340			0.280							
ERC	DRPA				0.150						
ERC	DRPA				0.175						
ERC	DRPA				0.070						
ERC	SECT 5307				0.700						
ERC	SECT 5309				0.600						
ERC	SECT 5340				0.280						
ERC	DRPA					0.175					
ERC	DRPA					0.070					
ERC	DRPA					0.275					
ERC	SECT 5307					0.700					
ERC	SECT 5309					1.000					
ERC	SECT 5340					0.280					
ERC	DRPA						0.070				
ERC	DRPA						0.175				
ERC	DRPA						0.275				
ERC	SECT 5307						0.700				
ERC	SECT 5309						1.000				
ERC	SECT 5340						0.280				
ERC	DRPA							0.070			
ERC	DRPA							0.175			
ERC	DRPA							0.275			
ERC	SECT 5307							0.700			
ERC	SECT 5309							1.000			
ERC	SECT 5340							0.280			
ERC	DRPA								0.175		
ERC	DRPA								0.070		
ERC	DRPA								0.275		
ERC	SECT 5307								0.700		
ERC	SECT 5309								1.000		
ERC	SECT 5340								0.280		

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA/PATCO								
Fiscal Year Total	1.850	1.975	1.975	1.975	2.500	2.500	2.500	
	<u>Total FY2014-2017</u>			7.775	<u>Total Later FY2018-2023</u>			7.500

DB# DR038 Relocation of Center Tower

AQCODE: M8

This program will provide for the fit-out of the second floor of an existing Administration/Center Tower building at Lindenwold for the purpose of relocating Center Tower from Camden to Lindenwold. Additionally, it will provide for the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication. This project contains ITS elements.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 5C
Municipalities: Various DVRPC Planning Area:
CIS Program Subcategory: DRPA Improvement CIS Program Category:
Project Manager: DRPA Degrees of Disadvantage: 6
Mileposts:
Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	DRPA	0.100									
ERC	SECT 5309	0.400									
ERC	DRPA		0.100								
ERC	SECT 5309		0.400								
ERC	DRPA			0.160							
ERC	SECT 5309			0.640							
Fiscal Year Total		0.500	0.500	0.800							
		<u>Total FY2014-2017</u>			1.800	<u>Total Later FY2018-2023</u>					

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA/PATCO

DB# DR019 Smoke and Fire Control

AQCODE: M6 This program will provide smoke and fire control for evacuation of patrons in emergencies.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: DRPA Improvement

CIS Program Category:

Project Manager: DRPA

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	DRPA	0.350									
ERC	SECT 5309	1.400									
ERC	DRPA		0.100								
ERC	SECT 5309		0.400								
ERC	DRPA			0.200							
ERC	SECT 5309			0.800							
ERC	DRPA				0.200						
ERC	SECT 5309				0.800						
ERC	DRPA					0.100					
ERC	SECT 5309					0.400					
ERC	DRPA						0.100				
ERC	SECT 5309						0.400				
Fiscal Year Total		1.750	0.500	1.000	1.000	0.500	0.500				
		Total FY2014-2017			4.250	Total Later FY2018-2023			1.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Transit Program - DRPA/PATCO

Final Version

DRPA/PATCO

DB# DR036 Transit Enhancements (PATCO)

AQCODE: X12

This program will address transit enhancements; specific projects to be determined.

ARRA funds added is for improvements to PATCO Station lighting (\$60,030).

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: DRPA Improvement

CIS Program Category:

Project Manager: DRPA

Degrees of Disadvantage:

Mileposts:

Improvement Type: Transit Improvements

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	DRPA	0.012									
ERC	SECT 5307	0.048									
ERC	DRPA		0.012								
ERC	SECT 5307		0.048								
ERC	DRPA			0.014							
ERC	SECT 5307			0.056							
ERC	DRPA				0.014						
ERC	SECT 5307				0.056						
ERC	DRPA					0.014					
ERC	SECT 5307					0.056					
ERC	DRPA						0.014				
ERC	SECT 5307						0.056				
ERC	DRPA							0.014			
ERC	SECT 5307							0.056			
Fiscal Year Total		0.060	0.060	0.070	0.070	0.070	0.070	0.070			
		Total FY2014-2017			0.260	Total Later FY2018-2023			0.210		

Total for DRPA/PATCO:

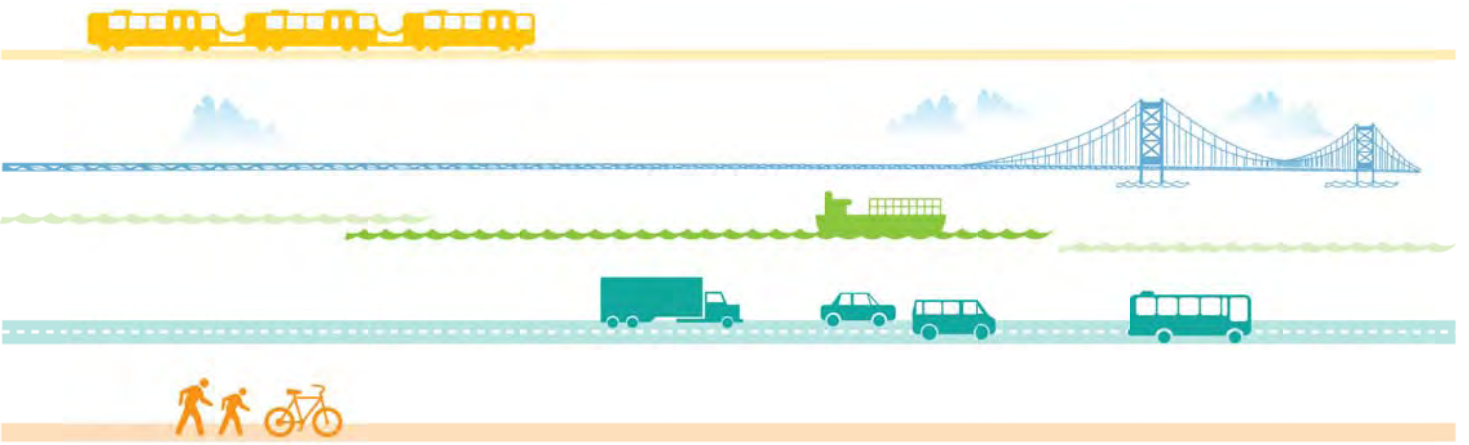
14.910	15.035	15.045	15.045	8.070	5.570	5.070
Total FY2014-2017			60.035	Total Later FY2018-2023		18.710

STATEWIDE HIGHWAY PROJECT LISTING

Tab

NEW JERSEY STATEWIDE HIGHWAY PROGRAM

*for the DVRPC FY2014 TIP
for New Jersey*



FY2014 Transportation Improvement Program for New Jersey
Project Listing and Index

(By DB#, Program, County/Agency, and Project Name)

DB#	Program	County/Agency	Project Name	Page
X12	Statewide	Various	Acquisition of Right of Way	89
11344	Statewide	Various	ADA Curb Ramp Implementation	90
08415	Statewide	Various	Airport Improvement Program	91
13303	Statewide	Various	Automatic Traffic Management System (ATMS)	92
04311	Statewide	Various	Asbestos Surveys and Abatements	92
01335	Statewide	Various	Betterments, Dams	93
X72B	Statewide	Various	Betterments, Roadway Preservation	94
X72C	Statewide	Various	Betterments, Safety	95
X185	Statewide	Various	Bicycle & Pedestrian Facilities/Accommodations	96
03304	Statewide	Various	Bridge Deck/Superstructure Replacement Program	97
98315	Statewide	Various	Bridge Emergency Repair	98
X07A	Statewide	Various	Bridge Inspection	99
X70	Statewide	Various	Bridge Management System	100
13323	Statewide	Various	Bridge Preventive Maintenance	101
08381	Statewide	Various	Bridge Replacement, Future Projects	102
98316	Statewide	Various	Bridge Scour Countermeasures	102
98319	Statewide	Various	Capital Contract Payment Audits	103
02379	Statewide	Various	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	104
02378	Statewide	Various	Congestion Relief, Operational Improvements (Fast Move Program)	105
X180	Statewide	Various	Construction Inspection	106
05304	Statewide	Various	Construction Program IT System (TRNS.PORT)	107
99322A	Statewide	Various	Culvert Inspection Program, Locally-owned Structures	108
99322	Statewide	Various	Culvert Inspection Program, State-owned Structures	108
09316	Statewide	Various	Culvert Replacement Program	109
X142	Statewide	Various	DBE Supportive Services Program	110
X106	Statewide	Various	Design, Emerging Projects	111
05342	Statewide	Various	Design, Geotechnical Engineering Tasks	112
X197	Statewide	Various	Disadvantaged Business Enterprise	112
X154D	Statewide	Various	Drainage Rehabilitation & Improvements	113
X154	Statewide	Various	Drainage Rehabilitation and Maintenance, State	114
X241	Statewide	Various	Electrical Facilities	115
04324	Statewide	Various	Electrical Load Center Replacement, Statewide	116
X75	Statewide	Various	Environmental Investigations	117
03309	Statewide	Various	Environmental Project Support	118

DB#	Program	County/Agency	Project Name	Page
X15	Statewide	Various	Equipment (Vehicles, Construction, Safety)	119
00377	Statewide	Various	Ferry Program	120
X34	Statewide	Various	Freight Program	121
09388	Statewide	Various	Highway Safety Improvement Program Planning	122
13304	Statewide	Various	Intelligent Transportation System Resource Center	123
98333	Statewide	Various	Intersection Improvement Program (Project Implementation)	124
X151	Statewide	Various	Interstate Service Facilities	125
13305	Statewide	Various	Job Order Contracting	126
10347	Statewide	Various	Local Aid Consultant Services	127
X137	Statewide	Various	Legal Costs for Right of Way Condemnation	127
06327	Statewide	Various	Local Aid Grant Management System	128
X186	Statewide	Various	Local Aid, Infrastructure Fund	128
08387	Statewide	Various	Local Bridges, Future Needs	129
X98Z	Statewide	Various	Local Municipal Aid, Urban Aid	129
X196	Statewide	Various	Maintenance & Fleet Management System	130
01309	Statewide	Various	Maritime Transportation System	131
12367	Statewide	Various	Median Crossover Protection Contract #12	131
07332	Statewide	Various	Minority and Women Workforce Training Set Aside	132
13306	Statewide	Various	Mobility and Systems Engineering Program	133
X233	Statewide	Various	Motor Vehicle Crash Record Processing	134
99372	Statewide	Various	Orphan Bridge Reconstruction	135
X28B	Statewide	Various	Park and Ride/Transportation Demand Management Program	136
X51	Statewide	Various	Pavement Preservation	137
06403	Statewide	Various	Pedestrian Safety Improvement Design and Construction	138
06401	Statewide	Various	Pedestrian Safety Improvement Program	139
X29	Statewide	Various	Physical Plant	140
X30	Statewide	Various	Planning and Research, Federal-Aid	141
X140	Statewide	Various	Planning and Research, State	142
X10	Statewide	Various	Program Implementation Costs, NJDOT	143
X135	Statewide	Various	Pre-Apprenticeship Training Program for Minorities and Women	143
10344	Statewide	Various	Project Development: Concept Development and Preliminary Engineering	144
05341	Statewide	Various	Project Enhancements	145
X35A	Statewide	Various	Rail-Highway Grade Crossing Program, State	146
99409	Statewide	Various	Recreational Trails Program	147
X144	Statewide	Various	Regional Action Program	148
X03A	Statewide	Various	Restriping Program & Line Reflectivity Management System	149

DB#	Program	County/Agency	Project Name	Page
X03E	Statewide	Various	Resurfacing Program	150
99327A	Statewide	Various	Resurfacing, Federal	151
05339	Statewide	Various	Right of Way Database/Document Management System	152
05340	Statewide	Various	Right of Way Full-Service Consultant Term Agreements	153
04313	Statewide	Various	Safe Corridors Program (Project Implementation)	154
99358	Statewide	Various	Safe Routes to School Program	155
06402	Statewide	Various	Safe Streets to Transit Program	156
13307	Statewide	Various	Salt Storage Facilities - Statewide	156
X239	Statewide	Various	Sign Structure Inspection Program	157
X239A	Statewide	Various	Sign Structure Rehabilitation/Replacement Program	158
X39	Statewide	Various	Signs Program, Statewide	159
X150	Statewide	Various	State Police Enforcement and Safety Services	159
13308	Statewide	Various	Statewide Traffic Operations and Support Program	160
14300	Statewide	Various	Title VI and Nondiscrimination Supporting Activities	161
X66	Statewide	Various	Traffic Monitoring Systems	162
X47	Statewide	Various	Traffic Signal Replacement	163
X244	Statewide	Various	Training and Employee Development	164
01316	Statewide	Various	Transit Village Program	165
X107	Statewide	Various	Transportation Alternatives Program	165
02393	Statewide	Various	Transportation and Community System Preservation Program	166
X43	Statewide	Various	Transportation Demand Management Program Support	167
04364	Statewide	Various	Transportation Safety Resource Center (TSRC)	168
X11	Statewide	Various	Unanticipated Design, Right of Way and Construction Expenses, State	169
X101	Statewide	Various	Underground Exploration for Utility Facilities	170
X126	Statewide	Various	University Transportation Research Technology	171
X199	Statewide	Various	Youth Employment and TRAC Programs	172
X182	Statewide	Various	Utility Reconnaissance and Relocation	172

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X12

Acquisition of Right of Way

NCODE

AQCODE:

Advance acquisition and demolition of key right of way parcels, easements, transportation facilities, and access and development rights to preserve transportation corridors for future transportation use.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager:

Degrees of Disadvantage:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type:

Roadway New Capacity

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ROW STATE	0.500									
ROW STATE		0.500								
ROW STATE			0.500							
ROW STATE				0.500						
ROW STATE					0.500					
ROW STATE						0.500				
ROW STATE							0.500			
ROW STATE								0.500		
ROW STATE									0.500	
ROW STATE										0.500
Fiscal Year Total	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
	Total FY2014-2017			2.000	Total Later FY2018-2023			3.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 11344

ADA Curb Ramp Implementation

NCODE

AQCODE:

The Federal Highway Administration requested NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory and develop an Implementation Program. A priority list of locations that are missing ADA curb ramps was developed and this funding will be applied to projects that are missing ADA curb ramps statewide. There are currently 17% of state roadway intersections that are missing curb ramps.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Multimodal Programs

Project Manager:

Section, Chrystal

Degrees of Disadvantage:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type:

Bicycle/Pedestrian Improvement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STP	0.500									
ERC STP		0.500								
ERC STP			0.500							
ERC STP				0.500						
ERC STP					0.500					
ERC STP						0.500				
ERC STP							0.500			
ERC STP								0.500		
ERC STP									0.500	
ERC STP										0.500
Fiscal Year Total	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
	Total FY2014-2017			2.000	Total Later FY2018-2023				3.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 08415

Airport Improvement Program

NCODE

AQCODE:

This program funds grants to be awarded by the Commissioner of NJDOT pursuant to a competitive project application process for projects, including but not limited to, safety, preservation, rehabilitation and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, airport access roads, etc.) at public-use general aviation airports, aviation planning purposes, aviation education and promotion programs, aviation studies, airport feasibility studies, and also to provide funds to help match and capture federal funds.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Airport Assets

Project Manager:

Critelli, Dominick

Degrees of Disadvantage:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type:

Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC STATE	5.000										
ERC STATE		5.000									
ERC STATE			5.000								
ERC STATE				5.000							
ERC STATE					5.000						
ERC STATE						5.000					
ERC STATE							5.000				
ERC STATE								5.000			
ERC STATE									5.000		
ERC STATE										5.000	
Fiscal Year Total	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
	Total FY2014-2017			20.000	Total Later FY2018-2023				30.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 04311

Asbestos Surveys and Abatements

NCODE

AQCODE:

This program provides initial funding for term agreements for advanced design services which include asbestos surveying, preparation of plans and specifications for the asbestos abatement, and the air monitoring process needed on construction contracts.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Britton, Jim

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES STATE	0.500									
DES STATE		0.500								
DES STATE			0.500							
DES STATE				0.500						
DES STATE					0.500					
DES STATE						0.500				
DES STATE							0.500			
DES STATE								0.500		
DES STATE									0.500	
DES STATE										0.500
Fiscal Year Total	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
	Total FY2014-2017			2.000	Total Later FY2018-2023			3.000		

DB# 13303

Automatic Traffic Management System (ATMS)

AQCODE:

This program will provide funding for the deployment program for the first Automatic Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Automatic Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: Mirza, Wasif

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

DVRPC Planning Area:

CIS Program Category: Congestion Relief

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
DES CMAQ	2.000										
DES CMAQ		2.000									
CON CMAQ			13.000								
CON CMAQ				13.000							
Fiscal Year Total	2.000	2.000	13.000	13.000							
	Total FY2014-2017			30.000	Total Later FY2018-2023						

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 01335

Betterments, Dams

NCODE

AQCODE:

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Bridge Assets

Project Manager: Renman, Greg

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	0.350										
EC STATE		0.350									
EC STATE			0.350								
EC STATE				0.350							
EC STATE					0.350						
EC STATE						0.350					
EC STATE							0.350				
EC STATE								0.350			
EC STATE									0.350		
EC STATE										0.350	
Fiscal Year Total	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	
	Total FY2014-2017			1.400	Total Later FY2018-2023				2.100		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X72B

Betterments, Roadway Preservation

NCODE

AQCODE:

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Tunnard/Bhanderi

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	10.195										
EC STATE		10.195									
EC STATE			10.195								
EC STATE				10.195							
EC STATE					10.195						
EC STATE						10.195					
EC STATE							10.195				
EC STATE								10.195			
EC STATE									10.195		
EC STATE										10.195	
Fiscal Year Total	10.195	10.195	10.195	10.195	10.195	10.195	10.195	10.195	10.195	10.195	
	Total FY2014-2017			40.780	Total Later FY2018-2023				61.170		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X72C

Betterments, Safety

NCODE

AQCODE:

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Tunnard/Bhanderi

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023				
EC	STATE	7.000													
EC	STATE		7.000												
EC	STATE			7.000											
EC	STATE				7.000										
EC	STATE					7.000									
EC	STATE						7.000								
EC	STATE							7.000							
EC	STATE								7.000						
EC	STATE									7.000					
EC	STATE										7.000				
Fiscal Year Total		7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000				
Total FY2014-2017				28.000				Total Later FY2018-2023				42.000			

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X185

Bicycle & Pedestrian Facilities/Accommodations

NCODE

AQCODE:

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Davis, Sheree

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	CMAQ	5.000									
ERC	STATE	1.000									
ERC	CMAQ		5.000								
ERC	STATE		1.000								
ERC	CMAQ			5.000							
ERC	STATE			1.000							
ERC	CMAQ				5.000						
ERC	STATE				1.000						
ERC	CMAQ					5.000					
ERC	STATE					1.000					
ERC	CMAQ						5.000				
ERC	STATE						1.000				
ERC	CMAQ							5.000			
ERC	STATE							1.000			
ERC	CMAQ								5.000		
ERC	STATE								1.000		
ERC	CMAQ										5.000
ERC	STATE										1.000
Fiscal Year Total		6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
		Total FY2014-2017			24.000	Total Later FY2018-2023					36.000

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 03304 Bridge Deck/Superstructure Replacement Program

AQCODE: S19

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Thorn, Scott

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC NHPP	5.000									
ERC NHPP		5.000								
ERC NHPP			5.000							
ERC NHPP				5.000						
ERC NHPP					5.000					
ERC NHPP						5.000				
ERC NHPP							5.000			
ERC NHPP								5.000		
ERC NHPP									5.000	
ERC NHPP										4.000
Fiscal Year Total	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	4.000
	Total FY2014-2017			20.000	Total Later FY2018-2023			29.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 98315

Bridge Emergency Repair

NCODE

AQCODE:

This program allows NJDOT to obtain emergency bridge repairs (through various Bridge Maintenance Contracts - i.e. Concrete Structural Repair, Structural Steel Repair, Timber Structure Repair, Movable Bridge Repair Contracts). This program also allows the NJDOT to obtain emergency technical consultant assistance for inspection and repair design when the safety of a bridge(s) is compromised due to a collision or flood damage, etc. These consultants will be available to assist Department personnel on an as-needed basis.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Renman/Tunnard

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STATE	33.000									
EC	STATE		33.000								
EC	STATE			33.000							
EC	STATE				35.000						
EC	STATE					35.000					
EC	STATE						35.000				
EC	STATE							35.000			
EC	STATE								35.000		
EC	STATE									35.000	
EC	STATE										35.000
Fiscal Year Total		33.000	33.000	33.000	35.000	35.000	35.000	35.000	35.000	35.000	35.000
Total FY2014-2017				134.000		Total Later FY2018-2023					210.000

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X07A

Bridge Inspection

AQCODE: X3

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Evans, Jack

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC BRIDGE-OFF	8.100									
EC NHPP	10.850									
EC STP	9.450									
EC BRIDGE-OFF		8.100								
EC NHPP		10.850								
EC STP		9.450								
EC BRIDGE-OFF			8.100							
EC NHPP			10.850							
EC STP			9.450							
EC BRIDGE-OFF				8.100						
EC NHPP				10.850						
EC STP				9.450						
EC BRIDGE-OFF					8.100					
EC NHPP					10.850					
EC STP					9.450					
EC BRIDGE-OFF						8.100				
EC NHPP						10.850				
EC STP						9.450				
EC BRIDGE-OFF							8.100			
EC NHPP							10.850			
EC STP							9.450			
EC BRIDGE-OFF								8.100		
EC NHPP								10.850		
EC STP								9.450		
EC BRIDGE-OFF									8.100	
EC NHPP									10.850	
EC STP									9.450	
EC BRIDGE-OFF										8.100
EC NHPP										10.850
EC STP										9.450
Fiscal Year Total	28.400	28.400	28.400	28.400	28.400	28.400	28.400	28.400	28.400	28.400
Total FY2014-2017			113.600		Total Later FY2018-2023			170.400		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X70

Bridge Management System

NCODE

AQCODE:

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Renman, Greg

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC	STP	0.400										
EC	STP		0.400									
EC	STP			0.400								
EC	STP				0.400							
EC	STP					0.400						
EC	STP						0.400					
EC	STP							0.400				
EC	STP								0.400			
EC	STP									0.400		
EC	STP										0.400	
Fiscal Year Total		0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	
Total FY2014-2017				1.600	Total Later FY2018-2023				2.400			

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 13323

Bridge Preventive Maintenance

AQCODE:

This program provides funding for bridge preservation activities including painting as well as deck repairs and substructure repairs as a means of extending structure life. Painting contracts shall be awarded to include painting steel on various structures as an anti-corrosion and will be constituted from an approved list of bridges based on the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of the entire structure, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts shall be awarded to preserve and prolong the useful service life of bridges in accordance with the NJDOT Bridge Preventive Maintenance Program.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

Tunnard/Ghorbani

N/A

Bridge Repair/Replacement

DVRPC Planning Area:

CIS Program Category: Bridge Assets

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	NHPP	13.000									
EC	STATE	22.000									
EC	STP	7.000									
EC	NHPP		13.000								
EC	STATE		22.000								
EC	STP		7.000								
EC	NHPP			13.000							
EC	STATE			22.000							
EC	STP			7.000							
EC	NHPP				13.000						
EC	STATE				25.000						
EC	STP				7.000						
EC	NHPP					13.000					
EC	STATE					25.000					
EC	STP					7.000					
EC	NHPP						15.000				
EC	STATE						25.000				
EC	STP						7.000				
EC	NHPP							15.000			
EC	STATE							25.000			
EC	STP							7.000			
EC	NHPP								15.000		
EC	STATE								25.000		
EC	STP								7.000		
EC	NHPP									15.000	
EC	STATE									25.000	
EC	STP									7.000	
EC	NHPP										15.000
EC	STATE										25.000
EC	STP										7.000
Fiscal Year Total		42.000	42.000	42.000	45.000	45.000	47.000	47.000	47.000	47.000	47.000
		Total FY2014-2017			171.000	Total Later FY2018-2023					280.000

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 08381 **Bridge Replacement, Future Projects** NCODE

AQCODE: Future projects related to bridge replacements, Statewide.

CMP:

Municipalities:

CIS Program Subcategory: Bridge Preservation

DVRPC Planning Area:

CIS Program Category: Bridge Assets

Project Manager: Renman, Greg

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC NHPP			3.820							
ERC STATE			21.342							
ERC NHPP				16.284						
ERC STATE				66.778						
ERC NHPP					6.743					
ERC STATE					52.736					
ERC NHPP						47.072				
ERC STATE						34.245				
ERC NHPP							129.629			
ERC STATE							164.344			
ERC NHPP								197.816		
ERC STATE								172.644		
ERC NHPP									302.646	
ERC STATE									168.444	
ERC NHPP										340.046
ERC STATE										165.144
Fiscal Year Total			25.162	83.062	59.479	81.317	293.973	370.460	471.090	505.190
			Total FY2014-2017	108.224			Total Later FY2018-2023	1,781.509		

DB# 98316 **Bridge Scour Countermeasures** NCODE

AQCODE: Bridge scour countermeasure contracts will provide the needed protection to various substructure elements to extend the life of state bridges over waterways. The bridge scour countermeasure contracts will be constituted from an approved list of bridges and will be based on the availability and regional breakdown of funding.

CMP:

Municipalities:

CIS Program Subcategory: Bridge Preservation

DVRPC Planning Area:

CIS Program Category: Bridge Assets

Project Manager: Lambert, Dave

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC NHPP	0.500									
ERC NHPP		0.500								
Fiscal Year Total	0.500	0.500								
			Total FY2014-2017	1.000			Total Later FY2018-2023			

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 98319

Capital Contract Payment Audits

NCODE

AQCODE:

This program provides funding for the auditing of capital project contract invoices that involve reimbursement of direct and overhead costs. The Federal Highway Administration requires such audits on all engineering firms doing business with the NJDOT in order to ensure accurate billing of project costs.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Sigle, Judith

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	1.500									
EC STATE		1.500								
EC STATE			1.500							
EC STATE				1.500						
EC STATE					1.500					
EC STATE						1.500				
EC STATE							1.500			
EC STATE								1.500		
EC STATE									1.500	
EC STATE										1.500
Fiscal Year Total	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
	Total FY2014-2017			6.000	Total Later FY2018-2023			9.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 02379

**Congestion Relief, Intelligent Transportation System Improvements
(Smart Move Program)**

NCODE

AQCODE:

This is a program of low-cost, quick-turnaround intelligent transportation system (ITS) improvements to improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these through separate ITS projects or be added within other roadway and bridge infrastructure preservation projects to effectively complete these at the minimum cost and disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment could include Dynamic Message Signs to provide real time traffic conditions in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

CMP:

Municipalities:

CIS Program Subcategory: Congestion Relief

Project Manager: Mirza, Wasif

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

DVRPC Planning Area:

CIS Program Category: Congestion Relief

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC STATE	2.000										
ERC STATE		2.000									
ERC STATE			2.000								
ERC STATE				2.000							
ERC STATE					2.000						
ERC STATE						2.000					
ERC STATE							2.000				
ERC STATE								2.000			
ERC STATE									2.000		
ERC STATE										2.000	
Fiscal Year Total	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
	Total FY2014-2017			8.000	Total Later FY2018-2023				12.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 02378

Congestion Relief, Operational Improvements (Fast Move Program)

NCODE

AQCODE:

This is a program of low-cost, quick-turnaround capital improvements to relieve congestion at key bottleneck locations throughout the state.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Cap Prog Com

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STATE	2.000									
EC	STATE		2.000								
EC	STATE			2.000							
EC	STATE				2.000						
EC	STATE					2.000					
EC	STATE						2.000				
EC	STATE							2.000			
EC	STATE								2.000		
EC	STATE									2.000	
EC	STATE										2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
		Total FY2014-2017			8.000	Total Later FY2018-2023				12.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X180

Construction Inspection

NCODE

AQCODE:

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Sheehy, Sean

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	8.000									
EC STATE		8.000								
EC STATE			8.000							
EC STATE				8.750						
EC STATE					8.750					
EC STATE						8.750				
EC STATE							8.750			
EC STATE								8.750		
EC STATE									8.750	
EC STATE										8.750
Fiscal Year Total	8.000	8.000	8.000	8.750	8.750	8.750	8.750	8.750	8.750	8.750
	Total FY2014-2017			32.750	Total Later FY2018-2023			52.500		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 05304

Construction Program IT System (TRNS.PORT)

NCODE

AQCODE:

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Brown, Valerie

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	0.900									
EC STATE		0.500								
EC STATE			0.500							
EC STATE				0.700						
EC STATE					0.700					
EC STATE						0.700				
EC STATE							0.700			
EC STATE								0.700		
EC STATE									0.700	
EC STATE										0.700
Fiscal Year Total	0.900	0.500	0.500	0.700	0.700	0.700	0.700	0.700	0.700	0.700
	Total FY2014-2017			2.600	Total Later FY2018-2023			4.200		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 99322A Culvert Inspection Program, Locally-owned Structures NCODE

AQCODE: This program will provide for regular structural inspection of county-owned and locally-owned highway bridges of less than 20 feet.

CMP:

Municipalities: DVRPC Planning Area:
 CIS Program Subcategory: Bridge Preservation CIS Program Category: Bridge Assets
 Project Manager: Evans, Jack Degrees of Disadvantage:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STATE	4.500									
EC	STATE		4.500								
EC	STATE			4.500							
EC	STATE				4.500						
EC	STATE					4.500					
EC	STATE						4.500				
EC	STATE							4.500			
EC	STATE								4.500		
EC	STATE									4.500	
Fiscal Year Total		4.500	4.500	4.500	4.500	4.500	4.500	4.500	4.500	4.500	4.500
		Total FY2014-2017			18.000	Total Later FY2018-2023			27.000		

DB# 99322 Culvert Inspection Program, State-owned Structures NCODE

AQCODE: This program provides for the inspection of state-owned highway bridges less than 20 feet in length.

CMP:

Municipalities: DVRPC Planning Area:
 CIS Program Subcategory: Bridge Preservation CIS Program Category: Bridge Assets
 Project Manager: Evans, Jack Degrees of Disadvantage:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STATE	0.800									
EC	STATE		0.800								
EC	STATE			0.800							
EC	STATE				0.800						
EC	STATE					0.800					
EC	STATE						0.800				
EC	STATE							0.800			
EC	STATE								0.800		
EC	STATE									0.800	
Fiscal Year Total		0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800
		Total FY2014-2017			3.200	Total Later FY2018-2023			4.800		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 09316

Culvert Replacement Program

NCODE

AQCODE:

Culvert replacements will be initiated based on the results of the culvert inspection program. It is anticipated that these culverts will be replaced in the same location with basically the same waterway opening size and will require minimal utility involvement.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager:

Lambert, Dave/McGrosky, Walter

Degrees of Disadvantage:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type:

Bridge Repair/Replacement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STATE	2.000									
ERC STP	1.000									
ERC STATE		2.000								
ERC STP		1.000								
ERC STATE			2.000							
ERC STP			1.000							
ERC STATE				2.000						
ERC STP				1.000						
ERC STATE					2.000					
ERC STP					1.000					
ERC STATE						2.000				
ERC STP						1.000				
ERC STATE							2.000			
ERC STP							1.000			
ERC STATE								2.000		
ERC STP								1.000		
ERC STATE									2.000	
ERC STP									1.000	
ERC STATE										2.000
ERC STP										1.000
Fiscal Year Total	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
	Total FY2014-2017			12.000	Total Later FY2018-2023			18.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X142

DBE Supportive Services Program

NCODE

AQCODE:

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Sprewell, Paul

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STP	0.250									
EC	STP		0.250								
EC	STP			0.250							
EC	STP				0.250						
EC	STP					0.250					
EC	STP						0.250				
EC	STP							0.250			
EC	STP								0.250		
EC	STP									0.250	
EC	STP										0.250
Fiscal Year Total		0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
		Total FY2014-2017			1.000	Total Later FY2018-2023				1.500	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X106

Design, Emerging Projects

AQCODE: X

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager:

Mileposts:

N/A

Improvement Type:

Other

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
DES STATE	5.000										
DES STATE		5.000									
DES STATE			5.000								
DES STATE				5.000							
DES STATE					5.000						
DES STATE						5.000					
DES STATE							5.000				
DES STATE								5.000			
DES STATE									5.000		
DES STATE										5.000	
Fiscal Year Total	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
	Total FY2014-2017			20.000	Total Later FY2018-2023				30.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 05342

Design, Geotechnical Engineering Tasks

NCODE

AQCODE:

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Kasbekar, Nat

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES STATE	0.500									
DES STATE			0.500							
DES STATE					0.500					
DES STATE							0.500			
DES STATE									0.500	
Fiscal Year Total	0.500		0.500		0.500		0.500		0.500	
	Total FY2014-2017			1.000	Total Later FY2018-2023				1.500	

DB# X197

Disadvantaged Business Enterprise

NCODE

AQCODE:

This is a federal grant to provide an integrated program of training and business development services to expand the capacity of Disadvantaged Business Enterprise (DBE) firms to more equitably compete for public works contracts in the State.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Support

Project Manager: Sprewell, Paul

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STP	0.100									
EC STP		0.100								
EC STP			0.100							
EC STP				0.100						
EC STP					0.100					
EC STP						0.100				
EC STP							0.100			
EC STP								0.100		
EC STP									0.100	
EC STP										0.100
Fiscal Year Total	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
	Total FY2014-2017			0.400	Total Later FY2018-2023				0.600	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X154D

Drainage Rehabilitation & Improvements

NCODE

AQCODE:

This program funds low-cost/high-value drainage projects on the state highway drainage system.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Tunnard/Bhanderi

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC	STP	5.000										
EC	STP		5.000									
EC	STP			5.000								
EC	STP				5.000							
EC	STP					5.000						
EC	STP						5.000					
EC	STP							5.000				
EC	STP								5.000			
EC	STP									5.000		
EC	STP										5.000	
Fiscal Year Total		5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
		Total FY2014-2017		20.000		Total Later FY2018-2023			30.000			

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X154

Drainage Rehabilitation and Maintenance, State

NCODE

AQCODE:

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Tunnard/Bhanderi

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	9.554										
EC STATE		9.554									
EC STATE			9.554								
EC STATE				9.554							
EC STATE					9.554						
EC STATE						12.000					
EC STATE							12.000				
EC STATE								12.000			
EC STATE									12.000		
EC STATE										12.000	
Fiscal Year Total	9.554	9.554	9.554	9.554	9.554	12.000	12.000	12.000	12.000	12.000	
	Total FY2014-2017			38.216	Total Later FY2018-2023				69.554		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X241

Electrical Facilities

NCODE

AQCODE:

This program provides funding for purchasing materials in addition to replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are highway lighting, sign lighting, cathodic protection for bridges, road weather information systems and traffic counting/monitoring sites.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Support

CIS Program Category: Road Assets

Project Manager: Tunnard/Black

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	5.446										
EC STATE		5.446									
EC STATE			5.446								
EC STATE				5.446							
EC STATE					5.446						
EC STATE						5.446					
EC STATE							5.446				
EC STATE								5.446			
EC STATE									5.446		
EC STATE										5.446	
Fiscal Year Total	5.446	5.446	5.446	5.446	5.446	5.446	5.446	5.446	5.446	5.446	
	Total FY2014-2017			21.784	Total Later FY2018-2023				32.676		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 04324

Electrical Load Center Replacement, Statewide

NCODE

AQCODE:

This project will provide for the betterment of the existing highway lighting facilities. The existing facilities do not comply with current electrical code and replacement equipment is not available. Due to high traffic volumes, maintenance of the existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Support

Project Manager: Tunnard/Black

Mileposts: N/A

Improvement Type: Streetscape

DVRPC Planning Area:

CIS Program Category: Transportation Support Facilities

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STATE	2.000									
ERC STATE		2.000								
ERC STATE			2.000							
ERC STATE				4.000						
ERC STATE					4.000					
ERC STATE						4.000				
ERC STATE							4.000			
ERC STATE								4.000		
ERC STATE									4.000	
ERC STATE										4.000
Fiscal Year Total	2.000	2.000	2.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
	Total FY2014-2017			10.000	Total Later FY2018-2023				24.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X75

Environmental Investigations

NCODE

AQCODE:

This program provides funding for environmental assessment work products provided on a quick-response basis through specialized task-order consultant agreements in such areas as ecology, hazardous waste investigations, cultural resource investigations and National Environmental Policy Act, and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements requiring 100% state funding. This general program will, furthermore, provide for the cleanup at various locations, of gasoline UST Discharge, reduction and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of transportation facilities.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager:

Degrees of Disadvantage:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type:

Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	3.000										
EC STATE		3.000									
EC STATE			3.000								
EC STATE				4.000							
EC STATE					4.000						
EC STATE						4.000					
EC STATE							4.000				
EC STATE								4.000			
EC STATE									4.000		
EC STATE										4.000	
Fiscal Year Total	3.000	3.000	3.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
	Total FY2014-2017			13.000	Total Later FY2018-2023				24.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 03309

Environmental Project Support

NCODE

AQCODE:

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; hydrology/hydraulic investigations and studies, permits and payments; and Air/Noise studies. These activities are in support of meeting environmental commitments and prevent costly violations.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Fittipaldi, Janet

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	0.400									
ERC	STATE		0.400								
ERC	STATE			0.400							
ERC	STATE				0.500						
ERC	STATE					0.500					
ERC	STATE						0.500				
ERC	STATE							0.500			
ERC	STATE								0.600		
ERC	STATE									0.600	
ERC	STATE										0.600
Fiscal Year Total		0.400	0.400	0.400	0.500	0.500	0.500	0.500	0.600	0.600	0.600
		Total FY2014-2017			1.700	Total Later FY2018-2023			3.300		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X15

Equipment (Vehicles, Construction, Safety)

NCODE

AQCODE:

This program provides funding for the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment will support the expanded capital, safety and maintenance programs. Part of this funding should be used to replace equipment that is over-age and that has fallen behind the planned life cycle due to recurring budget shortfalls and budget cuts in the equipment area.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Support

CIS Program Category: Transportation Support Facilities

Project Manager: Tunnard/Schmidt

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	11.000									
EC STATE		11.000								
EC STATE			20.000							
EC STATE				20.000						
EC STATE					20.000					
EC STATE						20.000				
EC STATE							20.000			
EC STATE								20.000		
EC STATE									20.000	
EC STATE										20.000
Fiscal Year Total	11.000	11.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
	Total FY2014-2017			62.000	Total Later FY2018-2023				120.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 00377

Ferry Program

NCODE

AQCODE:

This program provides federal dollars allocated from the Ferry Boat Discretionary Fund program for construction/improvement to ferry boats and ferry terminals. Funding comes from set-aside funds and potential earmarks.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Boehm, G./Critelli, D.

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC FBP	2.000										
ERC FBP		2.000									
ERC FBP			2.000								
ERC FBP				2.000							
ERC FBP					2.000						
ERC FBP						2.000					
ERC FBP							2.000				
ERC FBP								2.000			
ERC FBP									2.000		
ERC FBP										2.000	
Fiscal Year Total	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
	Total FY2014-2017			8.000	Total Later FY2018-2023				12.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X34

Freight Program

NCODE

AQCODE:

This program provides funding for the rehabilitation and improvement of key elements of the NJ rail freight network, including acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program, matching of federal funds, and participation in other projects and programs for improvement of the intermodal goods movement network and support of economic development initiatives.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Critelli, Dominick

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	10.000									
EC STATE		10.000								
EC STATE			10.000							
EC STATE				10.000						
EC STATE					10.000					
EC STATE						10.000				
EC STATE							10.000			
EC STATE								10.000		
EC STATE									10.000	
EC STATE										10.000
Fiscal Year Total	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
	Total FY2014-2017			40.000	Total Later FY2018-2023				60.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 09388

Highway Safety Improvement Program Planning

NCODE

AQCODE:

This item consists of two programs: Safety Management System (SMS) safety improvement projects and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program currently includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program includes right angle, left turn, same direction and pedestrian crash intersection locations. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Safety Management

Project Manager: Day, William

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC HSIP	4.000										
EC HSIP		4.000									
EC HSIP			4.000								
EC HSIP				4.000							
EC HSIP					4.000						
EC HSIP						4.000					
EC HSIP							4.000				
EC HSIP								4.000			
EC HSIP									4.000		
EC HSIP										4.000	
Fiscal Year Total	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
	Total FY2014-2017			16.000	Total Later FY2018-2023				24.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 13304 **Intelligent Transportation System Resource Center**

AQCODE:

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STP	4.000									
EC STP		3.000								
EC STP			3.000							
EC STP				3.000						
EC STP					3.000					
EC STP						3.000				
EC STP							3.000			
EC STP								3.000		
EC STP									3.000	
EC STP										3.000
Fiscal Year Total	4.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
	Total FY2014-2017			13.000	Total Later FY2018-2023			18.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 98333 Intersection Improvement Program (Project Implementation)

AQCODE: X

This program provides for the implementation of safety and operational improvements at intersections identified by the Highway Safety Improvement Program as having significant safety problems. This program also includes right angle, left turn and pedestrian crash occurrences at intersection locations.

CMP:
 Municipalities:
 CIS Program Subcategory: Safety
 Project Manager: Day, William
 Mileposts: N/A
 Improvement Type: Intersection/Interchange Improvements

DVRPC Planning Area:
 CIS Program Category: Safety Management
 Degrees of Disadvantage:
 Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC HSIP	1.000									
ERC HSIP		1.000								
ERC HSIP			1.000							
ERC HSIP				1.000						
ERC STATE				5.000						
ERC HSIP					1.000					
ERC STATE					5.000					
ERC HSIP						1.000				
ERC STATE						5.000				
ERC HSIP							1.000			
ERC STATE							5.000			
ERC HSIP								1.000		
ERC STATE								5.000		
ERC HSIP									1.000	
ERC STATE									5.000	
ERC HSIP										1.000
ERC STATE										5.000
Fiscal Year Total	1.000	1.000	1.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
	Total FY2014-2017			9.000	Total Later FY2018-2023			36.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X151

Interstate Service Facilities

NCODE

AQCODE:

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: Hatzisavvas, Debby

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STATE	0.100									
EC	STATE		0.100								
EC	STATE			0.100							
EC	STATE				0.100						
EC	STATE					0.100					
EC	STATE						0.100				
EC	STATE							0.100			
EC	STATE								0.100		
EC	STATE									0.100	
EC	STATE										0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
				Total FY2014-2017	0.400					Total Later FY2018-2023	0.600

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 13305 Job Order Contracting

AQCODE: Utilize Job Order Contracting (JOC) to better manage and control cost associated with urgent bridge repairs. This project utilizes a 3rd party vendor to control the bid award process for road & bridge projects with an estimated repair cost under \$1M per project.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Tunnard/Ghorbani

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STP	2.400									
EC STP		2.400								
EC STP			2.400							
EC STP				2.400						
EC STP					2.400					
EC STP						2.400				
EC STP							2.400			
EC STP								2.400		
EC STP									2.400	
EC STP										2.400
Fiscal Year Total	2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400
	Total FY2014-2017			9.600	Total Later FY2018-2023				14.400	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X137

Legal Costs for Right of Way Condemnation

NCODE

AQCODE:

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Maciejunes, Chuck

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023				
EC	STATE	1.600													
EC	STATE		1.600												
EC	STATE			1.600											
EC	STATE				1.600										
EC	STATE					1.600									
EC	STATE						1.600								
EC	STATE							1.600							
EC	STATE								1.600						
EC	STATE									1.600					
EC	STATE										1.600				
Fiscal Year Total		1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600				
Total FY2014-2017				6.400				Total Later FY2018-2023				9.600			

DB# 10347

Local Aid Consultant Services

AQCODE: X1

Funding for consultant services to assist local public agencies in administering projects and providing oversight to recipients receiving Local Aid funds. Services also include providing overall quality assurance and quality control for the project delivery process.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Seaman, Julie

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023				
EC	STATE	0.500													
Fiscal Year Total		0.500													
Total FY2014-2017				0.500				Total Later FY2018-2023							

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 06327

Local Aid Grant Management System

NCODE

AQCODE:

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Abuhuzeima, Shukri

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	0.100									
EC STATE		0.100								
EC STATE			0.100							
EC STATE				0.100						
EC STATE					0.100					
EC STATE						0.100				
EC STATE							0.100			
EC STATE								0.100		
EC STATE									0.100	
EC STATE										0.100
Fiscal Year Total	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
	Total FY2014-2017			0.400	Total Later FY2018-2023			0.600		

DB# X186

Local Aid, Infrastructure Fund

NCODE

AQCODE:

This program provides local aid funding for counties and municipalities in addition to funding provided by the basic Trust Fund Act program.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Bruccoleri, Dave

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STATE	7.500									
ERC STATE		7.500								
ERC STATE			7.500							
ERC STATE				7.500						
ERC STATE					7.500					
ERC STATE						7.500				
ERC STATE							7.500			
ERC STATE								7.500		
ERC STATE									7.500	
ERC STATE										7.500
Fiscal Year Total	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500
	Total FY2014-2017			30.000	Total Later FY2018-2023			45.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 08387

Local Bridges, Future Needs

NCODE

AQCODE: Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

CMP:

Municipalities:

CIS Program Subcategory: Bridge Preservation

DVRPC Planning Area:

CIS Program Category: Local System Support

Project Manager: Tessema, Adnew

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STATE	25.000									
ERC STATE		25.000								
ERC STATE			25.000							
ERC STATE				25.000						
ERC STATE					25.000					
ERC STATE						25.000				
ERC STATE							25.000			
ERC STATE								25.000		
ERC STATE									25.000	
ERC STATE										25.000
Fiscal Year Total	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
	Total FY2014-2017			100.000	Total Later FY2018-2023			150.000		

DB# X98Z

Local Municipal Aid, Urban Aid

NCODE

AQCODE: This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

CMP:

Municipalities:

CIS Program Subcategory: Local Aid

DVRPC Planning Area:

CIS Program Category: Local System Support

Project Manager: Abuhuzeima, Shukri

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Roadway Rehabilitation

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STATE	5.000									
ERC STATE		5.000								
ERC STATE			5.000							
ERC STATE				5.000						
ERC STATE					5.000					
ERC STATE						5.000				
ERC STATE							5.000			
ERC STATE								5.000		
ERC STATE									5.000	
ERC STATE										5.000
Fiscal Year Total	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
	Total FY2014-2017			20.000	Total Later FY2018-2023			30.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X196

Maintenance & Fleet Management System

NCODE

AQCODE:

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Tunnard, Andrew

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC	STATE	1.000										
EC	STATE		1.000									
EC	STATE			1.000								
EC	STATE				1.000							
EC	STATE					1.000						
EC	STATE						1.000					
EC	STATE							1.000				
EC	STATE								1.000			
EC	STATE									1.000		
EC	STATE										1.000	
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total FY2014-2017				4.000	Total Later FY2018-2023				6.000			

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 01309

Maritime Transportation System

NCODE

AQCODE:

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes navigable channels, dredging and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix. Funding may also be provided for the Port Jersey channel dredging project.

CMP:

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Boehm, Genevieve

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

CIS Program Category: Multimodal Programs

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	1.000									
EC STATE		1.000								
EC STATE			1.000							
EC STATE				1.000						
EC STATE					1.000					
EC STATE						1.000				
EC STATE							1.000			
EC STATE								1.000		
EC STATE									1.000	
EC STATE										1.000
Fiscal Year Total	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
	Total FY2014-2017				Total Later FY2018-2023			6.000		
	4.000									

DB# 12367

Median Crossover Protection Contract #12

AQCODE: S2

This project involves the installation of a Dual Faced/Modified Thrie Beam Guiderail in 21.05 miles of median of various Interstates, Freeways and Expressways in the Central and Southern Region. The various locations are I-295, MP 60.4 - 67.51; I-287, MP 29.3 - 29.5; I-195, MP 3.54 - 4.33 & MP 22.8 - 34.17; 138, MP 0.72 - 3.22; 55, MP 20.8 - 52.3; 29, MP 4.75 - 8.85; 18, MP 14.44 - 16.56. Use Non-vegetative Surface, Porous HMA under guiderail.

CMP:

Municipalities:

CIS Program Subcategory: Safety

Project Manager: Kaushal, Kunal

Mileposts: Various

Improvement Type: Intersection/Interchange Improvements

DVRPC Planning Area:

CIS Program Category: Safety Management

Degrees of Disadvantage:

Sponsor:

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON NHPP		10.512								
Fiscal Year Total		10.512								
	Total FY2014-2017				Total Later FY2018-2023					
	10.512									

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 07332

Minority and Women Workforce Training Set Aside

NCODE

AQCODE:

State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Support

Project Manager: Genovese, Tony

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	1.000										
EC STATE		1.000									
EC STATE			1.000								
EC STATE				1.000							
EC STATE					1.000						
EC STATE						1.000					
EC STATE							1.000				
EC STATE								1.000			
EC STATE									1.000		
EC STATE										1.000	
Fiscal Year Total	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
	Total FY2014-2017			4.000	Total Later FY2018-2023				6.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 13306

Mobility and Systems Engineering Program

AQCODE:

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for TRANSCOM. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center. The funding for utilization of the New Jersey Institute of Technology (NJIT) and/or other academic institution(s) as a resource center for ITS research or utilization of their expertise for NJDOT assistance will be maintained in its entirety.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

N/A

Signal/ITS Improvements

DVRPC Planning Area:

CIS Program Category: Congestion Relief

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC NHPP	6.000									
EC STATE	0.700									
EC STP	5.500									
EC NHPP		6.000								
EC STATE		0.700								
EC STP		5.500								
EC NHPP			6.000							
EC STATE			0.700							
EC STP			5.500							
EC NHPP				6.000						
EC STATE				0.700						
EC STP				5.500						
EC NHPP					6.000					
EC STATE					0.700					
EC STP					5.500					
EC NHPP						6.000				
EC STATE						0.700				
EC STP						5.500				
EC NHPP							6.000			
EC STATE							0.700			
EC STP							5.500			
EC NHPP								6.000		
EC STATE								0.700		
EC STP								5.500		
EC NHPP									6.000	
EC STATE									0.700	
EC STP									5.500	
EC NHPP										6.000
EC STATE										0.700
EC STP										5.500

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various											
Fiscal Year Total	12.200	12.200	12.200	12.200	12.200	12.200	12.200	12.200	12.200	12.200	12.200
	<u>Total FY2014-2017</u>				48.800	<u>Total Later FY2018-2023</u>				73.200	

DB# X233 Motor Vehicle Crash Record Processing NCODE

AQCODE: This program provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process. Data entry, scanning and imaging will be performed by a private contractor.

CMP:
Municipalities: DVRPC Planning Area:
CIS Program Subcategory: Safety CIS Program Category: Safety Management
Project Manager: Day, William Degrees of Disadvantage:
Mileposts: N/A Sponsor: NJDOT
Improvement Type: Intersection/Interchange Improvements

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STP	3.500										
EC STP		3.500									
EC STP			3.500								
EC STP				3.500							
EC STP					3.500						
EC STP						3.500					
EC STP							3.500				
EC STP								3.500			
EC STP									3.500		
EC STP										3.500	
Fiscal Year Total	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	
	<u>Total FY2014-2017</u>				14.000	<u>Total Later FY2018-2023</u>				21.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 99372

Orphan Bridge Reconstruction

NCODE

AQCODE:

This program provides for the engineering and construction of orphan bridges. These bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired and the superstructures being replaced with prefabricated/precast systems whenever possible.

CMP:

Municipalities:

CIS Program Subcategory: Bridge Preservation

Project Manager: Tunnard/Ghorbani

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

DVRPC Planning Area:

CIS Program Category: Bridge Assets

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	1.500										
EC STATE		1.500									
EC STATE			1.500								
EC STATE				1.500							
EC STATE					2.000						
EC STATE						2.000					
EC STATE							2.000				
EC STATE								2.000			
EC STATE									2.000		
EC STATE										2.000	
Fiscal Year Total	1.500	1.500	1.500	1.500	2.000	2.000	2.000	2.000	2.000	2.000	
	Total FY2014-2017			6.000	Total Later FY2018-2023				12.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X28B

Park and Ride/Transportation Demand Management Program

NCODE

AQCODE:

This program supports TDM options for carpooling, vanpooling, and transit by providing funding for leases for park and rides in areas with high demand areas throughout the state. The department continues to support funding for approximately 15 leased park and rides statewide to assist with reducing air pollution, congestion and improve air quality.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Davis, Sheree

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	1.000										
EC STATE		1.000									
EC STATE			1.000								
EC STATE				1.000							
EC STATE					1.000						
EC STATE						1.000					
EC STATE							1.000				
EC STATE								1.000			
EC STATE									1.000		
EC STATE										1.000	
Fiscal Year Total	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
	Total FY2014-2017			4.000	Total Later FY2018-2023				6.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X51

Pavement Preservation

NCODE

AQCODE:

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Tunnard/Bhanderi

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	NHPP	4.000									
EC	STP	2.000									
EC	NHPP		4.000								
EC	STP		2.000								
EC	NHPP			4.000							
EC	STP			2.000							
EC	NHPP				4.000						
EC	STP				2.000						
EC	NHPP					4.000					
EC	STP					2.000					
EC	NHPP						5.000				
EC	STP						2.000				
EC	NHPP							5.000			
EC	STP							2.000			
EC	NHPP								5.000		
EC	STP								2.000		
EC	NHPP									5.000	
EC	STP									2.000	
Fiscal Year Total		6.000	6.000	6.000	6.000	6.000	7.000	7.000	7.000	7.000	7.000
		Total FY2014-2017				Total Later FY2018-2023					
		24.000				41.000					

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 06403

Pedestrian Safety Improvement Design and Construction

NCODE

AQCODE:

This is a dedicated funding line item for pedestrian safety projects in high crash corridors and near transit facilities. These funds are being used for pedestrian safety enhancements at intersections, sidewalk installation, and traffic calming measures, new state-of-the-art technologies for safe pedestrian crossings, signage and striping.

CMP:

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Davis, Sheree

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

DVRPC Planning Area:

CIS Program Category: Safety Management

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC STATE	4.000										
ERC STATE		4.000									
ERC STATE			4.000								
ERC STATE				4.000							
ERC STATE					4.000						
ERC STATE						4.000					
ERC STATE							4.000				
ERC STATE								4.000			
ERC STATE									4.000		
ERC STATE										4.000	
Fiscal Year Total	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
	Total FY2014-2017			16.000	Total Later FY2018-2023				24.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 06401

Pedestrian Safety Improvement Program

NCODE

AQCODE:

This is a zone-based approach to reduce pedestrian crashes and/or fatalities. Each zone would be identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Each zone would be examined by NJDOT's Safety Impact Teams who will conduct Road Safety Audits and make recommendations for engineering improvements. These areas will be focus areas for enhanced education and enforcement measures. This program will be monitored for success.

CMP:

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Day, William

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

DVRPC Planning Area:

CIS Program Category: Safety Management

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	HSIP	1.000									
EC	HSIP		0.500								
EC	HSIP			0.500							
EC	HSIP				0.500						
EC	HSIP					0.500					
EC	HSIP						0.500				
EC	HSIP							0.500			
EC	HSIP								0.500		
EC	HSIP									0.500	
EC	HSIP										0.500
Fiscal Year Total		1.000	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
				Total FY2014-2017						Total Later FY2018-2023	
				2.500						3.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X29

Physical Plant

NCODE

AQCODE:

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Support

CIS Program Category: Transportation Support Facilities

Project Manager: Hatzisavvas, Debby

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC STATE	7.000										
ERC STATE		7.000									
ERC STATE			7.000								
ERC STATE				7.000							
ERC STATE					7.000						
ERC STATE						7.000					
ERC STATE							7.000				
ERC STATE								7.000			
ERC STATE									7.000		
ERC STATE										7.000	
Fiscal Year Total	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	
	Total FY2014-2017			28.000	Total Later FY2018-2023				42.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X30

Planning and Research, Federal-Aid

NCODE

AQCODE:

NJDOT will continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Delivery

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Project Manager: Lewis, James

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
PLS SPR	19.144										
PLS STP	5.550										
PLS SPR		19.144									
PLS STP		5.550									
PLS SPR			19.144								
PLS STP			5.550								
PLS SPR				19.144							
PLS STP				5.550							
PLS SPR					19.144						
PLS STP					5.550						
PLS SPR						19.144					
PLS STP						5.550					
PLS SPR							19.144				
PLS STP							5.550				
PLS SPR								19.144			
PLS STP								5.550			
PLS SPR									19.144		
PLS STP									5.550		
PLS SPR										19.144	
PLS STP										5.550	
Fiscal Year Total	24.694	24.694	24.694	24.694	24.694	24.694	24.694	24.694	24.694	24.694	
	Total FY2014-2017			98.776	Total Later FY2018-2023				148.164		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X140

Planning and Research, State

NCODE

AQCODE:

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing intermodalism, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Lewis, James

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PLS STATE	1.000									
PLS STATE		1.000								
PLS STATE			1.000							
PLS STATE				1.000						
PLS STATE					1.000					
PLS STATE						1.000				
PLS STATE							1.000			
PLS STATE								1.000		
PLS STATE									1.000	
PLS STATE										1.000
Fiscal Year Total	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
	Total FY2014-2017			4.000	Total Later FY2018-2023				6.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X135

Pre-Apprenticeship Training Program for Minorities and Women

NCODE

AQCODE:

This program will provide funding for a pre-apprenticeship program to train minorities and women to qualify for entry into union apprenticeship programs and employment on NJDOT construction projects.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Overton, Jeff

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STP	0.500									
EC	STP		0.500								
EC	STP			0.500							
EC	STP				0.500						
EC	STP					0.500					
EC	STP						0.500				
EC	STP							0.500			
EC	STP								0.500		
EC	STP									0.500	
EC	STP										0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
		Total FY2014-2017			2.000	Total Later FY2018-2023				3.000	

DB# X10

Program Implementation Costs, NJDOT

NCODE

AQCODE:

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Stevenson, Deb

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STATE	97.000									
EC	STATE		97.000								
EC	STATE			97.000							
EC	STATE				107.000						
EC	STATE					110.000					
EC	STATE						110.000				
EC	STATE							113.500			
EC	STATE								116.900		
EC	STATE									120.400	
EC	STATE										124.000
Fiscal Year Total		97.000	97.000	97.000	107.000	110.000	110.000	113.500	116.900	120.400	124.000
		Total FY2014-2017			398.000	Total Later FY2018-2023				694.800	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 10344

Project Development: Concept Development and Preliminary Engineering

NCODE

AQCODE:

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager:

Degrees of Disadvantage:

Mileposts:

N/A

Sponsor: NJDOT

Improvement Type:

Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CD STATE	5.000										
CD STATE		5.000									
CD STATE			5.000								
CD STATE				5.000							
CD STATE					5.000						
CD STATE						5.000					
CD STATE							5.000				
CD STATE								5.000			
CD STATE									5.000		
CD STATE										5.000	
Fiscal Year Total	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
	Total FY2014-2017			20.000	Total Later FY2018-2023				30.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 05341

Project Enhancements

NCODE

AQCODE:

This program provides funding for new methodology for the advancement of the Capital Program due to changes in policy and procedures. This program will provide enhanced data accumulation and advanced dissemination capabilities for senior management.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Grant, Sheryl

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	0.100									
EC STATE		0.100								
EC STATE			0.100							
EC STATE				0.100						
EC STATE					0.100					
EC STATE						0.100				
EC STATE							0.100			
EC STATE								0.100		
EC STATE									0.100	
EC STATE										0.100
Fiscal Year Total	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
	Total FY2014-2017			0.400	Total Later FY2018-2023			0.600		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X35A

Rail-Highway Grade Crossing Program, State

NCODE

AQCODE:

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.

This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Filipowicz, Charles

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
CON STATE	4.400										
CON STATE		4.600									
CON STATE			4.800								
CON STATE				5.000							
CON STATE					5.200						
CON STATE						5.400					
CON STATE							5.600				
CON STATE								5.800			
CON STATE									6.000		
CON STATE										6.200	
Fiscal Year Total	4.400	4.600	4.800	5.000	5.200	5.400	5.600	5.800	6.000	6.200	
	Total FY2014-2017			18.800	Total Later FY2018-2023				34.200		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 99409

Recreational Trails Program

NCODE

AQCODE:

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Davis, Sheree/NJDEP, Parks & Forestry

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDEP

Improvement Type: Bicycle/Pedestrian Improvement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC RTP	1.238										
ERC RTP		1.238									
ERC RTP			1.238								
ERC RTP				1.238							
ERC RTP					1.238						
ERC RTP						1.238					
ERC RTP							1.238				
ERC RTP								1.238			
ERC RTP									1.238		
ERC RTP										1.238	
Fiscal Year Total	1.238	1.238	1.238	1.238	1.238	1.238	1.238	1.238	1.238	1.238	
	Total FY2014-2017			4.952	Total Later FY2018-2023				7.428		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X144

Regional Action Program

NCODE

AQCODE:

This is a program of low-cost, quick turn around capital improvements to be accomplished under the management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Also included is funding for small-scale landscape contracts to minimize adverse effects of a highway where engineering solutions are prohibitive.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Kneidinger/Davis/Kingsland

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	1.500									
EC STATE		0.500								
EC STATE			0.500							
EC STATE				0.500						
EC STATE					0.500					
EC STATE						2.000				
EC STATE							2.000			
EC STATE								2.000		
EC STATE									2.000	
EC STATE										2.000
Fiscal Year Total	1.500	0.500	0.500	0.500	0.500	2.000	2.000	2.000	2.000	2.000
	Total FY2014-2017			3.000	Total Later FY2018-2023				10.500	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X03A Restriping Program & Line Reflectivity Management System

AQCODE: S11

This program is administered by NJDOT and will provide for the application of long-life pavement markings and raised pavement markers on the state highway system. In addition, a new Line Reflectivity Management Unit was formed within Maintenance Engineering and Operations, to take reflectivity readings of pavement markings in order to more efficiently develop the annual striping program for NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Tunnard/Bhanderi

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STP	15.000										
EC STP		15.000									
EC STP			15.000								
EC STP				15.000							
EC STP					15.000						
EC STP						15.000					
EC STP							15.000				
EC STP								15.000			
EC STP									15.000		
EC STP										15.000	
Fiscal Year Total	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	
	Total FY2014-2017			60.000	Total Later FY2018-2023				90.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X03E

Resurfacing Program

NCODE

AQCODE:

This is a comprehensive program of providing renewed riding surfaces to state highways to prolong the life of the pavement and provide a smoother ride for users of the system. The resurfacing program is a key component of NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing or other treatments through the NJDOT's pavement management system. The program consists primarily of the resurfacing of highway segments, but may also include selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers on the state highway system and acquisition of essential equipment and materials.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Tunnard/Bhanderi

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	75.000										
EC STATE		75.000									
EC STATE			75.000								
EC STATE				125.000							
EC STATE					125.000						
EC STATE						125.000					
EC STATE							125.000				
EC STATE								125.000			
EC STATE									125.000		
EC STATE										125.000	
Fiscal Year Total	75.000	75.000	75.000	125.000	125.000	125.000	125.000	125.000	125.000	125.000	
	Total FY2014-2017			350.000	Total Later FY2018-2023				750.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 99327A Resurfacing, Federal

AQCODE: S10

This program provides for the design and construction of pavement resurfacing projects. This line item will be utilized to provide pavement recommendations, survey, aerial photography, photogrammetry, base mapping and engineering needed to prepare contract documents to advertise resurfacing projects as well as provide for contractor services to construct resurfacing projects. Project lists will be developed by using the Pavement Management System and visual inspection of the roadway segments in need of repair.

CMP: Not SOV Capacity Adding

Municipalities: Various

DVRPC Planning Area:

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Gresavage, Sue

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC NHPP	8.000										
ERC NHPP		8.000									
ERC NHPP			8.000								
ERC STATE			30.000								
ERC NHPP				8.000							
ERC STATE				30.000							
ERC NHPP					8.000						
ERC STATE					30.000						
ERC NHPP						8.000					
ERC STATE						30.000					
ERC NHPP							8.000				
ERC STATE							30.000				
ERC NHPP								8.000			
ERC STATE								30.000			
ERC NHPP										8.000	
ERC STATE										30.000	
Fiscal Year Total	8.000	8.000	38.000	38.000	38.000	38.000	38.000	38.000	38.000	38.000	
	Total FY2014-2017			92.000	Total Later FY2018-2023					228.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 05339

Right of Way Database/Document Management System

NCODE

AQCODE:

This program provides funding to update the existing Access database with a system that is approved and supported by the Division of Information Technology. This "next generation" system will have scheduling, document production, management control, GIS and extensive reporting capabilities. All information of the proposed system has been presented to Information Technology and has the advocacy of CPM's senior management as well as the Department's Office of the Inspector General. Occasional upgrades may be required.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Cunningham, Bob

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STATE	0.100									
EC	STATE		0.100								
EC	STATE			0.100							
Fiscal Year Total		0.100	0.100	0.100							
Total FY2014-2017					0.300	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 05340

Right of Way Full-Service Consultant Term Agreements

NCODE

AQCODE:

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process.

Due to staff reduction, it may be necessary to increase consultant force. The agreements will be established based on initial binding amounts of \$10,000, with the funding of individual task order assignments referenced to project specific state and federal right of way accounts.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Cunningham, Bob

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ROW STATE	0.050										
ROW STP	0.100										
ROW STATE		0.050									
ROW STP		0.100									
ROW STATE			0.050								
ROW STP			0.100								
ROW STATE				0.050							
ROW STP				0.100							
ROW STATE					0.050						
ROW STP					0.100						
ROW STATE						0.050					
ROW STP						0.100					
ROW STATE							0.050				
ROW STP							0.100				
ROW STATE								0.050			
ROW STP								0.100			
ROW STATE										0.050	
ROW STP										0.100	
Fiscal Year Total	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	
	Total FY2014-2017			0.600	Total Later FY2018-2023				0.900		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 04313

Safe Corridors Program (Project Implementation)

NCODE

AQCODE:

This program will provide for the identification and implementation of safety improvements along the Safe Corridor locations as outlined in the Safety First Initiative. These currently include portions of Routes 1, 9, 22, 40, 46, 47, 73 and 206. The safety improvements proposed are striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, corner modifications and innovative technology, i.e. pedestrian/bicycle detectors, etc.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Day, William

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC HSIP	2.500										
ERC HSIP		2.500									
ERC HSIP			2.500								
ERC HSIP				2.500							
ERC HSIP					2.500						
ERC HSIP						2.500					
ERC HSIP							2.500				
ERC HSIP								2.500			
ERC HSIP									2.500		
ERC HSIP										2.500	
Fiscal Year Total	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	
	Total FY2014-2017			10.000	Total Later FY2018-2023				15.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 99358

Safe Routes to School Program

NCODE

AQCODE:

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools. Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator.

CMP:

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Abuhuzeima, Shukri

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

DVRPC Planning Area:

CIS Program Category: Multimodal Programs

Degrees of Disadvantage:

Sponsor: Local Lead

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC HSIP	5.587										
ERC HSIP		5.587									
ERC HSIP			5.587								
ERC HSIP				5.587							
ERC HSIP					5.587						
ERC HSIP						5.587					
ERC HSIP							5.587				
ERC HSIP								5.587			
ERC HSIP									5.587		
ERC HSIP										5.587	
Fiscal Year Total	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	
	Total FY2014-2017			22.348	Total Later FY2018-2023				33.522		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 06402

Safe Streets to Transit Program

NCODE

AQCODE:

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Abuhuzeima, Shukri

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STATE	1.000									
EC	STATE		1.000								
EC	STATE			1.000							
EC	STATE				1.000						
EC	STATE					1.000					
EC	STATE						1.000				
EC	STATE							1.000			
EC	STATE								1.000		
EC	STATE									1.000	
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total FY2014-2017			4.000	Total Later FY2018-2023				6.000	

DB# 13307

Salt Storage Facilities - Statewide

AQCODE:

Construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities and response time.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory:

CIS Program Category: Transportation Support Facilities

Project Manager: Hatzisavvas, Debby

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC	STATE	4.500									
Fiscal Year Total		4.500									
		Total FY2014-2017			4.500	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X239

Sign Structure Inspection Program

NCODE

AQCODE:

Funding is being provided for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes.

This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Quality of Life

CIS Program Category: Bridge Assets

Project Manager: Evans, Jack

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	1.600										
EC STATE		1.600									
EC STATE			1.600								
EC STATE				1.600							
EC STATE					1.600						
EC STATE						1.600					
EC STATE							1.600				
EC STATE								1.600			
EC STATE									1.600		
EC STATE										1.600	
Fiscal Year Total	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	
	Total FY2014-2017			6.400	Total Later FY2018-2023				9.600		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X239A

Sign Structure Rehabilitation/Replacement Program

NCODE

AQCODE:

This program provides for the rehabilitation/replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. A number of existing signs have been found to have fatigue cracking that necessitates action. There are approximately 650 aluminum sign structures in the State and most approaching their design life of 50 years. Accelerated replacement of these structures is required to address this issue.

CMP:

Municipalities:

CIS Program Subcategory: Quality of Life

Project Manager: Kasbekar, Nat/McGrosky, Walter

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

DVRPC Planning Area:

CIS Program Category: Bridge Assets

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC STP	2.000									
ERC STP		2.000								
ERC STP			2.000							
ERC STP				2.000						
ERC STP					5.000					
ERC STP						5.000				
ERC STP							5.000			
ERC STP								10.000		
ERC STP									10.000	
ERC STP										10.000
Fiscal Year Total	2.000	2.000	2.000	2.000	5.000	5.000	5.000	10.000	10.000	10.000
	Total FY2014-2017			8.000	Total Later FY2018-2023				45.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X39

Signs Program, Statewide

NCODE

AQCODE:

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: Tunnard/Gervasoni

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	2.000										
EC STATE		2.000									
EC STATE			2.000								
EC STATE				2.000							
EC STATE					2.000						
EC STATE						3.000					
EC STATE							3.000				
EC STATE								3.000			
EC STATE									3.000		
EC STATE										3.000	
Fiscal Year Total	2.000	2.000	2.000	2.000	2.000	3.000	3.000	3.000	3.000	3.000	
	Total FY2014-2017			8.000	Total Later FY2018-2023				17.000		

DB# X150

State Police Enforcement and Safety Services

NCODE

AQCODE:

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Maruca, Ron/Rizzo, Antonio

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	3.500										
EC STATE		3.500									
EC STATE			3.500								
EC STATE				3.500							
EC STATE					3.500						
EC STATE						3.500					
EC STATE							3.500				
EC STATE								3.500			
EC STATE									3.500		
EC STATE										3.500	
Fiscal Year Total	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	
	Total FY2014-2017			14.000	Total Later FY2018-2023				21.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 13308

Statewide Traffic Operations and Support Program

AQCODE:

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager:

Mileposts:

Improvement Type:

N/A

Signal/ITS Improvements

DVRPC Planning Area:

CIS Program Category: Congestion Relief

Degrees of Disadvantage:

Sponsor: NJDOT

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC NHPP	21.950										
EC OTHER	1.800										
EC NHPP		23.750									
EC NHPP			23.750								
EC NHPP				23.750							
EC NHPP					23.750						
EC NHPP						23.750					
EC NHPP							23.750				
EC NHPP								23.750			
EC NHPP									23.750		
EC NHPP										23.750	
Fiscal Year Total	23.750	23.750	23.750	23.750	23.750	23.750	23.750	23.750	23.750	23.750	
	Total FY2014-2017			95.000	Total Later FY2018-2023				142.500		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 14300 Title VI and Nondiscrimination Supporting Activities

AQCODE: This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary.

CMP:
 Municipalities: DVRPC Planning Area:
 CIS Program Subcategory: CIS Program Category: Capital Program Delivery
 Project Manager: Doaud, Karen Degrees of Disadvantage:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type:

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)						
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE		0.150									
EC STATE			0.150								
EC STATE				0.150							
EC STATE					0.150						
EC STATE						0.150					
EC STATE							0.150				
EC STATE								0.150			
EC STATE									0.150		
EC STATE										0.150	
Fiscal Year Total		0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	
		Total FY2014-2017			0.450	Total Later FY2018-2023				0.900	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X66

Traffic Monitoring Systems

NCODE

AQCODE:

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Traffic Monitoring Systems (TMS) and continuous traffic counting installations; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; and to initiate/update a Roadway Digital Imaging Program.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Day, William

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
PLS	NHPP	12.910										
PLS	STATE	1.000										
PLS	NHPP		12.910									
PLS	STATE		1.000									
EC	NHPP			3.900								
PLS	NHPP			12.910								
PLS	STATE			1.000								
PLS	NHPP				12.910							
PLS	STATE				1.000							
PLS	NHPP					12.910						
PLS	STATE					1.000						
EC	NHPP						5.000					
PLS	NHPP						12.910					
PLS	STATE						1.000					
PLS	NHPP							12.910				
PLS	STATE							1.000				
PLS	NHPP								12.910			
PLS	STATE								1.000			
EC	NHPP									6.500		
PLS	NHPP									12.910		
PLS	STATE									1.000		
PLS	NHPP										12.910	
PLS	STATE										1.000	
Fiscal Year Total		13.910	13.910	17.810	13.910	13.910	18.910	13.910	13.910	20.410	13.910	
		Total FY2014-2017			59.540	Total Later FY2018-2023				94.960		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X47

Traffic Signal Replacement

NCODE

AQCODE:

This program provides for the purchase of materials and installation of new and upgraded traffic signals statewide and related improvements to the operation of signals. This program will provide for the replacement of traffic signals on an annual basis and assist regional operations in the rehabilitation and maintenance of our highway lighting system. It also includes the replacement of energy efficient LED indicators (State). Through a traffic signal management system that will provide a condition rating of the signal equipment integrated with crash data and congestion management system data, this program (to be developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize the signals for replacement based on the above data. The results of the priority locations will be to systematically replace aging signal equipment, optimize the operation of the signal, and provide maximum efficiency of the intersection (HSIP).

CMP:

Municipalities:

CIS Program Subcategory: Safety

Project Manager: Tunnard/Black

Mileposts: N/A

Improvement Type: Signal/ITS Improvements

DVRPC Planning Area:

CIS Program Category: Safety Management

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	HSIP	0.500									
EC	STATE	9.111									
EC	STP	0.500									
EC	HSIP		0.500								
EC	STATE		9.111								
EC	STP		0.500								
EC	HSIP			0.500							
EC	STATE			9.111							
EC	STP			0.500							
EC	HSIP				0.500						
EC	STATE				9.111						
EC	STP				0.500						
EC	HSIP					0.500					
EC	STATE					9.111					
EC	STP					0.500					
EC	HSIP						0.500				
EC	STATE						9.111				
EC	STP						0.500				
EC	HSIP							0.500			
EC	STATE							9.111			
EC	STP							0.500			
EC	HSIP								0.500		
EC	STATE								9.111		
EC	STP								0.500		
EC	HSIP									0.500	
EC	STATE									9.111	
EC	STP									0.500	
EC	HSIP										0.500
EC	STATE										9.111
EC	STP										0.500
Fiscal Year Total		10.111	10.111	10.111	10.111	10.111	10.111	10.111	10.111	10.111	10.111
		Total FY2014-2017			40.444	Total Later FY2018-2023			60.666		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X244

Training and Employee Development

NCODE

AQCODE:

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Vida, Greg

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STP	1.000										
EC STP		1.000									
EC STP			1.000								
EC STP				1.000							
EC STP					1.000						
EC STP						1.000					
EC STP							1.000				
EC STP								1.000			
EC STP									1.000		
EC STP										1.000	
Fiscal Year Total	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
	Total FY2014-2017			4.000	Total Later FY2018-2023				6.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 01316

Transit Village Program

NCODE

AQCODE:

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Bruccoleri, Dave

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
EC STATE	1.000										
EC STATE		1.000									
EC STATE			1.000								
EC STATE				1.000							
EC STATE					1.000						
EC STATE						1.000					
EC STATE							1.000				
EC STATE								1.000			
EC STATE									1.000		
EC STATE										1.000	
Fiscal Year Total	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
	Total FY2014-2017			4.000	Total Later FY2018-2023				6.000		

DB# X107

Transportation Alternatives Program

AQCODE: X12

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Quality of Life

CIS Program Category: Local System Support

Project Manager: Abuhuzeima, Shukri

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC STP-TE	7.235										
ERC STP-TE		2.933									
ERC TAP			7.235								
ERC TAP				7.235							
ERC TAP					7.235						
ERC TAP						7.235					
ERC TAP							7.235				
ERC TAP								7.235			
ERC TAP									7.235		
ERC TAP										7.235	
Fiscal Year Total	7.235	2.933	7.235	7.235	7.235	7.235	7.235	7.235	7.235	7.235	
	Total FY2014-2017			24.638	Total Later FY2018-2023				43.410		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 02393

Transportation and Community System Preservation Program

NCODE

AQCODE:

This program provides federal funding for various projects under the Transportation and Community System Preservation Program. The funding for these projects are earmarked via various federal appropriations acts.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Abuhuzeima, Shukri

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ERC TCSP	4.000									
ERC TCSP		4.000								
ERC TCSP			4.000							
ERC TCSP				4.000						
ERC TCSP					4.000					
ERC TCSP						4.000				
ERC TCSP							4.000			
ERC TCSP								4.000		
ERC TCSP									4.000	
ERC TCSP										4.000
Fiscal Year Total	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
	Total FY2014-2017		16.000		Total Later FY2018-2023			24.000		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X43

Transportation Demand Management Program Support

NCODE

AQCODE:

This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Davis, Sheree

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
PLS CMAQ	0.230										
PLS CMAQ		0.230									
PLS CMAQ			0.230								
PLS CMAQ				0.230							
PLS CMAQ					0.230						
PLS CMAQ						0.230					
PLS CMAQ							0.230				
PLS CMAQ								0.230			
PLS CMAQ									0.230		
PLS CMAQ										0.230	
Fiscal Year Total	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	
	Total FY2014-2017			0.920	Total Later FY2018-2023				1.380		

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# 04364

Transportation Safety Resource Center (TSRC)

NCODE

AQCODE:

This program includes reducing traffic-related fatalities, injuries and crashes by providing traffic and safety engineering services, training activities, and traffic records database support. The center will also provide support to other established programs such as Safety Conscious Planning (SCP), Comprehensive Strategic Highway Safety Plan (CSHSP), Senior Safety and the Safety Management Task Force (SMTF).

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Day, William

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	HSIP	1.600									
EC	HSIP		1.600								
EC	HSIP			1.600							
EC	HSIP				1.600						
EC	HSIP					1.600					
EC	HSIP						1.600				
EC	HSIP							1.600			
EC	HSIP								1.600		
EC	HSIP									1.600	
EC	HSIP										1.600
Fiscal Year Total		1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600
		Total FY2014-2017				Total Later FY2018-2023					
		6.400				9.600					

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X11

**Unanticipated Design, Right of Way and Construction Expenses,
State**

NCODE

AQCODE:

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Abbott, Karen

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ERC STATE	22.280										
ERC STATE		41.212									
ERC STATE			32.713								
ERC STATE				61.000							
ERC STATE					61.000						
ERC STATE						61.000					
ERC STATE							61.000				
ERC STATE								61.000			
ERC STATE									61.000		
ERC STATE										61.000	
Fiscal Year Total	22.280	41.212	32.713	61.000	61.000	61.000	61.000	61.000	61.000	61.000	
	Total FY2014-2017			157.205	Total Later FY2018-2023					366.000	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X101

Underground Exploration for Utility Facilities

NCODE

AQCODE:

This program provides funding for the use of subsurface testing to accurately locate and identify underground utilities for the purpose of mitigating design and construction problems caused by conflicts with utility locations.

CMP:

Municipalities:

DVRPC Planning Area:

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Salim, Farhat

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)							
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		
EC	STATE	0.200											
EC	STATE		0.200										
EC	STATE			0.200									
EC	STATE				0.200								
EC	STATE					0.200							
EC	STATE						0.200						
EC	STATE							0.200					
EC	STATE								0.200				
EC	STATE									0.200			
EC	STATE										0.200		
Fiscal Year Total		0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200
		Total FY2014-2017				Total Later FY2018-2023							
		0.800				1.200							

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X126

University Transportation Research Technology

NCODE

AQCODE:

This program provides funding for consultant and university research centers and programs providing support for New Jersey transportation research needs, including the multistate University Transportation Research Center/Research Foundation, NJIT, the National Center for Transportation and Industrial Productivity at NJIT, the LTAP center at Rutgers, the Center for Advanced Infrastructure and Transportation at Rutgers, Rowan University, the College of New Jersey and Stevens Institute of Technology. This program will also provide funding for policy research activities.

CMP:

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Crichton-Summers, C

Mileposts: N/A

Improvement Type: Other

DVRPC Planning Area:

CIS Program Category: Capital Program Delivery

Degrees of Disadvantage:

Sponsor: NJDOT

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase	Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC	STATE	0.500									
EC	STATE		0.500								
EC	STATE			0.500							
EC	STATE				1.000						
EC	STATE					1.500					
EC	STATE						1.500				
EC	STATE							1.500			
EC	STATE								2.000		
EC	STATE									2.000	
EC	STATE										2.000
Fiscal Year Total		0.500	0.500	0.500	1.000	1.500	1.500	1.500	2.000	2.000	2.000
		Total FY2014-2017				Total Later FY2018-2023					
		2.500				10.500					

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

DB# X182 **Utility Reconnaissance and Relocation** NCODE

AQCODE: This program provides reimbursement for design and construction costs to utility companies required to relocate facilities due to transportation improvement projects.

CMP:
 Municipalities: DVRPC Planning Area:
 CIS Program Subcategory: Capital Program Delivery CIS Program Category: Capital Program Delivery
 Project Manager: Bertuccini Degrees of Disadvantage:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STATE	2.000									
EC STATE		2.000								
EC STATE			2.000							
EC STATE				2.000						
EC STATE					2.000					
EC STATE						2.000				
EC STATE							2.000			
EC STATE								2.000		
EC STATE									2.000	
EC STATE										2.000
Fiscal Year Total	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
	Total FY2014-2017			8.000	Total Later FY2018-2023				12.000	

DB# X199 **Youth Employment and TRAC Programs** NCODE

AQCODE: This is a federal grant program that provides employment and training opportunities to at-risk youths in New Jersey, especially those in urban areas.

CMP:
 Municipalities: DVRPC Planning Area:
 CIS Program Subcategory: Capital Program Support CIS Program Category: Capital Program Delivery
 Project Manager: Sterns, Robin Degrees of Disadvantage:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Other

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EC STP	0.250									
EC STP		0.250								
EC STP			0.250							
EC STP				0.250						
EC STP					0.250					
EC STP						0.250				
EC STP							0.250			
EC STP								0.250		
EC STP									0.250	
EC STP										0.250
Fiscal Year Total	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
	Total FY2014-2017			1.000	Total Later FY2018-2023				1.500	

DVRPC FY2014-2017 TIP for NJ

New Jersey Statewide Program

Final Version

Various

Total for Various:

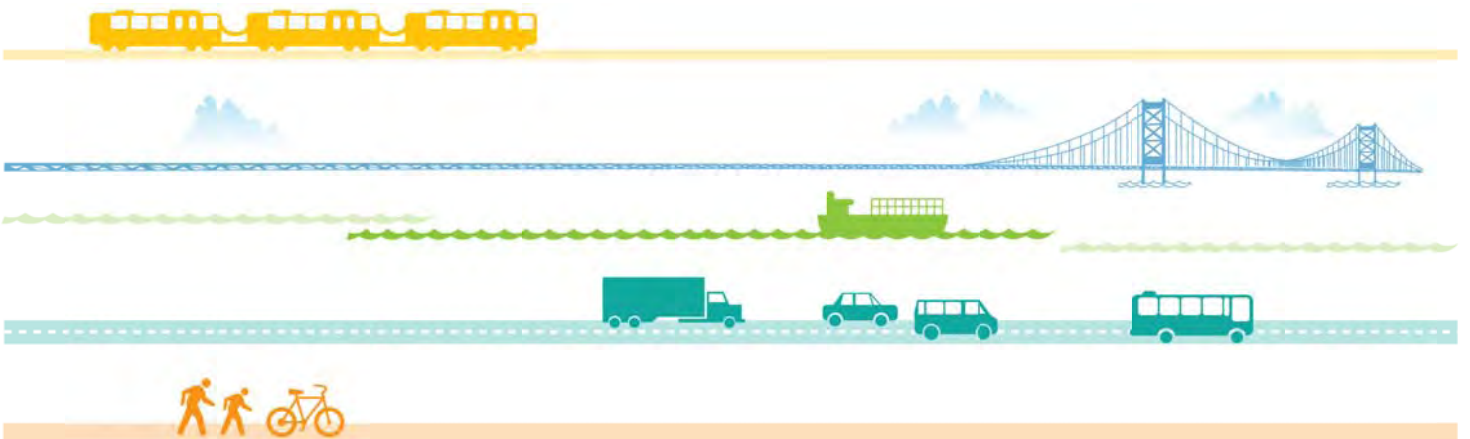
653.130	670.222	734.775	891.212	862.329	896.813	1,108.669	1,193.856	1,305.186	1,335.086	
<u>Total FY2014-2017</u>				2,949.339	<u>Total Later FY2018-2023</u>				6,701.939	

STUDY & DEVELOPMENT PROJECT LISTING

Tab

NEW JERSEY STUDY & DEVELOPMENT PROGRAM

*for the DVRPC FY2014 TIP
for New Jersey*



FY2014 Transportation Improvement Program for New Jersey

Project Listing and Index

(By DB#, Program, County/Agency, and Project Name)

DB#	Program	County/Agency	Project Name	Page
12380	S&D	Burlington	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	174
12307	S&D	Burlington	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	174
X227A2	S&D	Camden	Route 168, I-295 Interchange Improvements	175
12313	S&D	Camden	Route 42, Southbound Bridge over Conrail (Abandoned)	175
08366	S&D	Camden	Route 130, Camden County, Drainage	175
08356	S&D	Gloucester	Route 47, Corridor Study, Washington Twp. & Westville Boro	176
12383	S&D	Gloucester	Route 40 & CR 555 Intersection, Operational & Safety Improvements	176
11371	S&D	Gloucester	Route 47/130, Drainage, Westville Boro., Gloucester Co.	176
07319A	S&D	Mercer	Route 29, Assunpink and Pond Run Flooding Study	177
04315	S&D	Mercer	Route 95/29, Scudders Falls Bridge and Interchange at Route 29	177

DVRPC FY2014-2017 TIP for NJ

Study and Development Program - Highway

Final Version

Burlington

DB# 12307 Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety

A/Q Code SDN

Traffic congestion occurs on NJ 38 EB and WB during the PM peak on weekdays due to lack of capacity causing operational problems from queueing on NJ 38 WB, on Church St and on Fellowship Road between the intersections.

Prog Mgr: Saylor, Tom

Status: NEW

Improvement Type:

Intersection/Interchange Improvements

Municipalities: Moorestown Township

Mileposts: 7.53-7.59

<u>Anticipated Schedule of Phases</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
	CD			

DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections

A/Q Code

Traffic delays for multiple signal cycles occur on NJ 73 NB and SB during the AM and PM peaks on weekdays. In both directions the queues block the previous signalized intersections at Atrium Way and Howard Blvd./Rogers Ave. respectively. Traffic delays for multiple signal cycles occur on Church Rd. EB in the PM with queues blocking the previous signal at Arbor Way. Delays of over five minutes per vehicle were observed.

Prog Mgr: Saylor, Tom

Status:

Improvement Type:

Municipalities: Mount Laurel Township

Mileposts: 26.47 - 27.42

<u>Anticipated Schedule of Phases</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
	CD			

DVRPC FY2014-2017 TIP for NJ

Study and Development Program - Highway

Final Version

Camden

DB# 12313

Route 42, Southbound Bridge over Conrail (Abandoned)

A/Q Code S19

The bearings at several locations are exhibiting increase in size and number of cracked welds at the sole plate over past several years. We recommend replacing bearings over abutments and pier to meet current standards.

Prog Mgr: Saylor, Tom

Status: NEW

Improvement Type:

Municipalities: Gloucester Township

Mileposts: 10.210-10.210

Anticipated Schedule of Phases	2014	2015	2016	2017
	CD			

DB# 08366

Route 130, Camden County, Drainage

A/Q Code S2

Not SOV Capacity
Adding Subcorr(s): 5B,
6L

NJDOT Operations reports multiple closures due to flooding in this area. The current storm water pipes are inadequate to drain the storm water which is causing the flooding in the roadway. The past flood closures and daily traffic results in a high probability that the traveling public will continue to be impacted during major storm events. Hydrology and hydraulics studies are needed to identify the storm water drainage needs in order to reduce future flooding. The project area ranks #26 of 200 locations in the Drainage Management System.

Prog Mgr: Saylor, Tom

Status: NEW-G

Improvement Type:

Roadway
Rehabilitation

Municipalities: Haddon Township; Pennsauken Township

Mileposts: 28.82-29.15

Anticipated Schedule of Phases	2014	2015	2016	2017
	CD			

DB# X227A2

Route 168, I-295 Interchange Improvements

A/Q Code R3

Minor SOV Capacity
Subcorr(s): 2B

This project will involve the evaluation of alternatives to upgrade numerous safety and operational deficiencies in the vicinity of the interchange. The scope will include the intersection of Prospect Ridge Boulevard and Rt. 168. The feasibility of redesigning the lane drop that occurs south of the traffic signal at Rt. 168 and I-295 Ramp A so that it meets the current standards should be investigated in detail. Such an improvement could alleviate the peak period congestion created along Rt. 168 by the substandard existing merge. As part of any improvement, redesign of the terminals for the I-295 Ramp A would be required. Alternatives should be explored to determine the benefit of providing a dedicated deceleration lane from Rt. 168 northbound to Ramp F. The ramp take-off is located at a traffic signal on Rt. 168, however the ramp move is unrestricted. There appears to be adequate frontage between Brown Avenue and the ramp to provide a proper taper and some deceleration lane length. Currently, during peak periods, through traffic queues at the signal and restricts (Level of Service 'F') access to the ramp. Provision of a deceleration lane would eliminate this operational deficiency.

Prog Mgr: Saylor, Tom

Status:

This project is multi-year funded. Total construction funding needed is expected to be \$28,000,000.

Improvement Type:

This project may be suitable for ITS treatments.

Intersection/Interchan
ge Improvements

Municipalities: Haddon Heights Borough; Mount Ephraim Borough

Mileposts: 7.17 - 7.73

Anticipated Schedule of Phases	2014	2015	2016	2017
	CD			

DVRPC FY2014-2017 TIP for NJ

Study and Development Program - Highway

Final Version

Gloucester

DB# 12383 Route 40 & CR 555 Intersection, Operational & Safety Improvements

A/Q Code

Due to the construction and expansion of a business located on County Route 555 in Newfield, there has been an increase of semi-truck traffic to this facility. Predominately, vehicles traveling to and from this location use US 40 as the primary route. The intersection of Route 40 and Route 555 are problematic in that it is difficult for truck traffic traveling from WB Route 40 to NB Route 555 getting into the business facility. There is one lane in each direction on both highways.

Prog Mgr: Saylor, Tom

Status:

Improvement Type:

Municipalities: Franklin Township

Mileposts: Rt 40: 30.1 - 30.4, CR 555: 21.4 - 21.6

<u>Anticipated Schedule of Phases</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
	CD			

DB# 08356 Route 47, Corridor Study, Washington Twp. & Westville Boro

A/Q Code X1

Minor SOV Capacity Subcorr(s): 11A

The project limits fall between Washington Twp. and Westville Boro. DVRPC has completed a draft Problem Identification Summary. NJDOT will need to perform a CD study upon finalization of the DVRPC document.

Report has been submitted, no further activity is anticipated.

Prog Mgr: DVRPC

Status:

Improvement Type:

Other

Municipalities: Washington Township; Westville Borough

Mileposts: 64.3 - 74.9

<u>Anticipated Schedule of Phases</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
	LCD			

DB# 11371 Route 47/130, Drainage, Westville Boro., Gloucester Co.

A/Q Code SDX

Not SOV Capacity Adding Subcorr(s):

There has been 83 reported flooding incidents in 4 years. Combination of 2 sites were ranked #42 & #59 (Equivalent Ranking 18) on the Drainage Management System. Rt 47 MP 74.8-75.2 & Rt 130 MP 15.5-25.7.

Prog Mgr: Saylor, Tom

Status:

Improvement Type:

Roadway Rehabilitation

Municipalities: Westville Borough

Mileposts: 74.8 - 75.2

<u>Anticipated Schedule of Phases</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
	CD			

DVRPC FY2014-2017 TIP for NJ

Study and Development Program - Highway

Final Version

Mercer

DB# 07319A **Route 29, Assunpink and Pond Run Flooding Study**

A/Q Code SDX

Study on the effects of flooding similar to Hurrican Irene flooding

Prog Mgr: Rollo, Mark

Status: NEW

Improvement Type:

Other

Municipalities: Trenton City

Mileposts:

Anticipated Schedule of Phases 2014 2015 2016 2017
CD

DB# 04315 **Route 95/29, Scudders Falls Bridge and Interchange at Route 29**

A/Q Code SDN

Major SOV Capacity
Subcorr(s):

A study by the Delaware River Joint Toll Bridge Commission was completed for the total replacement of the bridge over the Delaware River. The study resulted in a project to replace the bridge over the river and redesign the interchange between I-95 and Route 29. FHWA has accepted the Final Section 4(f) effort and a FONSI was issued in June 2012. The Final Point of Access (POA) Study was approved by FHWA in January 2013. The DRJTBC is moving forward with the environmental permits for the project and received NJDEP permit approval in June 2013. A Draft MOA has been prepared and circulated for comments. No federal or State funds are committed for design, right of way or construction.

Prog Mgr: Saylor/DRJTBC

Status:

Improvement Type:

Bridge

Repair/Replacement

This project may be suitable for ITS treatments.

Municipalities: Ewing Township

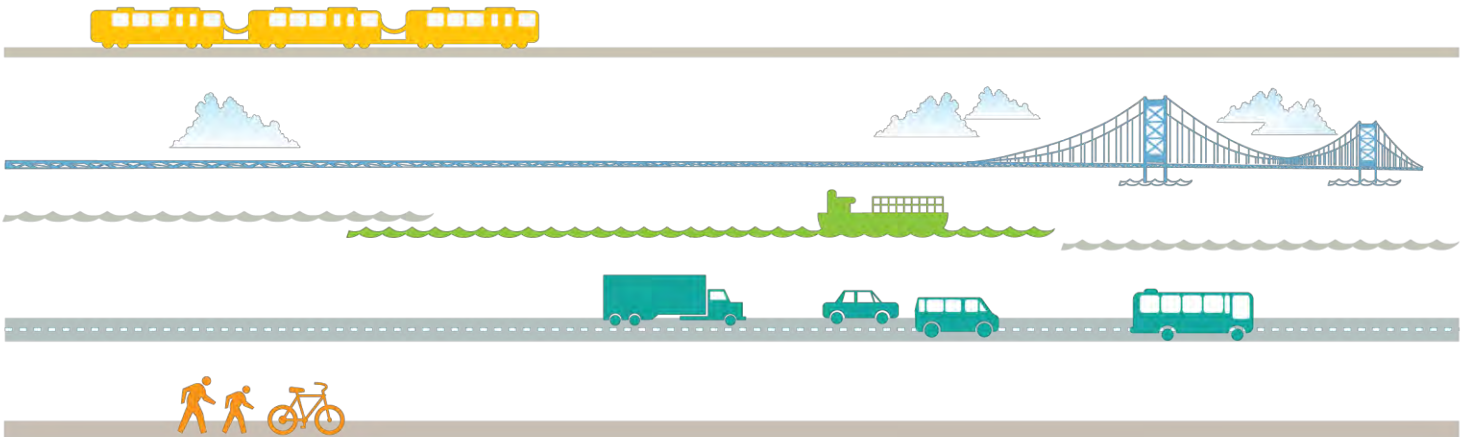
Mileposts: N/A

Anticipated Schedule of Phases 2014 2015 2016 2017
CD

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FY2012 Major Project Status



Delaware Valley Regional Planning Commission (DVRPC)

Major Project Status Report

State Transportation Improvement Program (STIP) for New Jersey (FY2014-2017)

Federal regulations require that the STIP lists major projects from the previous STIP and identify any significant delays in the planned implementation. The table below is a list of major projects from the FY2012-2015 STIP and their status.

DB#	FY2012-2015 Total Cost	Project Name	Project Status
BURLINGTON COUNTY			
11334	\$13,500,000	Route 38, MP 0.0 - 6.1 Pavement	This Limited Scope Project graduated from Concept Development directly to Final Design in May 2013. CD report was approved by FHWA in April 2013.
D9912A	\$34,200,000	South Pemberton Road, CR 530, Phase 2	The South Pemberton Road, CR 530 project was broken into two projects in FY2012-2015 TIP for NJ. Construction for Phase I of the project (DB# D9912) has been authorized. Phase 2 of the project (DB# D9912A) is waiting for right-of-way authorization by NJDOT. The county is expecting to receive a revised ER based on FHWA comments to the original ER by August 5, 2013.
CAMDEN COUNTY			
08366	\$9,500,000	Route 130, Camden County, Drainage	Alternative Development in progress, a Core Group Meeting was held May 29, 2013. An officials briefing was held June 21, 2013. Five conceptual solutions to flooding were initially identified through project screening to mitigate flooding problems at Route 130 and Comly Lane: 1. Modify Existing NJDOT Pump Station - Comly Lane Runoff Only 2. Modify Existing NJDOT Pump Station - Comly Lane and Route 130 Runoff 3. New Pump Station - Comly Lane Runoff Only 4. New Pump Station - Comly Lane and Route 130 Runoff 5. Detention Basin.
10341	\$9,800,000	Route 168, Merchant Street to Ferry Avenue, Pavement	Currently waiting for PE proposal from Consultant. CPC approved in Feb '13; CD Graduation in Feb. 2013; presented to CPSC on 2/11/13; Project will not be broken into two parts as previously thought. The project will continue as Pavement Reconstruction. Local Officials Meeting was held In July 2012. Public Information Center was scheduled for October 25, 2012. Next step is PE Agreement with Designer.
11326	\$31,540,000	Route 76/676, Bridge Deck Replacements	A meeting was scheduled with the FHWA on 08/05/2013 to go over the developments of the project. The designer has completed the testing for the additional bridge decks for chlorides. The testing was completed and the results received in June 2013. A request to the CCB will be sent to the Director's office for approval when the new scope for the project is finalized. A new schedule will be developed to reflect the scope changes when approvals from the Change Control Board and the Consultant Selection Committee are received.
11338	\$25,800,000	Route 70, Route 38 to Cropwell Road, Pavement	STIP approval obtained 07/27/2013. DVRPC met at the end of June 2013 to process the STIP request. A TIP amendment is needed and is being processed. Funding request prepared and submitted on 04/29/2013 to Federal Aid for authorization. The ICE and budget has been finalized. The designer's proposal has been negotiated. The project was presented at the 04/10/2013 CPSC meeting and was approved to advance to PE. A PIC was held on 1/22/2013 in Cherry Hill. A local officials meeting was held on 12/19/2012. A Core Group meeting was held on 12/18/2012.
93266	\$10,100,000	Route 30, Blue Anchor Dam	On June 7, 2013, NJDOT sent a funding request to FHWA for a contract mod. with Taylor Wiseman Taylor to move the water quality basin.

Major Project Status Report

Continued

DB#	FY2012-2015 Total Cost	Project Name	Project Status
CAMDEN COUNTY (CONTINUED)			
355A	\$133,900,000	Route 295/42, Missing Moves, Bellmawr	Waiting for funding to advance PE Effort. Received consultant proposal for alignment outside of Landfill. Revised PE required for new alignment.
355B	\$184,600,000	Route 295/42/I-76, Direct Connection, Contract 1	PRE CON: February 20, 2013 CON PIC: February 21, 2013 AWARDED: JANUARY 18, 2013. Notice to Proceed: February 6, 2013
355C	\$215,100,000	Route 295/42/I-76, Direct Connection, Contract 2	Pre-PS&E submitted June 28, 2013. PS&E in August 2013 Supreme Court ruled in NJDOT's favor on 4/26/13.
355D	\$198,000,000	Route 295/42/I-76, Direct Connection, Contract 3	Designer proceeding with features of FD to coordinate contracts. Final design funding approved and modification executed for this work.
355E	\$225,100,000	Route 295/42/I-76, Direct Connection, Contract 4	Final Design funding was authorized and modification executed December 2011. Proceeding with some design elements to coordinated design with other contracts.
355F	\$7,400,000	Route 295/42/I-76, Direct Connection, Camden County, Advanced ITS Contract	Contract Executed: August 20, 2012. Awarded: August 2, 2012 Advertisement: June 14 2012 Bids: July 10, 2012
X227A2	\$30,500,000	Route 168, I-295 Interchange Improvements	The intersection of Rt. 168 and Browning Road is included in the Concept study.

GLOUCESTER COUNTY

07369	\$8,000,000	Route 322, Corridor Congestion Relief Project	<p>Work for this State-sponsored project has been completed using a total of \$16 million State Aid Trust fund dollars. Some of this amount was programmed from FY2010 to FY2018 in the FY2010 and FY2012 TIPs. \$8 million State dollars are currently programmed in the FY2014-2017 TIP. The following phases have been completed</p> <p>(Phase 1) Aura/Richwood Rte. 322 widening relief project - Gloucester County used approximately \$6 million to construct roadway improvements of Rte. 322 near Rte. 55 overpass in the Richwood area of Harrison Township.</p> <p>(Phase 2) Gloucester County used funds to complete the Rte. 322 By-pass in Harrison Twp. from Rte. 45 to CR. 618. The construction of the By-pass was completed in two phases:</p> <ul style="list-style-type: none"> ❖ Phase 1: Approximately \$6 million for purchase of right-of-way, \$2.5 million in construction costs installing a new traffic signal and basin area near CR 618 in Phase 1 for the Rte. 322 By-Pass, ❖ Phase 2: \$12 million Phase 2 construction of the bridge and roadway completing the by-pass tie-in with Rte. 45 in 2012. <p>These improvements have been extremely successful in alleviating past traffic congestion in the two areas of Rte. 322 since construction was completed.</p>
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Major Project Status Report

Continued

DB#	FY2012-2015 Total Cost	Project Name	Project Status
GLOUCESTER COUNTY (CONTINUED)			
98344	\$57,930,000	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation	The funding for Final Design was authorized by FHWA on 9/26/12. The Environmental document (CED) for the project has been approved by FHWA on 8/28/12. Agreement for Structural Design Consultant was negotiated and has been approved by the DAGs Office. In-house Design and Support funding included in FHWA's authorization. Final Design is underway as of Nov. 2012.
D0503	\$13,850,000	Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-Grenloch Road, CR 630	As of July 19, 2013, NJDOT Local Aid will complete reviewing preliminary submission of the project's PS&E package for construction in FY2013. The county needs to submit an ER.
MERCER COUNTY			
99362	\$34,550,000	Trenton Amtrak Bridges	A draft concept has been developed to replace the East State Street Bridge. A meeting with Trenton officials is being requested to discuss impact on Firehouse and EMS facilities.
01330A	\$14,170,000	Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements	The Design phase is progressing. Base maps are completed. A traffic circulation study was performed at Mercer Mall. ROW is being established, and property lines are identified. A Public Information Action Plan has been initiated.
L064	\$8,462,000	Route 206, South Broad Street Bridge over Assunpink Creek	A consolidated Alternative Analysis was submitted to SHPO on May 12, 2012 for review and comments. Project is awaiting SHPO's comments. Senior management to make a decision regarding reassignment of South Broad Bridge project to the county since the Department has no jurisdiction over either the bridge or this portion of Route 206 roadway. At the recommendation of the Environmental team, a meeting was held on October 7, 2010, with the City, County, FHWA, SHPO, and the department staff involved with the project. All Alternatives Analyses are to be merged into one for submission to FHWA and SHPO. Preliminary Design Development is near completion. The Environmental Document is still being prepared.

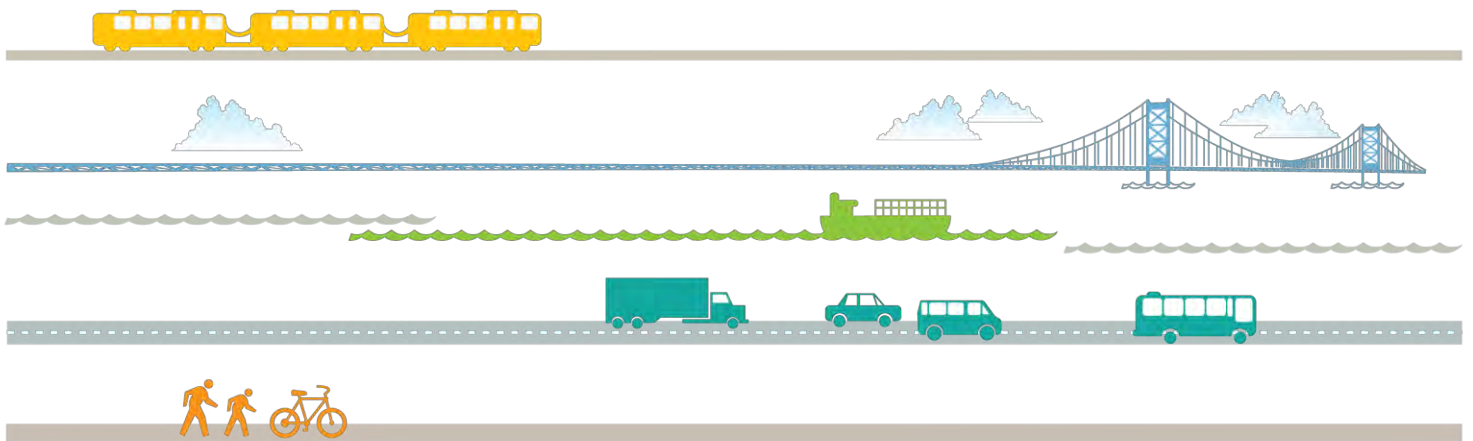
APPENDICES

Tab



Appendix A

Board Resolutions



RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

ADOPTION OF THE DVRPC FY2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY (FY2014-FY2017)

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 nine county DVRPC planning area has been designated as a nonattainment area for ozone by US EPA; portions of the counties of Burlington, Camden, Mercer, and Philadelphia have been designated as a limited maintenance areas for carbon monoxide (CO); and the nine county planning area is part of two nonattainment areas for fine particulate matter (PM2.5) as required by the Clean Air Act as Amended (CAAA) under respective ozone, CO and PM2.5 National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993 and amended by guidance issued in July 2004; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs and the Long-Range Plan 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, direct PM2.5 and PM2.5 precursors are less in 2015, 2025, 2035, and 2040 than the applicable established budgets for the respective analysis year;

and that emissions estimates of CO are not required for areas with limited maintenance plans, and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a long-range plan developed in accordance with this certified planning process and which 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 citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's Connections 2040 Long-Range Plan, as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Greater Philadelphia region to expect to receive; 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;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY 2014 Transportation Improvement Program (TIP) for New Jersey (FY2014-FY2017) as the region's official selection of transportation projects for federal funding.

BE IT FURTHER RESOLVED, that the Delaware Valley Regional Planning Commission determines that the FY 2014 Transportation Improvement Program for New Jersey (FY2014-FY2017) conforms to the State Implementation Plan of New Jersey and is consistent with the Final Conformity Rule.

Adopted this 25th day of July 2013
by the Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY14-002.



Renee Wise, Recording Secretary

B-FY14-002

RESOLUTION

By the Board of the Delaware Valley Regional Planning Commission

ADOPTION OF THE CONFORMITY FINDING OF THE DVRPC CONNECTIONS 2040 LONG-RANGE Plan (LRP) AND THE TRANSPORTATION IMPROVEMENT PROGRAMS (TIPS)

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 State Implementation Plans (SIPs) 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 for the 1997 and 2008 eight-hour ozone standard, 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 nonattainment areas for the annual and 24-hour fine particulate matter (PM_{2.5}) standards as required by CAAA under the 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, direct PM_{2.5}, and PM_{2.5} precursors for transportation conformity purposes in the nine-county DVRPC planning area; and,

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

WHEREAS, DVRPC has completed the conformity analysis of the TIPs and the Plan 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 are less than the established MVEB test for both the 1997 and 2008 ozone standard and below the established MVEB test for PM_{2.5} and PM_{2.5} precursor NO_x in New Jersey and Pennsylvania; 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 *Connections 2040* Long-range Plan and the DVRPC FY 2013 Transportation Improvement Program for Pennsylvania and FY 2014 Transportation Improvement Program for New Jersey, as amended, conform to the respective State Implementation Plans of Pennsylvania and New Jersey, 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 25th day of July 2013 by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY14-001.



Renee Wise, Recording Secretary

B-FY14-001

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.

I certify that this is a true and correct copy of Resolution No. B-FY13-002.

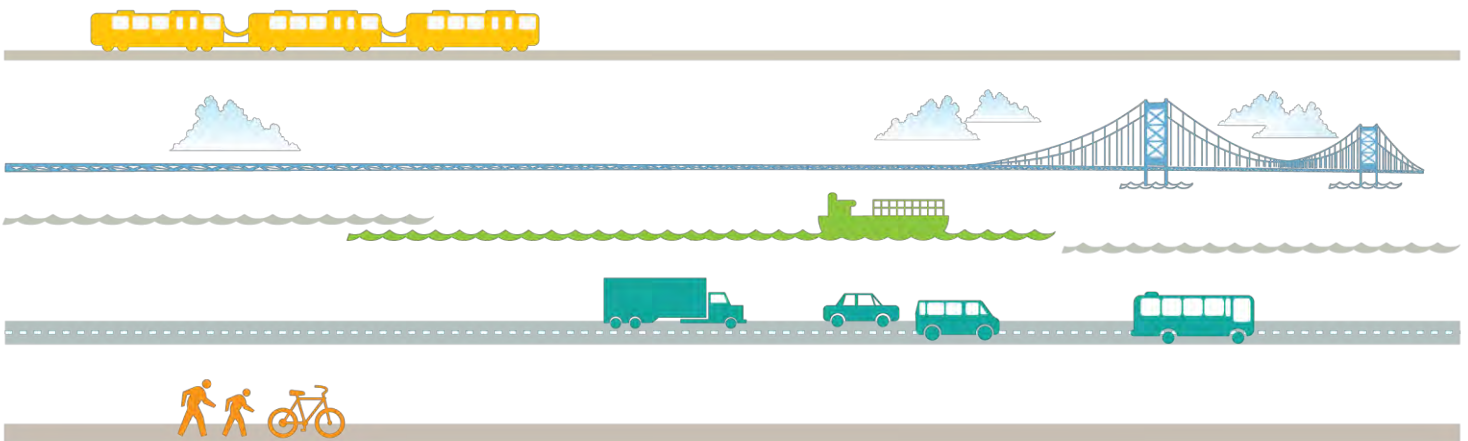


Renee Wise, Recording Secretary



Appendix B

Financial Guidance and STIP Introduction



FY 2014-2023
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
INTRODUCTION

a. Overview

This document is the Statewide Transportation Improvement Program for the State of New Jersey for federal fiscal years 2014 (beginning October 1, 2013) through 2023.

The Statewide Transportation Improvement Program (STIP) serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. The STIP is a valuable reference for implementing agencies such as the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT), and all those interested in transportation issues in this state. Second, it serves as the reference document required under federal regulations (23 CFR 450.216) for use by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in approving the expenditure of federal funds for transportation projects in New Jersey.

Federal legislation requires that each state develop one multimodal STIP for all areas of the state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as the regional Transportation Improvement Program (TIP) projects, all of which were developed by the three Metropolitan Planning Organizations (MPOs). The TIPs contain local and state highway projects, statewide line items and programs, as well as public transit and authority sponsored projects.

This STIP conforms to, and in many cases exceeds, the specific requirements of the federal regulations:

1. It lists the priority projects programmed for the first 4 years of the planning period. It also includes a priority list of projects to be funded over an additional 6 years.
2. It is fiscally constrained for the entire 10 years. A detailed discussion of fiscal constraint issues is found in subsection "i".
3. It contains all regionally significant projects regardless of funding source.
4. It contains all projects programmed for federal funds.
5. It contains, for information, state-funded projects.
6. It contains expansive descriptive information.

Finally, the STIP is a 10-year plan that is fiscally constrained based on federal resources remaining flat for NJDOT and NJ TRANSIT. State resources were assumed to remain flat in FY 2014 through 2023. State support consists of the Transportation Trust Fund, as well as Port Authority of New York and New Jersey funding sources.

b. Performance-based Planning and Asset Management

In January 2008, NJDOT implemented an Asset Management policy. This policy is the official, institutional approach to managing infrastructure assets and making capital investment decisions related to these assets. This approach serves to support and complement the 10-year Capital Investment Strategy, the 10-year Statewide Transportation Improvement Program, the annual Transportation Capital Program, and the biennial Study and Development Program.

NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset Management offers an alternative to focusing solely on problem spots or the worst conditions. NJDOT defines Asset Management as the systematic process of maintaining, upgrading, and operating physical assets cost-effectively.

More recently, performance-based planning and performance management are terms used in relation to the broader use of performance to manage and improve the transportation system. While, asset management focuses on the subset of performance-based planning and performance management related to physical assets, NJDOT has and is continuing to use a performance-based planning approach to make capital investment choices, NJDOT is also continuing to look to take advantage of better data and predictive models to make better investment choices.

c. *Public Participation Process*

New Jersey is completely covered by three Metropolitan Planning Organizations (MPOs): the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPO), and the North Jersey Transportation Planning Authority Inc. (NJTPA). The STIP incorporates the three MPO Transportation Improvement Programs (TIPs) without modification.

Each MPO has a public participation process for their Transportation Plan, TIP and conformity determination. The state makes copies of the STIP available for each MPO public meeting and representatives from the NJDOT and NJ TRANSIT are present to answer questions and concerns raised by the public on the programs. The public comment period for each MPO TIP and the STIP runs for a period of 30 days.

d. *Statewide Transportation Plan*

The federal statewide planning rule requires that the STIP contain projects consistent with the statewide long-range transportation plan. New Jersey's statewide plan, *Transportation Choices 2030*, was prepared and made available to the public in October 2008 and submitted to FHWA and FTA in January 2010, following public review and addressing comments.

The NJDOT and NJ TRANSIT collaborated to prepare the Long Range Transportation Plan, *Transportation Choices 2030*. The agencies conducted extensive public outreach and inter-agency coordination along with technical assessments to examine the state's transportation system; describe a vision for the future; identify goals, objectives, strategies and actions; and identify needs and resources. Results of the work have been posted on the www.njchoices.com website so it can be an easily accessible source of information on the development of the Long Range Plan, as well as a way for the public to offer comments on the Long Range Transportation Plan to the NJDOT and NJ TRANSIT.

Transportation Choices 2030 provided the foundation for development of the FY 2014-2023 Statewide Capital Investment Strategy (SCIS) that shaped the investment priorities for this STIP. The SCIS functions as an instrument that links the long range transportation plan to the 10-year capital plan (STIP) by connecting broad goals to specific investment choices. Within the context of an asset management approach, the SCIS guides the selection of projects and programs to shrink the backlog of deficiencies and to improve the condition of the transportation system to achieve the best possible performance. Thus, both the SCIS and STIP serve as mechanisms to achieve the vision of the long range transportation plan and therefore the projects and programs in the STIP are consistent with the Long Range Transportation Plan, *Transportation Choices 2030*.

e. *Conformity for MPO Plans and Programs*

Each MPO Regional Transportation Plan goes through a conformity analysis to demonstrate that each MPO Plan conforms to the State Implementation Plan (SIP). Each MPO TIP must be consistent with their conforming plan such that the regional emission analysis performed on the plan applies to their TIP. This determination means that the implementation of projects and programs in the MPO TIPs will have a

positive impact in the aggregate on air quality. Since the STIP contains the three MPO TIPs without modification, the implementation of the STIP, in aggregate, conforms to the metropolitan transportation plans and will also have a positive impact on air quality.

f. Congestion Management Process

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles result from a fully operational Congestion Management Process in place at each MPO.

g. Development of the STIP

This Statewide Transportation Improvement Program is the product of months of staff work and deliberations involving the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, other transportation implementing agencies, the public and elected officials at the state, county, and municipal levels. The main decision-making forums for selecting projects for this program were the state's three metropolitan planning organizations:

- The North Jersey Transportation Planning Authority (NJTPA), covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties.
- The Delaware Valley Regional Planning Commission (DVRPC), covering Burlington, Camden, Gloucester, and Mercer counties.
- The South Jersey Transportation Planning Organization (SJTPO), covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building the current STIP began in the fall of 2012, with intensive staff work by NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional transportation improvement programs of each of the three MPOs were subjected to intensive screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by NJDOT, NJ TRANSIT, and the MPOs to assign each project a priority based on the extent to which it would advance identified regional and statewide objectives, such as objectives set forth in the statewide transportation plan, *Transportation Choices 2030*, and the three MPO Regional Transportation Plans, the Statewide Capital Investment Strategy, air quality objectives, and the broad social and economic goals of the State Development and Redevelopment Plan. NJDOT and NJ TRANSIT developed and circulated revenue projections for planning purposes to each of the MPOs, based on the best current assessment of available state, federal, and other funds. NJDOT, NJ TRANSIT and each of the three MPOs entered into intensive discussions to negotiate a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. These negotiated project lists were used as the basis for publishing the *Fiscal Year 2014 Proposed Transportation Capital Program* by NJDOT and NJ TRANSIT in March 2013, and for preparing TIPs for further analysis by each of the MPOs. Projects in the STIP and three MPO TIPs are consistent with the three MPO Regional Transportation Plans.

h. STIP Modifications and Amendments

The STIP may be modified or amended at anytime according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes between the three MPOs, NJ TRANSIT, and the NJDOT. This MOU was fully executed in October 2012. STIP changes, once approved by the MPOs in concert with either NJ TRANSIT or the NJDOT, are forwarded to the FHWA and/or FTA for their approval, when necessary. The modified and amended STIP is available for viewing through the eSTIP system available on the NJDOT website.

i. Financial Plan

Federal law and regulations require that the STIP be fiscally constrained for the first four years. Specifically, “planned federal aid expenditures” cannot exceed “projected revenues.” The major sources of funding identified in this document are the FHWA, the FTA, the New Jersey Transportation Trust Fund (TTF) and the Port Authority of New York and New Jersey (PANYNJ). NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, DVRPC, SJTPO, FHWA, and FTA) have developed an estimate of \$15.3 billion in available state, other and federal revenues to support the state’s transportation budget during the four fiscal years from FY 2014 through FY 2017. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1.) In addition, NJDOT and NJ TRANSIT have incorporated an additional six years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$34.0 billion. This amount constitutes the funding expected to be available to support the whole FY 2014-FY 2023 STIP. These revenue estimates were developed cooperatively by NJDOT, NJ TRANSIT, and New Jersey’s three MPOs, with full consultation with FHWA and FTA, in a meeting on November 9, 2012.

Tables 1 through 5 set out these amounts by year and by funding category and compares them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing these tables.

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on *Moving Ahead for Progress in the 21st Century Act* (MAP-21) federal-aid apportionment tables or equivalent data obtained from the FHWA, FTA, and Federal Aviation Administration (FAA), as appropriate. It should be noted that the apportionment tables are greater than the obligation authority that will ultimately be provided. Obligation authority applies only to FHWA formula funds. Since the passage of SAFETEA-LU, obligation authority has been approximately 8 to 10 percent below appropriated levels.
2. The Transportation Trust Fund (TTF) has sufficient funds to fully fund projects in FY 2014-FY 2016. TTF revenues will support a \$1.224 billion program in FY 2014, \$1.225 billion in FY 2015, and \$1.247 in FY 2016.
3. Construction cost estimates are escalated to the mid-point of construction to address “year of expenditure dollars.” NJDOT uses the American Association of State Highway and Transportation Officials (AASHTO) Trns*port software to prepare detailed and long range cost estimates. The AASHTOWare Project Cost Estimation software includes the ability to use historical pricing information to project costs. This historical pricing includes a programmed general default inflation factor that automatically calculates based on past pricing history. NJDOT employs this feature where possible.
4. Funds in the Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) categories are broken down into the allocations and minimums required by federal law.
5. “High Priority” funds and “demo” funds are shown only as authorized by federal legislation. These Congressional earmark projects are shown with the fund type “Demo” in the STIP.
6. The State will provide \$1.6 billion in FY 2014 and FY 2015 to support the Capital Program. For programming purposes, it is assumed that NJDOT’s share of State funds is \$728.5 million of TTF and \$376 million of PANYNJ in FY 2014 and \$729.5 million of TTF and \$375 million of PANYNJ in FY 2015, and NJ TRANSIT’s share of the TTF is \$495.5 million in both FY 2014 and FY 2015.
7. The following transfers are programmed between NJDOT and NJ TRANSIT:
 - a. In FY 2014-FY 2017 \$50 million of FHWA CMAQ and \$50 million of STP funds and \$1 million of TAP funds is to be transferred annually for use by NJ TRANSIT.
 - b. In FY 2014-FY 2017 \$94 million of FHWA STP suballocated funds is to be flexed annually to NJ TRANSIT in return for \$94 million of TTF for local project support.

- c. In FY 2014-FY 2016 \$32.5 million of FHWA STP is to be flexed annually to NJ TRANSIT in return for \$32.5 million of TTF for use by NJDOT.
8. In FY 2006, NJDOT began using a federal innovative financing program (Grant Anticipation Revenue Vehicles, or “GARVEEs”) to finance a portion of its high-cost bridge program. NJDOT is facing a critical need to fund a series of bridges, each costing more than \$100 million, over the next several years. Route 52 Contract A was selected for GARVEE funding because of the poor condition of the four bridges, the delay in construction that would be caused by waiting for conventional financing, the cost and annoyance of continual emergency repairs, and the importance of the causeway as an emergency evacuation route. Use of the GARVEE mechanism enabled this important project to be completed without a major impact on the use of federal funding in any one year and without a massive dislocation in the normal share of federal funding available in each of three MPO areas in the state. Although GARVEE funding requires the assumption of some debt over time, well under 10 percent of New Jersey’s expected annual federal funding will be encumbered. The financing plan requires debt service payments. However, the cost of debt service was offset by avoidance of the costs of delay: recurring expenditures for maintenance and potential increases in construction costs.
9. The Route 278 Goethals Bridge Replacement is a Public-Private Partnership (P3) awarded by the Port Authority of New York & New Jersey to NYNJ Link Partnership that provides for a 40-year design-build-finance-maintain contract to replace the 80 plus year old bridge with a new state-of-the-art cable-stayed bridge.

Because New Jersey is classified as a “non-attainment” area with regard to air quality, certain project funding must meet a federal standard of “available or committed” revenue in FY 2014 and FY 2015 to be considered fiscally constrained. These projects are those which are funded with federal resources and all other “projects of regional significance,” regardless of funding source. All federal funds in FY 2014 and FY 2015 are based on the current federal-aid apportionment tables, allocations or equivalent data obtained from FHWA, FTA and the Federal Aviation Administration (FAA), as appropriate and are therefore considered available. All Transportation Trust Fund funding for FY 2014 will be appropriated July 1, 2013. Sufficient funds are available and committed to cover funding of projects and programs in the FY 2014-FY 2015 period. New Jersey’s transportation authorities use authority revenues to fund various projects classified as projects of regional significance. These projects are listed in Section VI.

The State of New Jersey has made a significant commitment to public transportation through operating support from the State’s general fund. Since the inception of NJ TRANSIT, the state has contributed over \$6.8 billion of operating assistance, almost \$3.0 billion in the last 10 years alone. During this last 10-year period, the state also has chosen to supplement that operating assistance with over \$1 billion of funding allocated to transportation operations from the state’s general fund contribution to the Transportation Trust Fund.

With two notable exceptions, federal and state funds are not “allocated” to—that is, required to be spent within the boundaries of—the state’s three MPOs. The first exception is STP funds, some of which are required under a formula in federal regulations to be allocated to MPOs. These allocated funds are shown in the following tables as “STP-NJTPA,” “STP-DVRPC,” “STP-SJTPO,” and “TAP.” The second exception is Trust Fund state aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the three regional transportation improvement programs, the statewide transportation improvement program, and legislative approval of the annual transportation capital program. On a statewide basis, the cost of projects programmed for a particular fiscal year must equal the planned resources for that year. Each project must also be assigned to a funding category that is appropriate for the project and for which adequate funding is available. From year to year there may be significant variations in the amount of funds actually programmed within an MPO area, as needs and specific project

implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of NJDOT, NJ TRANSIT, local government representatives, and other agencies (all of whom are members of the MPOs), the State Legislature, citizens' groups, and the general public.

For the purpose of defining a project line item estimate in the STIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any other payments to third parties in matters of right-of-way and utility relocations. The implementing agency costs include activities such as inspection, testing and equipment along with salary costs.

The current STIP and Capital Program provides funding for NJDOT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of the transportation program. This funding is provided from both Federal-aid and state TTF sources and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of NJDOT employee and administrative costs is programmed on an individual project basis, while TTF is programmed as a single item under the heading of Program Implementation Costs, NJDOT. The TTF commitment to NJDOT employee costs and administrative expenses for FY 2014 is budgeted at \$97 million. The Federal-aid commitment to these NJDOT costs and expenses is not disclosed within individual STIP items, but NJDOT estimates the annual commitment of Federal funds to be \$105 million.

Table 6 shows the overall distribution of funds within the STIP by MPO. Tables 7 through 10 provide detailed breakdowns of expenditures by funding category for each of the three MPOs and for statewide programs.

j. Advance Construction Projects

Advance Construction (AC) is a procedure to advance a federally funded project phase into the current fiscal year and implement it with other than federal funds. Use of AC is subject to the availability of other than federal funds (e.g., state funds) in the year in which the project is to be implemented, and the availability of federal funds in the year in which the AC project is to be converted to a regular federal-aid project. AC projects are to be listed individually in the TIP and STIP in both the year that the project is to be implemented and the year in which the conversion is to take place. Appropriate notification will be provided in the TIPs and STIP so it is clearly understood that these "other funds" are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years. The MPOs and State agree that the inclusion of an AC project in the TIP/STIP in the year the project is to be implemented signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

k. Multi-Year Funding

Multi-year funding is an innovative financing technique to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, the NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the STIP. The remaining balance of funds for that particular phase of work will appear in the STIP in the fiscal year the NJDOT intends to request Federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federal funded project will be submitted to FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will be maintained at all times throughout this process.

In the event that sufficient federal funding is not available in any fiscal year to complete a multi-year funded phase of work, the NJDOT will take full responsibility to fund that portion of the phase of work in accordance with applicable Federal and New Jersey State law. In the event that State or other funding would not be available to complete a project, the project may be terminated or placed on hold until such time as funding is made available and the NJDOT would need to comply with applicable Federal and New Jersey State law, including, where applicable, providing a revised air quality conformity determination to FHWA/FTA and reimbursing FHWA/FTA for any federal funds expended on the project.

Table 11 shows current fiscal year and future fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT let construction projects ranging from just over \$10 million to over \$200 million in value. The federal multi-year construction level peaks in FYs 2017-2019 with approximately \$240 million of payments due. Table 12 shows current fiscal year and future fiscal year funding needed to complete multi-year state funded highway projects. The individual project STIP pages contain specific information for these projects such as a detailed project description, project funding source and a total estimated project cost. Table 13 shows current fiscal year and future year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

1. Non-Federal Match – Toll Credit

Toll Credits were created in the *Transportation Equity Act for the 21st Century* (TEA-21) and are to be used as a credit toward the non-Federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges or tunnels that serve interstate commerce. The federal government has allowed the state and local governments to use toll credits to be part of the 20% local matching funds in regard to transit grants. This results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes in that corridor, be they automobiles, transit buses, or a rail system.

New Jersey began federal FY 2013 with a balance of \$3,051 million in available toll credits. An additional \$901 million in new credits for federal FY 2013 were earned. New Jersey has been utilizing \$254 to \$275 million in toll credits each year over the past three years; whereas between \$449 and \$901 million in additional toll credits have been earned in each of the past three years.

Toll Credits Availability for Soft Match (\$ in millions)								
	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014*	FFY 2015*	FFY 2016*	FFY 2017*
Toll Credit Starting Balance	\$2,037	\$2,232	\$2,528	\$3,051	\$3,677*	\$4,302*	\$4,927*	\$5,552*
New Toll Credits Earned	\$449	\$568	\$797	\$901	\$900*	\$900*	\$900*	\$900*
Toll Credits Used for Soft Match	-\$254	-\$272	-\$275	-\$275*	-\$275*	-\$275*	-\$275*	-\$275*

Toll Credit								
Ending Balance	\$2,232	\$2,528	\$3,051	\$3,677*	\$4,302*	\$4,927*	\$5,552*	\$6,177*

**Projected amounts for NJDOT and NJ TRANSIT assuming federal apportionments remain flat and requests for new toll credits remain steady.*

With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey expects to have sufficient toll credits to continue to utilize soft match of federal funds over the entire 10 year plan.

m. Maintaining the Federal Aid Highway System

The FHWA and the FTA expect states to adequately maintain facilities on the designated federal-aid system. In New Jersey, the federal-aid system includes transportation facilities under the jurisdiction of many agencies including the NJDOT, NJ TRANSIT, counties, certain municipalities and authorities. To date, FHWA/FTA has not specified at what levels the system(s) need to be maintained. Prior to MAP-21, FHWA and FTA left that decision to the state agencies, metropolitan planning organizations and the local decision making process. MAP-21 initiates a process to define asset management standards.

NJDOT inspects all bridges in New Jersey over 20 feet in length every two years. Standards for measuring the condition of bridges have been established nationally and the program carried out by NJDOT provides a very good assessment of the health of all the state’s bridges greater than twenty-feet long, regardless of owner. Currently, 90% of NJDOT maintained bridges on the National Highway System (NHS) are structurally acceptable. Under MAP-21 legislation, it is expected that states will be charged with meeting or making progress toward a minimum performance level of 90% sufficiency for bridges on the NHS. Bridges on the NHS include not only NJDOT, but also bridges owned by counties and other jurisdictions. The \$626 million annual average targeted for bridge repair and replacement in the FY 2014-2023 STIP will allow for the maintenance of this level of good repair. It is important to note that a structurally deficient bridge does not equate to an unsafe bridge. If a bridge were deemed unsafe, the State would take immediate action to bring the bridge to a safe condition or close it to traffic.

The other major transportation asset, roads, is not as easily assessed. Like bridges, federal-aid system pavements are under the jurisdiction of many owners. The majority of the roads on the federal-aid system fall under the jurisdiction of the NJDOT, the 21 counties, and the toll authorities. There is no one national standard of measure for the condition of pavement and NJDOT does not currently compile condition levels for federal-aid system facilities under the ownership of other agencies. NJDOT has created a standard of measure that combines a measure of smoothness (International Rideability Index) and a measure of visible surface distress (Surface Distress Index). This standard of measure is not applied to other jurisdictions within the state or across the nation.

NJDOT’s combined “acceptability” measure indicates that approximately 59% of the NJDOT-owned pavements (lane-miles) are in acceptable condition. As noted with bridges, unacceptable does not equate to unsafe. It does relate to the useful remaining life of the pavement and the optimal time for preservation and renewal. NJDOT’s goal is to bring 80% of its pavement into acceptable condition, but as a minimum, NJDOT wants 60% of NJDOT-owned pavements to meet the acceptable condition. This STIP plans a robust annual average investment of \$294 million per year for pavement improvement on the state highway system. This investment will bring NJDOT-owned pavements close to and possibly exceed the desired 80% acceptability by 2023. It is anticipated that 60% acceptability of NJDOT pavements will be achieved over the next one to two years.

County-owned roads make up a large portion of the federal-aid system; however, there is not comprehensive data on the condition of the county-owned network. Each county is responsible for

managing its own network of roads, which includes facilities both on and off the federal-aid system, and each county may have its own way to measure performance. A similar situation applies to the toll facilities.

To get an adequate picture of the condition of pavement on the federal-aid system, it will be necessary to establish a standard of measure(s) that would be used across all jurisdictions and initiate an effort to collect data using such a measure. While FHWA has yet to establish MAP-21 performance measures and targets, NJDOT and its regional planning partners are in consultation with each other in preparation for those measures. FHWA is required by law to adopt performance measures and targets for Interstate and non-Interstate facilities that are on the NHS within 18 months of the July 6, 2012 enactment of MAP-21.

Bridges and pavements make up the largest investments on the federal-aid system, but it is important to recognize that there are other assets that need to be maintained, such as signing, lighting, guiderail and other appurtenances. These assets are in a very good state of repair and NJDOT does not expect them to degrade over the next 10 years. NJDOT makes a concerted effort to address any items in disrepair as quickly as possible.

n. Maintaining the Transit System

The FTA oversees NJ TRANSIT's system with respect to state of good repair. In 2009, FTA conducted a thorough review of NJ TRANSIT's state of good repair efforts as part of FTA's Financial Capacity Assessment of the agency. That effort, for which the FTA engaged consultant support, included both a review of NJ TRANSIT's current infrastructure condition as well as the agency's 20 year capital program. The review concluded that NJ TRANSIT's infrastructure and rolling stock is generally in a state of good repair.

o. How to use this document

The individual descriptions, found in Sections II through V, provide detailed information for each project or program in the 10-year plan. The top portion of each project lists the project/program name (route and section) as well as the location. The Project ID reference number is assigned at project inception and remains with that project until its completion. These are the same reference numbers used by the MPOs in their TIPs. Other information contained within the description includes county, municipality, Metropolitan Planning Organization (MPO) jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, a detailed description of the project, asset management category, air quality code used for the conformity determination, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section VIII of this document. The anticipated funding schedule for each project/program is displayed in the columns at the bottom of each project page. The phases of work and types of funds are further defined in the Glossary.

Table 1
Expenditures
NJDOT & NJ TRANSIT
(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<i>NJDOT</i>											
Federal	\$886.0	\$764.1	\$754.4	\$814.0	\$807.3	\$901.3	\$901.3	\$901.3	\$901.3	\$901.3	\$8,532.2
Other	\$1,139.8	\$990.0	\$1,350.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,119.5
Transportation Trust Fund	\$728.5	\$729.5	\$751.5	\$1,022.0	\$1,022.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$8,893.5
<i>Subtotal NJDOT</i>	\$2,754.2	\$2,483.6	\$2,856.4	\$2,225.2	\$1,979.3	\$1,929.3	\$1,829.3	\$1,829.3	\$1,829.3	\$1,829.3	\$21,545.2
<i>NJTransit</i>											
Federal	\$695.0	\$695.0	\$695.0	\$637.5	\$637.5	\$543.5	\$543.5	\$543.5	\$543.5	\$543.5	\$6,077.0
Match Funds	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$123.3
Other	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$25.3	\$253.3
Transportation Trust Fund	\$495.5	\$495.5	\$495.5	\$578.0	\$578.0	\$672.0	\$672.0	\$672.0	\$672.0	\$672.0	\$6,002.5
<i>Subtotal NJTransit</i>	\$1,228.1	\$1,228.1	\$1,228.1	\$1,253.1	\$1,253.1	\$1,253.1	\$1,253.1	\$1,253.1	\$1,253.1	\$1,253.1	\$12,456.1
<i>Total</i>	\$3,982.3	\$3,711.7	\$4,084.6	\$3,478.3	\$3,232.4	\$3,182.4	\$3,082.4	\$3,082.4	\$3,082.4	\$3,082.4	\$34,001.3

Table 2
NJDOT Resources
(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<i>Federal</i>											
FHWA: CMAQ	\$51.0	\$51.0	\$51.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$26.0	\$334.9
FHWA: Ferry	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: High Priority	\$140.2	\$18.4	\$8.7	\$10.7	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$201.9
FHWA: NHPP	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$524.3	\$5,243.2
FHWA: Off System Bridge	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$32.8	\$327.8
FHWA: Other Funds	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.4
FHWA: Rail-Hwy Crossing	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$36.9
FHWA: Safety	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$54.1	\$540.7
FHWA: SPR/PL	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$311.1
FHWA: STP-DVRPC	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$19.9	\$19.9	\$19.9	\$19.9	\$19.9	\$118.5
FHWA: STP-NJTPA	\$14.4	\$14.4	\$14.4	\$14.4	\$14.4	\$84.9	\$84.9	\$84.9	\$84.9	\$84.9	\$496.8
FHWA: STP-SJTPO	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$10.1	\$10.1	\$10.1	\$10.1	\$10.1	\$64.0
FHWA: STP-Statewide	\$5.3	\$5.3	\$5.3	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$630.6
FHWA: TAP	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$154.7
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
<i>Subtotal Federal</i>	\$886.0	\$764.1	\$754.4	\$814.0	\$807.3	\$901.3	\$901.3	\$901.3	\$901.3	\$901.3	\$8,532.2
<i>Other</i>											
Other Funds	\$1,139.8	\$990.0	\$1,350.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,119.5
<i>Subtotal Other</i>	\$1,139.8	\$990.0	\$1,350.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,119.5
<i>TTF</i>											
State: TTF	\$728.5	\$729.5	\$751.5	\$1,022.0	\$1,022.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$8,893.5
<i>Subtotal TTF</i>	\$728.5	\$729.5	\$751.5	\$1,022.0	\$1,022.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$8,893.5
<i>NJDOT Total</i>	\$2,754.2	\$2,483.6	\$2,856.4	\$2,225.2	\$1,979.3	\$1,929.3	\$1,829.3	\$1,829.3	\$1,829.3	\$1,829.3	\$21,545.2

Table 3
NJDOT Expenditures
(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<i>Federal</i>											
FHWA: CMAQ	\$20.5	\$15.3	\$28.0	\$33.1	\$17.3	\$13.8	\$23.3	\$13.3	\$13.3	\$13.3	\$191.2
FHWA: Ferry	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: High Priority	\$140.2	\$18.4	\$8.7	\$10.7	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$201.9
FHWA: NHPP	\$512.3	\$483.0	\$499.7	\$528.0	\$552.7	\$574.0	\$583.1	\$579.0	\$588.1	\$586.6	\$5,486.4
FHWA: Off System Bridge	\$8.6	\$8.7	\$9.4	\$8.7	\$14.2	\$13.1	\$8.1	\$8.1	\$8.1	\$8.1	\$95.1
FHWA: Other Funds	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.4
FHWA: Rail-Hwy Crossing	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$108.0
FHWA: Safety	\$33.7	\$26.5	\$33.2	\$25.5	\$35.6	\$32.0	\$25.5	\$25.5	\$25.5	\$25.5	\$288.8
FHWA: SPR/PL	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$31.1	\$311.1
FHWA: STP-DVRPC	\$6.6	\$14.8	\$14.4	\$10.9	\$8.0	\$10.7	\$22.6	\$22.8	\$22.6	\$22.8	\$156.0
FHWA: STP-NJTPA	\$21.3	\$30.0	\$21.3	\$22.5	\$21.3	\$93.0	\$91.8	\$93.0	\$91.8	\$93.0	\$579.0
FHWA: STP-SJTPO	\$2.9	\$3.0	\$2.9	\$3.0	\$2.9	\$10.5	\$10.4	\$10.5	\$10.4	\$10.5	\$67.2
FHWA: STP-Statewide	\$75.4	\$99.9	\$72.4	\$107.0	\$86.8	\$85.6	\$68.0	\$80.5	\$73.0	\$73.0	\$821.6
FHWA: TAP	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$154.7
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
<i>Federal Subtotal</i>	\$886.0	\$764.1	\$754.4	\$814.0	\$807.3	\$901.3	\$901.3	\$901.3	\$901.3	\$901.3	\$8,532.2
<i>Other</i>											
Other Funds	\$1,139.8	\$990.0	\$1,350.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,119.5
<i>Other Subtotal</i>	\$1,139.8	\$990.0	\$1,350.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,119.5
<i>TTF</i>											
State: TTF	\$728.5	\$729.5	\$751.5	\$1,022.0	\$1,022.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$8,893.5
<i>TTF Subtotal</i>	\$728.5	\$729.5	\$751.5	\$1,022.0	\$1,022.0	\$928.0	\$928.0	\$928.0	\$928.0	\$928.0	\$8,893.5
<i>NJDOT Total</i>	\$2,754.2	\$2,483.6	\$2,856.4	\$2,225.2	\$1,979.3	\$1,929.3	\$1,829.3	\$1,829.3	\$1,829.3	\$1,829.3	\$21,545.2

Table 6
Distribution of Funds by Metropolitan Planning Organization (MPO)
NJDOT
(\$ millions)

MPO	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total	Total (%)	Total* (%)
<i>MPO Distribution</i>													
DVRPC	\$236.3	\$210.4	\$221.5	\$234.6	\$228.1	\$295.5	\$178.5	\$156.3	\$96.1	\$96.3	\$1,953.5	9.1%	16.4%
NJTPA	\$1,765.6	\$1,513.7	\$1,822.0	\$1,021.4	\$802.7	\$686.0	\$491.3	\$428.2	\$377.2	\$347.0	\$9,255.1	43.0%	77.8%
SJTPO	\$99.2	\$89.3	\$78.2	\$78.0	\$86.1	\$50.9	\$50.8	\$50.9	\$50.8	\$50.9	\$685.3	3.2%	5.8%
<i>MPO Subtotal</i>	\$2,101.1	\$1,813.4	\$2,121.7	\$1,334.0	\$1,117.0	\$1,032.5	\$720.6	\$635.4	\$524.1	\$494.2	\$11,893.9	55.2%	100.0%
<i>Statewide Distribution</i>													
Statewide	\$653.1	\$670.2	\$734.8	\$891.2	\$862.3	\$896.8	\$1,108.7	\$1,193.9	\$1,305.2	\$1,335.1	\$9,651.3	44.8%	100.0%
<i>Stwd Subtotal</i>	\$653.1	\$670.2	\$734.8	\$891.2	\$862.3	\$896.8	\$1,108.7	\$1,193.9	\$1,305.2	\$1,335.1	\$9,651.3	44.8%	100.0%
Total	\$2,754.2	\$2,483.6	\$2,856.4	\$2,225.2	\$1,979.3	\$1,929.3	\$1,829.3	\$1,829.3	\$1,829.3	\$1,829.3	\$21,545.2	100.0%	100.0%

*Excluding Statewide Programs

Table 7

Page 1 of 2

North Jersey Transportation Planning Authority (NJTPA)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

<u>Funding Category</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>Total</u>
<u>NJDOT</u>											
FHWA: CMAQ	\$8.4	\$5.0	\$6.7	\$5.0	\$9.0	\$5.5	\$15.0	\$5.0	\$5.0	\$5.0	\$69.6
FHWA: High Priority	\$126.8	\$7.2	\$0.0	\$6.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$140.7
FHWA: NHPP	\$228.2	\$245.2	\$225.3	\$242.2	\$272.7	\$199.1	\$234.5	\$184.7	\$142.4	\$111.0	\$2,085.3
FHWA: Off System Bridge	\$0.5	\$0.6	\$1.3	\$0.6	\$6.1	\$5.0	\$0.0	\$0.0	\$0.0	\$0.0	\$14.1
FHWA: Rail-Hwy Crossing	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$60.0
FHWA: Safety	\$9.9	\$7.2	\$8.6	\$6.7	\$13.9	\$13.2	\$6.7	\$6.7	\$6.7	\$6.7	\$86.6
FHWA: SPR/PL	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$8.8	\$87.8
FHWA: STP-NJTPA	\$21.3	\$30.0	\$21.3	\$22.5	\$21.3	\$93.0	\$91.8	\$93.0	\$91.8	\$93.0	\$579.0
FHWA: STP-Statewide	\$3.1	\$15.4	\$2.0	\$25.2	\$0.0	\$14.6	\$0.0	\$7.5	\$0.0	\$0.0	\$67.8
FHWA: TAP	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$6.2	\$62.2
FTA: SPR/PL	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$26.9
Other Funds	\$755.1	\$615.0	\$997.5	\$389.2	\$150.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,006.8
PANYNJ	\$376.0	\$375.0	\$353.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,104.0
Transportation Trust Fund	\$212.6	\$189.4	\$182.5	\$299.6	\$306.1	\$231.9	\$119.5	\$107.5	\$107.5	\$107.5	\$1,864.3
<u>Total NJDOT</u>	\$1,765.6	\$1,513.7	\$1,822.0	\$1,021.4	\$802.7	\$686.0	\$491.3	\$428.2	\$377.2	\$347.0	\$9,255.1

Table 7

Page 2 of 2

North Jersey Transportation Planning Authority (NJTPA)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<i>NJTransit</i>											
FHWA: CMAQ	\$50.0	\$50.0	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$675.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FHWA: STP-NJTPA	\$70.5	\$70.5	\$70.5	\$70.5	\$70.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$352.5
FHWA: STP-Statewide	\$82.5	\$82.5	\$82.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$247.5
FTA: New Freedom	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FTA: Section 5307	\$220.1	\$219.9	\$220.1	\$220.6	\$220.6	\$220.3	\$220.3	\$220.3	\$220.3	\$220.3	\$2,202.7
FTA: Section 5307-TE	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$24.9
FTA: Section 5310	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.4
FTA: Section 5311	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.4
FTA: Section 5337	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$138.7	\$1,387.0
FTA: Section 5339/5307	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$136.0
Casino Revenue	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$14.2	\$142.4
Match Funds	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$8.6	\$86.3
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.1
Transportation Trust Fund	\$367.5	\$375.2	\$385.1	\$453.5	\$440.1	\$524.8	\$559.2	\$560.9	\$556.7	\$558.2	\$4,781.1
<i>Total NJTransit</i>	\$981.0	\$988.4	\$998.6	\$1,010.0	\$996.5	\$1,010.4	\$1,044.8	\$1,046.5	\$1,042.3	\$1,043.8	\$10,162.2
<i>Total</i>	\$2,746.6	\$2,502.1	\$2,820.6	\$2,031.4	\$1,799.2	\$1,696.4	\$1,536.1	\$1,474.7	\$1,419.4	\$1,390.7	\$19,417.3

Table 8

Page 1 of 2

Delaware Valley Regional Planning Commission (DVRPC)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$1.2	\$1.2	\$1.2	\$2.6	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$13.1
FHWA: High Priority	\$9.4	\$7.2	\$4.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$21.2
FHWA: NHPP	\$159.7	\$109.8	\$150.1	\$148.5	\$152.9	\$220.4	\$116.4	\$94.0	\$34.0	\$34.0	\$1,219.7
FHWA: Rail-Hwy Crossing	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.0
FHWA: Safety	\$3.2	\$2.2	\$1.7	\$1.7	\$4.6	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$22.1
FHWA: SPR/PL	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$22.4
FHWA: STP-DVRPC	\$6.6	\$14.8	\$14.4	\$10.9	\$8.0	\$10.7	\$22.6	\$22.8	\$22.6	\$22.8	\$156.0
FHWA: STP-Enhancement	\$0.0	\$4.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.3
FHWA: STP-Statewide	\$1.4	\$6.9	\$0.9	\$16.8	\$4.4	\$3.0	\$0.0	\$0.0	\$0.0	\$0.0	\$33.3
FHWA: TAP	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$15.0
FTA: SPR/PL	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$7.7
Transportation Trust Fund	\$47.6	\$56.6	\$41.3	\$46.8	\$49.8	\$51.2	\$29.3	\$29.3	\$29.3	\$29.3	\$410.7
<i>Total NJDOT</i>	\$236.3	\$210.4	\$221.5	\$234.6	\$228.1	\$295.5	\$178.5	\$156.3	\$96.1	\$96.3	\$1,953.5

Table 8

Page 2 of 2

Delaware Valley Regional Planning Commission (DVRPC)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<i>NJTransit</i>											
FHWA: STP-DVRPC	\$16.0	\$16.0	\$16.0	\$16.0	\$16.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$80.0
FTA: New Freedom	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FTA: Section 5307	\$46.5	\$46.7	\$45.9	\$46.1	\$46.1	\$46.4	\$46.4	\$46.4	\$46.4	\$46.4	\$463.5
FTA: Section 5307-TE	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.6
FTA: Section 5310	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$16.6
FTA: Section 5311	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.7
FTA: Section 5337	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$136.0
FTA: Section 5339/5307	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.0
Casino Revenue	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$4.7	\$46.8
Match Funds	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.3
Operating	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.9
Transportation Trust Fund	\$111.6	\$105.6	\$97.6	\$108.3	\$118.5	\$124.6	\$90.3	\$88.9	\$92.0	\$90.8	\$1,028.3
<i>Total NJTransit</i>	\$201.8	\$196.0	\$187.2	\$198.1	\$208.3	\$198.8	\$164.5	\$163.0	\$166.1	\$164.9	\$1,848.6
<i>Total</i>	\$438.1	\$406.4	\$408.7	\$432.7	\$436.4	\$494.2	\$342.9	\$319.3	\$262.2	\$261.2	\$3,802.2

Table 9

Page 1 of 2

South Jersey Transportation Planning Organization (SJTPO)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$3.7	\$1.9	\$1.9	\$7.3	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$26.2
FHWA: NHPP	\$42.2	\$33.5	\$33.0	\$37.6	\$36.9	\$16.0	\$16.0	\$16.0	\$16.0	\$16.0	\$263.1
FHWA: Rail-Hwy Crossing	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: Safety	\$4.4	\$1.4	\$7.2	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$22.7
FHWA: SPR/PL	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.4
FHWA: STP-SJTPO	\$2.9	\$3.0	\$2.9	\$3.0	\$2.9	\$10.5	\$10.4	\$10.5	\$10.4	\$10.5	\$67.2
FHWA: STP-Statewide	\$5.0	\$12.5	\$4.5	\$0.0	\$14.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$36.4
FHWA: TAP	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.2
FTA: SPR/PL	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.3
Other Funds	\$6.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.9
Transportation Trust Fund	\$30.3	\$33.1	\$24.8	\$24.8	\$24.8	\$17.3	\$17.3	\$17.3	\$17.3	\$17.3	\$223.9
<i>Total NJDOT</i>	\$99.2	\$89.3	\$78.2	\$78.0	\$86.1	\$50.9	\$50.8	\$50.9	\$50.8	\$50.9	\$685.3

Table 9

Page 2 of 2

South Jersey Transportation Planning Organization (SJTPO)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<i>NJTransit</i>											
FHWA: STP-SJTPO	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$37.5
FTA: New Freedom	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FTA: Section 5307	\$14.9	\$14.9	\$15.5	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$149.3
FTA: Section 5307-TE	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5
FTA: Section 5310	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.0
FTA: Section 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.9
FTA: Section 5337	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$22.0
FTA: Section 5339/5307	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.0
Casino Revenue	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.2
Match Funds	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$8.6
Operating	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$3.0
Transportation Trust Fund	\$16.4	\$14.8	\$12.8	\$16.2	\$19.4	\$22.6	\$22.4	\$22.1	\$23.3	\$23.1	\$193.1
<i>Total NJTransit</i>	\$45.3	\$43.7	\$42.3	\$45.1	\$48.4	\$44.0	\$43.8	\$43.5	\$44.7	\$44.4	\$445.2
<i>Total</i>	\$144.5	\$133.0	\$120.5	\$123.0	\$134.5	\$94.9	\$94.7	\$94.5	\$95.5	\$95.4	\$1,130.5

Table 10
Statewide Programs
Distribution of Funds - NJDOT
(\$ millions)

Funding Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$7.2	\$7.2	\$18.2	\$18.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$82.3
FHWA: Ferry	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: NHPP	\$82.2	\$94.5	\$91.2	\$99.8	\$90.3	\$138.6	\$216.1	\$284.3	\$395.7	\$425.6	\$1,918.3
FHWA: Off System Bridge	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$8.1	\$81.0
FHWA: Other Funds	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.4
FHWA: Safety	\$16.2	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$157.4
FHWA: SPR/PL	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$19.1	\$191.4
FHWA: STP-Enhancement	\$7.2	\$2.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.2
FHWA: STP-Statewide	\$66.0	\$65.0	\$65.0	\$65.0	\$68.0	\$68.0	\$68.0	\$73.0	\$73.0	\$73.0	\$684.0
FHWA: TAP	\$0.0	\$0.0	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$57.9
FHWA: TCSP	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
Other Funds	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
Transportation Trust Fund	\$438.0	\$450.4	\$502.9	\$650.8	\$641.4	\$627.6	\$761.9	\$773.9	\$773.9	\$773.9	\$6,394.7
<i>Total NJDOT</i>	\$653.1	\$670.2	\$734.8	\$891.2	\$862.3	\$896.8	\$1,108.7	\$1,193.9	\$1,305.2	\$1,335.1	\$9,651.3
<i>Total</i>	\$653.1	\$670.2	\$734.8	\$891.2	\$862.3	\$896.8	\$1,108.7	\$1,193.9	\$1,305.2	\$1,335.1	\$9,651.3

Table 11

Page 3 of 3

NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO	Prior FYs	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	Total
Route 295/42/I-76, Direct Connection, Contract 3 (DB# 355D)													
	DVRPC				\$60.000	\$70.000	\$63.000	\$37.000					\$230.000
Route 295/42/I-76, Direct Connection, Contract 4 (DB# 355E)													
	DVRPC							\$80.000	\$60.000	\$60.000			\$200.000
Subtotal Federal		\$194.1	\$173.2	\$170.7	\$213.0	\$231.0	\$239.7	\$287.5	\$182.8	\$118.5	\$0.0	\$0.0	\$1,810.5
<u>Federal-Garvee Funds</u>													
Route 52, Causeway Replacement, Contract A (DB# 244)													
	SJTPO	\$139.320	\$14.900	\$14.900	\$14.900	\$8.900							\$192.920
Subtotal Federal-Garvee		\$139.3	\$14.9	\$14.9	\$14.9	\$8.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$192.9
<u>Federal-Other Funds</u>													
North Avenue Corridor Improvement Project (NACI) (DB# 06318F)													
	NJTPA	\$4.440	\$59.066	\$45.000	\$45.000								\$153.506
Route 278, Goethals Bridge Replacement (DB# N1205)													
	NJTPA	\$80.000	\$310.000	\$310.000	\$705.000								\$1,405.000
Subtotal Federal-Other		\$84.4	\$369.1	\$355.0	\$750.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,558.5
Multi-year Funding Total		\$417.9	\$557.2	\$540.6	\$977.9	\$239.9	\$239.7	\$287.5	\$182.8	\$118.5	\$0.0	\$0.0	\$3,561.9

Table 12

Page 1 of 1

NJDOT Multi-year Funded State Projects (\$ millions)

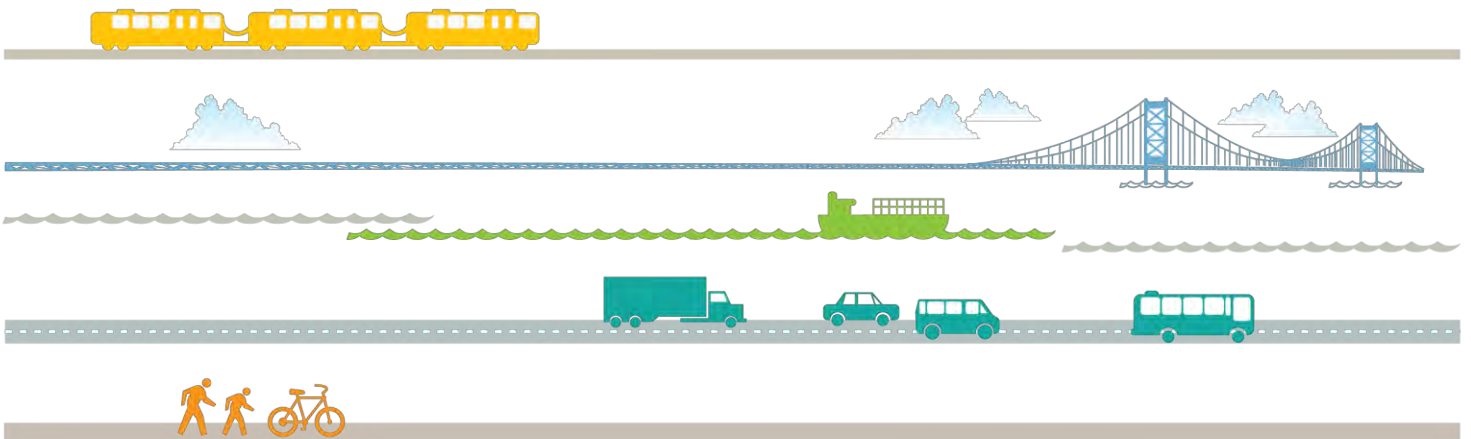
Project Name (ID #)	MPO	Prior FYs	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	Total
<u>State Funds</u>													
South Inlet Transportation Improvement Project (DB# 09361)													
	SJTPO	\$5.759	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$1.504	\$25.000
Trenton Amtrak Bridges (DB# 99362)													
	DVRPC					\$7.930	\$19.421	\$21.879					\$49.230
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B (DB# 059B)													
	NJTPA					\$25.000	\$38.500	\$48.000					\$111.500
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad (DB# 065C)													
	NJTPA						\$20.000	\$21.300					\$41.300
Route 72, Manahawkin Bay Bridges, Contract 1A & 1B (DB# 11385)													
	NJTPA					\$17.491	\$22.933						\$40.424
Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B (DB# 779)													
	NJTPA					\$31.500	\$26.800						\$58.300
Route 322, Corridor Congestion Relief Project (DB# 07369)													
	DVRPC	\$9.500	\$1.500	\$1.500	\$1.500	\$1.000	\$1.000						\$16.000
<u>Subtotal State</u>		\$15.3	\$3.0	\$3.0	\$3.0	\$84.4	\$130.2	\$92.7	\$1.5	\$1.5	\$1.5	\$1.5	\$341.8
<u>State-PANYNJ Funds</u>													
PANY&NJ-NJDOT Project Program (DB# 11407)													
	NJTPA	\$696.000	\$376.000	\$375.000	\$353.000								\$1,800.000
<u>Subtotal State-PANYNJ</u>		\$696.0	\$376.0	\$375.0	\$353.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,800.0
<u>Multi-year Funding Total</u>		\$711.3	\$379.0	\$378.0	\$356.0	\$84.4	\$130.2	\$92.7	\$1.5	\$1.5	\$1.5	\$1.5	\$2,141.8

Table 13
NJ TRANSIT - Federal Equipment Lease Payments
(\$ millions)

Project/Program (DBNUM)	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
Bus Acquisition Program (T111)											
Annual lease payments 1371 Cruiser buses through FY 2016.											
	\$5.000	\$3.000	\$1.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$683.000
Light Rail Rolling Stock (T89)											
Costs anticipated to run through FY 2016 for vehicle leases.											
	\$28.000	\$28.000	\$17.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$101.000
Rail Rolling Stock Procurement (T112)											
Annual Lease payments for 200 Comet V through FY 2016, 29 Electric Locomotives through FY 2016, 33 Diesel Locomotives through FY 2016, 22 Dual Power Locomotives through FY 2022											
	\$100.000	\$102.000	\$104.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$21.000	\$0.000	\$1,365.000
Total	\$133.0	\$133.0	\$122.0	\$48.0	\$48.0	\$48.0	\$48.0	\$48.0	\$21.0	\$0.0	\$2,149.0

Appendix C

*Executive Summary
of the Documentation
of the Conformity Finding*



Executive Summary

Overview

Transportation conformity is the process by which Metropolitan Planning Organizations (MPOs) or departments of transportation (DOTs) demonstrate that transportation projects included in a region's Long-Range Plan (Plan) or Transportation Improvement Programs (TIPs) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). Transportation conformity is a requirement of the Clean Air Act (CAA) in areas that do not meet the NAAQS or have previously been in violation of the NAAQS. Areas currently not meeting the NAAQS are known as nonattainment areas. Once a previously nonattaining area meets the NAAQS and submits plans to demonstrate how the area will continue to meet federal air quality standards, the United States Environmental Protection Agency (US EPA) can re-designate that area as either an attainment area or a maintenance area. The transportation conformity requirements are still applicable for up to 20 years after a nonattainment area is re-designated to ensure that the region continues to meet the NAAQS.

A transportation conformity demonstration is required at least once every four years or when an MPO: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project to a Plan or TIP. This conformity demonstration is required due to the new *Connections 2040* Long-Range Plan, addition of regionally significant and nonexempt projects being amended to the Fiscal Year (FY) 2013 Pennsylvania TIP and a new FY 2014 New Jersey TIP. This transportation conformity demonstration shows that the region's TIPs and *Connections 2040* Long-Range Plan are following or "conforming to" the respective State Implementation Plans (SIPs) to meet the NAAQS.

The Delaware Valley Regional Planning Commission (DVRPC) region is in nonattainment for two of the NAAQS (ozone and fine particulate matter [$PM_{2.5}$]).¹ Portions of the region are maintenance areas for a third NAAQS (carbon monoxide [CO]).

Since ozone is not directly emitted but is formed by the combination of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the presence of sunlight, conformity is demonstrated by analysis of the component pollutants. $PM_{2.5}$ is directly emitted, and precursor pollutants—in this case NOx—are also analyzed to demonstrate transportation conformity.

¹ The US EPA has published "Clean Data Determinations" in the *Federal Register* for the DVRPC Region for the 1997 Eight-Hour Ozone Standard and the 1997 Annual $PM_{2.5}$ Standard and has proposed a Clean Data Determination for the 2008 24-Hour $PM_{2.5}$ Standard. The region will remain designated as nonattainment areas until the states submit, and the US EPA approves, plans to re-designate the region as either attainment or maintenance areas for each of these pollutants.

This Executive Summary highlights DVRPC's conformity demonstration for:

☞ **VOCs and NOx meeting the 1997 and 2008 Eight-Hour Ozone NAAQS requirements in:**

- ❖ the DVRPC portion of the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area.

☞ **Direct PM_{2.5} and Precursor NOx meeting the PM_{2.5} NAAQS requirements in:**

- ❖ the DVRPC portion of the Philadelphia–Wilmington, Pennsylvania–New Jersey–Delaware (PA–NJ–DE) Annual PM_{2.5} Nonattainment Area;
- ❖ the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour PM_{2.5} Nonattainment Area;
- ❖ the DVRPC portion of the New York–Northern New Jersey–Long Island, New York–New Jersey–Connecticut (NY–NJ–CT) Annual PM_{2.5} Nonattainment Area; and
- ❖ the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT 24-Hour PM_{2.5} Nonattainment Area.

☞ **CO meeting the CO NAAQS requirements in:**

- ❖ the Philadelphia–Camden CO Maintenance Area;
- ❖ the City of Burlington in Burlington County, New Jersey CO Maintenance Area; and
- ❖ the City of Trenton in Mercer County, New Jersey CO Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC Plan and TIPs with all applicable SIPs and NAAQS requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org.

Analysis Approach

Plan and TIP Projects

There are three categories of projects in the Plan and TIPs:

- ☞ **REGIONALLY SIGNIFICANT PROJECT:** a nonexempt highway or transit project on a facility that, regardless of its length, serves regional needs and is normally included in the regional travel simulation model;
- ☞ **EXEMPT PROJECT:** a project listed in Table 2 or 3 of the Final Conformity Guidance (Final Rule; 40 CFR 93), that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities; and
- ☞ **NOT REGIONALLY SIGNIFICANT PROJECT/NONEXEMPT:** a highway or transit project on a facility that does not serve regional needs or is not normally included in the regional travel

simulation model and does not fit into an exempt project category in Table 2 or 3 of the Final Rule (40 CFR 93).

Regional Emissions Analysis

Conformity Test

The Final Rule stipulates that the emissions analysis of transportation plans and programs must model all regionally significant, nonexempt projects. Each project has an associated alphanumeric air quality code for the conformity determination and exempt eligibility identification purposes.

For an area with an implemented SIP, the motor vehicle emissions budget (MVEB) prescribed in the SIP sets a regional emissions amount that functions as a threshold against which conformity is tested. This process is commonly known as the “budget” test. The Final Rule stipulates that each SIP is sovereign and that, for a multi-state MPO such as DVRPC, conformity applies separately to individual state portions of its planning area under respective SIPs.

Beginning in March 2013, MPOs and state DOTs are required to use the Motor Vehicle Emissions Simulator (MOVES) emissions model to demonstrate transportation conformity by the US EPA. The MOVES model replaces the MOBILE 6.2 emissions model. This change of model reflects a significant shift from vehicle emission rates based on aggregate driving cycles to an operational mode that accounts for different driving patterns and emission profiles from various vehicle types. The expanded capabilities of the MOVES model result in substantially different results in emissions analysis from the MOBILE 6.2 model, particularly for NO_x and Direct PM_{2.5}.

The DVRPC region has implemented SIP budgets for the 1997 Eight-Hour Ozone Standard in Pennsylvania and New Jersey. The Final Rule requires that for regions with existing MVEBs for a standard of the same pollutant (i.e., 1997 Eight-Hour Ozone and 2008 Eight-Hour Ozone), the approved budget test is required to demonstrate conformity for the new standard. Therefore, DVRPC will utilize the 1997 Eight-Hour Ozone MVEBs in Pennsylvania and New Jersey to demonstrate conformity to the 2008 Eight-Hour Ozone Standard.

On April 30, 2012, the US EPA published guidance for implementing the 2008 Eight-Hour Ozone Standard. In that guidance (77 FR 30160), the US EPA stated that the 1997 Ozone Standard will be revoked for transportation conformity purposes beginning in July 2013. Because of the concurrence of this finding and that revocation, this finding demonstrates transportation conformity to both the 1997 and 2008 Eight-Hour Ozone NAAQS.

In December 2012, the New Jersey Department of Environment Protection (NJ DEP) submitted a Maintenance Plan SIP to demonstrate attainment for both the Annual and 24-Hour PM_{2.5} standards. The Maintenance Plan contained MOVES emissions-model-based MVEBs to replace the MOBILE 6.2-based budgets that had previously been found adequate for conformity purposes. Due to the differing results between the two models for NO_x and PM_{2.5}, these revised budgets are necessary for the region to demonstrate transportation conformity. The MOVES-based MVEBs contained in New Jersey’s Maintenance Plan were found adequate for conformity

purposes by the US EPA in May 2013 and the final approval of that finding became effective in July 2013 (78 FR 37717).²

The US EPA published a proposal to approve Pennsylvania's PM_{2.5} Attainment SIP for the Annual PM_{2.5} Standard in August 2012 (77 FR 51930) and also published an adequacy finding of MOVES-based PM_{2.5} MVEBs for the Annual PM_{2.5} Standard in February 2013 (78 FR 11122).

Current conformity guidance states that nonattainment areas with Annual PM_{2.5} SIP budgets must use those budgets to demonstrate conformity for the 24-Hour PM_{2.5} Standard. In practice, this means that the budget test for the Annual PM_{2.5} Standard is a surrogate that demonstrates conformity to the 24-Hour PM_{2.5} Standard. Therefore, DVRPC's Pennsylvania counties will use the Annual PM_{2.5} Standard Budget Test to demonstrate conformity for both PM_{2.5} standards. In New Jersey, the MVEBs are identical for both the Annual and 24-Hour PM_{2.5} Standards in the SIP.

Analysis Years

For this conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_x, in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area are 2015 (the attainment date for the 2008 Eight-Hour Ozone Standard), 2025 (an interim year selected to keep all analysis years no more than 10 years apart), 2035 (a second interim year selected to keep all analysis years no more than 10 years apart), and 2040 (the horizon year of the DVRPC Plan). VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a July day. To demonstrate conformity, projected ozone emissions in all analysis years must not exceed the established MVEBs in prior years.

In the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5}, and Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Areas, the analysis years are 2015 (a near-term year within the four-year TIP), 2025 (a SIP budget year in New Jersey and interim year selected to keep all analysis years no more than 10 years apart), 2035 (a second interim year selected to keep all analysis years no more than 10 years apart), and 2040 (the horizon year of the DVRPC Plan).

To demonstrate conformity, projected PM_{2.5} emissions in analysis years must not exceed the 2009 (for analysis years before 2025) and 2025 (for analysis years 2025 and later) budgeted emissions in the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area and Mercer County in the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area; and the 2009 budgeted emissions in the Pennsylvania portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area.

Both New Jersey and Pennsylvania have approved limited maintenance plans for CO, and regional emissions analysis for CO is no longer required to demonstrate conformity.

² An "Adequacy Finding" is an official action of the US EPA that confirms that MVEBs contained in SIPs are adequate for transportation conformity purposes. MVEBs can be found adequate without full approval of the Attainment or Maintenance Plan SIP.

Findings

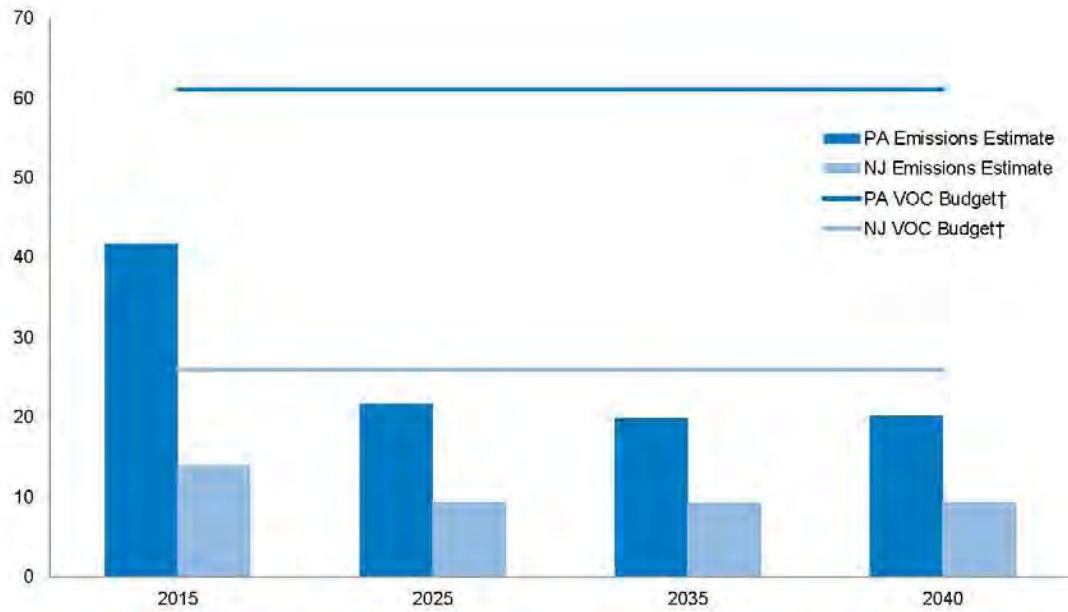
The DVRPC Plan and the TIPs are found to be in conformity with the current Pennsylvania and New Jersey SIPs under the CAA. The forecasted emissions levels of VOCs, NOx, and PM_{2.5} do not exceed the respective budgets established by the state departments of environmental protection (state DEPs) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

The transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- ☞ that the Plan and the TIPs are fiscally constrained [40 CFR 93.108];
- ☞ that this determination is based on the latest planning assumptions [40 CFR 93.110];
- ☞ that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- ☞ that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- ☞ that the Plan and the TIPs do not interfere with the timely implementation of transportation control measures (TCMs) [40 CFR 93.113]; and
- ☞ that the Plan and the TIPs are consistent with the MVEBs in the applicable implementation plans [40 CFR 93.118].

Figures 1 through 4 detail the emissions analysis results for transportation projects included in the Plan and TIPs for Pennsylvania and New Jersey. The data for these figures is detailed in Tables 6 through 8, found on pages 34 and 35. These estimates of emissions results confirm that the transportation projects in the Plan and TIPs conform to the respective SIP and Final Rule conformity requirements.

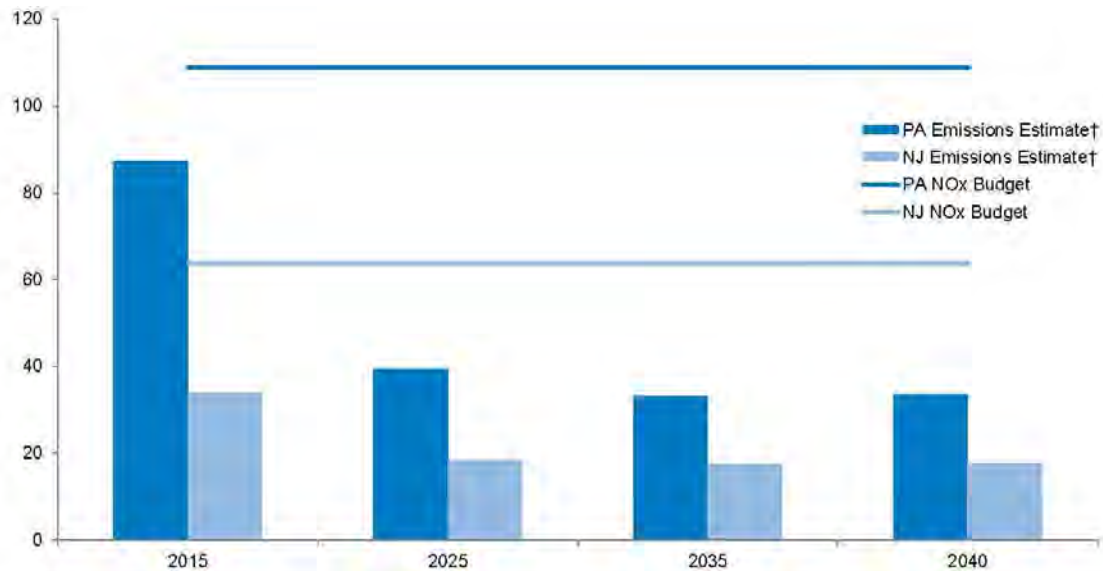
Figure 1. Volatile Organic Compounds Emissions Analysis Results (Tons/July Day)



Source: Delaware Valley Regional Planning Commission, 2013.

Note : † The most recent Eight-Hour Ozone SIP MVEBs (2008 in Pennsylvania or 2009 in New Jersey) will apply to all future analysis years.

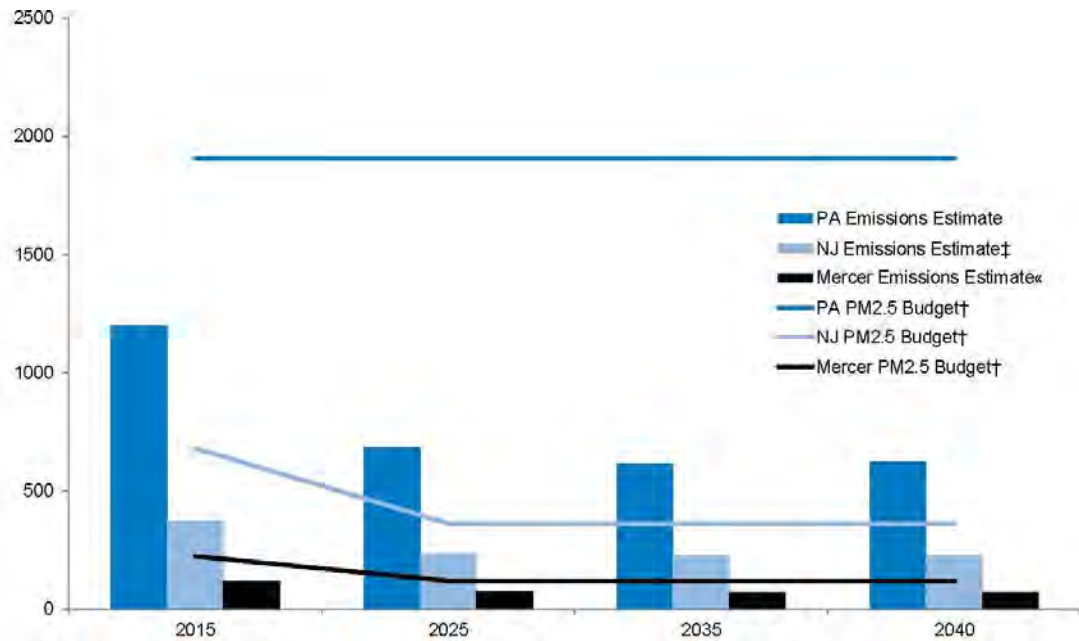
Figure 2. Nitrogen Oxides Emissions Analysis Results (Tons/July Day)



Source: Delaware Valley Regional Planning Commission, 2013.

Note : † The most recent Eight-Hour Ozone SIP MVEBs (2008 in Pennsylvania or 2009 in New Jersey) will apply to all future analysis years.

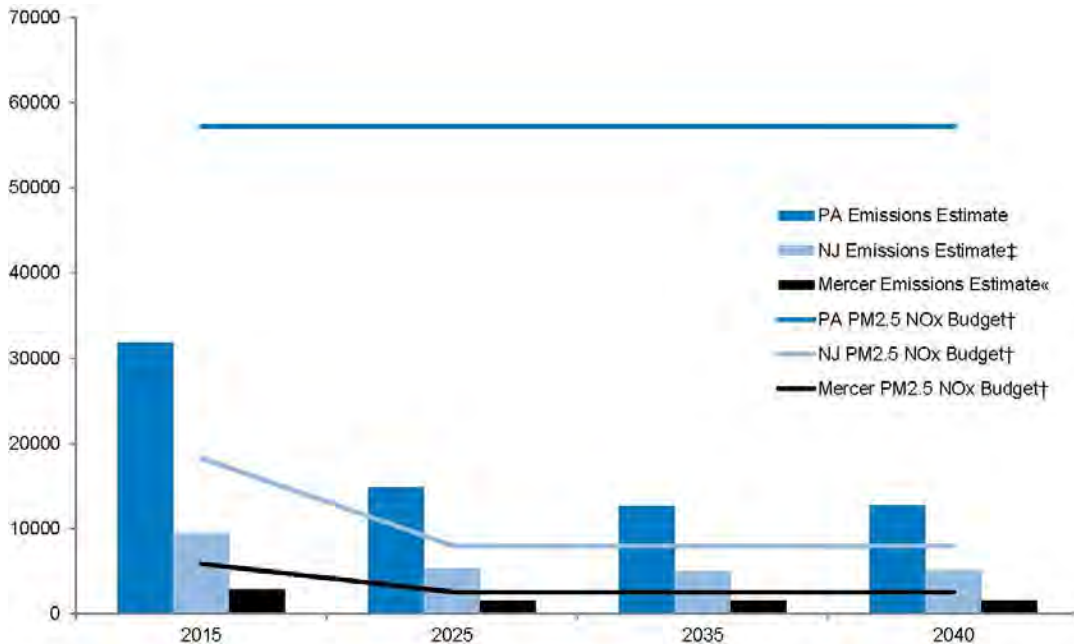
Figure 3. Annual and 24-Hour Direct Fine Particulate Matter Emissions Analysis Results (Tons/Year)



Source: Delaware Valley Regional Planning Commission, 2013.

Note: † Associated 2009 and 2025 (in New Jersey only) MVEBs apply to all future analysis years.
 ‡ Results are only for Burlington, Camden, and Gloucester counties, which are the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area
 « Results are only for Mercer County, which is the DVRPC New Jersey portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area.

Figure 4. Annual and 24-Hour NOx Precursor Emissions Analysis Results (Tons/Year)



Source: Delaware Valley Regional Planning Commission, 2013.

Note: † Associated 2009 and 2025 (in New Jersey only) MVEBs apply to all future analysis years.

‡ Results are only for Burlington, Camden, and Gloucester counties, which are the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area
« Results are only for Mercer County, which is the DVRPC New Jersey portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area.

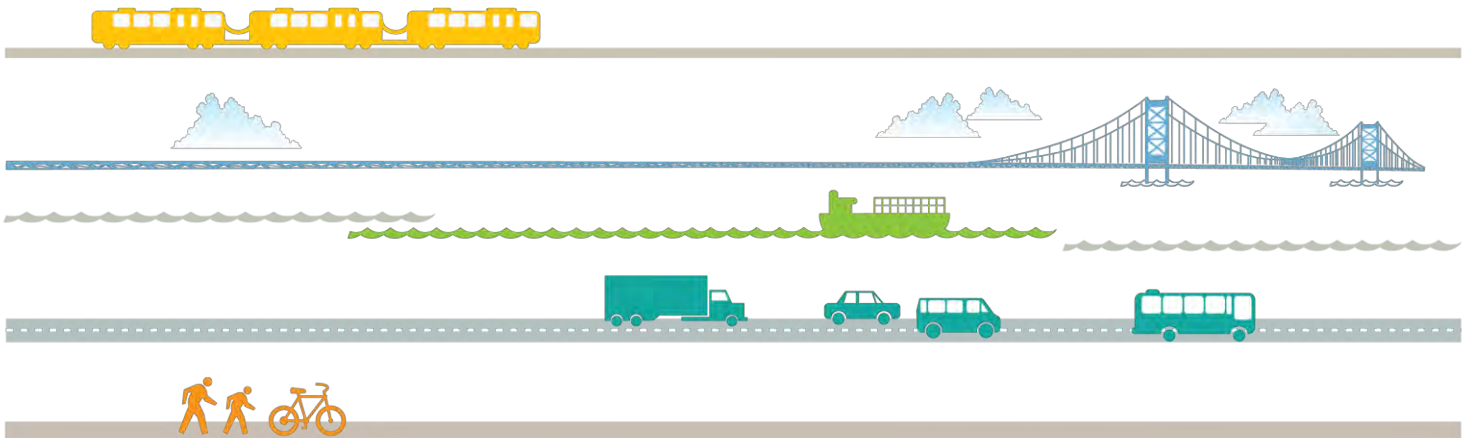
These findings demonstrate transportation conformity of the FY 2013 Pennsylvania TIP, the FY 2014 New Jersey TIP, and the DVRPC *Connections 2040* Long-Range Plan with the corresponding state SIPs and the Final Rule requirements under CAA, including:

- ❧ the 1997 and 2008 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area;
- ❧ the Annual and 24-Hour PM_{2.5} NAAQS in the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area;
- ❧ the Annual and 24-Hour PM_{2.5} NAAQS in the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area; and
- ❧ the Eight-Hour CO NAAQS in the Philadelphia–Camden CO Maintenance Area; in the City of Burlington in Burlington County, New Jersey; and in the City of Trenton in Mercer County, New Jersey.



Appendix D

Memorandum of Understanding on Procedures to Amend and Modify the TIP



MEMORANDUM OF UNDERSTANDING

Statewide Procedures for TIP/STIP Revisions

Among the

**Delaware Valley Regional Planning Commission,
North Jersey Transportation Planning Authority,
South Jersey Transportation
Planning Organization,
New Jersey Transit Corporation,
and New Jersey Department of Transportation**

PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

DEFINITIONS

For the purposes of this MOU the following meanings will apply:

Advance Construction – A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

e-STIP¹ – A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

Fiscal Constraint – A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Flexing Funds – The transfer of federal funds between the federal highway and transit programs (i.e., from Title 23 of the highway program to transit projects and from Title 49 of the transit program to highway projects) pursuant to the provisions of the Intermodal

¹ Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP is capable of processing such actions in a manner acceptable to FTA Region 2.

Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent Transportation Equity Act for the 21st Century (TEA-21).

Interagency Consultation Group (ICG) – A group of stakeholders consisting of state and federal agency representatives empowered to guide the transportation conformity process, review and approve the conformity demonstration's assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation—including both the FHWA and the Federal Transit Administration (FTA)—the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection, the NJDOT, NJ TRANSIT, and an MPO. This group works cooperatively to insure the MPO's conformity demonstrations and processes are following federal guidance and meeting federal requirements.

Memorandum of Understanding (MOU) – An official agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) – A federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region's current and future needs.

Program Line Item – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

Project – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

Project Sponsor – The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

Regional Transportation Plan – A federally mandated long-range transportation plan prepared by an MPO for its region.

Statewide Transportation Improvement Program (STIP) – A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Sub-region – The jurisdictions that comprise an MPO.

Transportation Improvement Program (TIP) – A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

Unobligated Prior Year Balance – The portion of the funds authorized by a federal agency that has not been obligated by the grantee and is determined by deducting the cumulative obligations from the cumulative funds authorized.

AGREEMENT

In adopting a TIP, the parties to this MOU (DVRPC, NJTPA, SJTPO, the NJDOT, and NJ TRANSIT) agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to the FHWA and the FTA for joint approval. The approved STIP serves as the reference document required under federal regulations (23 CFR § 450.216) for use by the FHWA and the FTA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 CFR § 450.326 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 CFR Part 450 and 49 CFR Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.

A. AMENDMENTS

The parties agree that a TIP/STIP amendment shall be required under the following circumstances. There are two classes of amendments:

1. Major Amendment

Any TIP/STIP action which affects air quality conformity and would require a new regional conformity determination is a Major Amendment. This type of amendment requires the approval of the FHWA and the FTA. The MPO, in consultation with the ICG as necessary, will determine if the change to or addition of a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127) (unless it is deemed "Not Regionally Significant (NRS)" or can be subject to a project level analysis that would not change the conformity finding);
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127); or
- c) Change the project completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.

2. Minor Amendment

Any TIP/STIP amendment which does not affect air quality conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. A Minor Amendment, like a Major Amendment, requires the approval of the FHWA and the FTA. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances;
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP;
- c) When there is an addition of a development phase to a project that results in moving all major phases of work (e.g., Construction and Right-of-Way for the NJDOT) out of the TIP/STIP;

- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds;
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT; or
- f) When any phase of work of a project has a cost increase of more than \$15,000,000.

If none of these conditions exist, and the action does not affect conformity, then the change qualifies as a Modification and section B applies.

3. Procedures

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary technical and policy level approvals. The Project Sponsor shall provide documentation with a clear explanation justifying the amendment. The Project Sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination, if required.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/State Implementation Plan (SIP) conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 CFR Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS. The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, the NJDOT shall forward the conformity determination for its projects to the FHWA and the FTA and apply for a joint conformity finding to be made by the FHWA and the FTA after consultation with the USEPA. Following FHWA/FTA approval, the NJDOT will notify the MPO of the approval. NJ TRANSIT shall follow the same procedures for its projects and programs.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as

delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to the NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for review and approval. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for review and approval.

B. MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications (of which there are three classes as defined below).

1. Modifications Not Requiring Further MPO Action Beyond This MOU (Informational Modifications)

The parties agree that changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount less than or equal to \$500,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount less than or equal to \$1,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount less than or equal to \$5,000,000.
- d) When the cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- e) When there is additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$250,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered

during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.

- f) When either the NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- g) When the NJDOT and NJ TRANSIT modify and use statewide Program Line Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).
- h) When the Project Sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP, provided the federal funding is shown for the project in the TIP/STIP.
- i) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).

2. Modifications That May Be Approved by Administrative Action (Administrative Modifications)

The parties agree that, under the following circumstances, changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected sub-regions may approve the action administratively.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount more than \$500,000 but less than or equal to \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount more than \$1,000,000 but less than or equal to \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- e) When a phase of work of a project is moved among the constrained years of the TIP/STIP.

- f) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- g) When the Project Sponsor chooses to apply federal Advance Construction procedures to a project listed in the current year of the TIP/STIP for which federal funding has not been provided in any future year.
- h) When changing a federally funded, NRS project to non-federal funding.
- i) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
 - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
 - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
 - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- j) When federal unobligated prior year balances are added to a federally-funded project or program.
- k) When other modifications, not defined in this sub-section, are identified as an administrative action.
- l) When the Executive Director of the MPO determines that administrative action is appropriate.

3. Modifications Requiring Committee Action (*Committee Modifications*)

The parties agree that the following circumstances require action by the MPO at the Committee level. Additionally the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by more than \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by more than \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by more than \$7,500,000 but not more than \$15,000,000.

- d) When the cost of a Program Line Item increases by more than \$10,000,000.
- e) When breaking out a new Project from the MPO's Local CMAQ Initiatives Line Item. The act of flexing those CMAQ funds to FTA for breakout Projects from the Local CMAQ Initiatives Line Item and listing them in the transit program does not require processing of an additional Project action.
- f) When the Executive Director of the MPO determines that Committee action is appropriate.

4. Procedures

TIP/STIP modifications shall be processed via e-STIP with a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for concurrence. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for concurrence.

C. FISCAL CONSTRAINT BANK

The federal statewide and metropolitan planning rules (23 CFR Part 450 and 49 CFR Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

1. Addition of Funds

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.

- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

2. Procedures

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A., B.2., or B.3.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (as per section A.) or modifications (as per section B.2. or B.3.), the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply these same procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.

D. PUBLIC PARTICIPATION

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. The NJDOT shall provide access to public participation by linking to the MPO's website sites via e-STIP. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

E. PROJECT REPORTING

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be the NJDOT's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.

The NJDOT Division of Capital Program Management will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

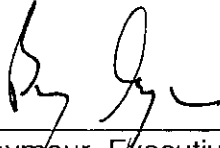
The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include local elected officials and staff, MPO staff, NJDOT and/or NJ TRANSIT project management staff, capital programming staff, and NJDOT and/or NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

The NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. The NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

F. DISPUTE RESOLUTION


Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) days after meeting, or may mutually agree to extend the time for resolution.

We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).



Barry Seymour, Executive Director
Delaware Valley Regional Planning Commission

9/27/12
Date



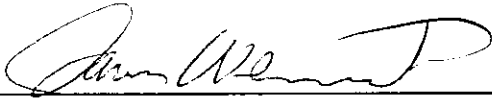
Honorable Matthew Holt, Chairman
North Jersey Transportation Planning Authority

9/26/12
Date



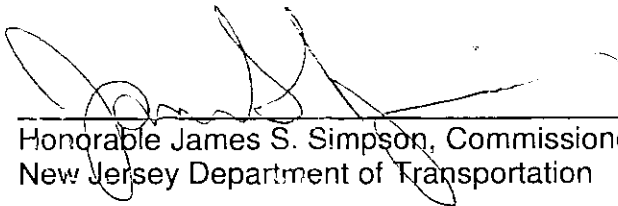
Honorable Frank Sutton, Chairman
South Jersey Transportation Planning Organization

10-1-2012
Date



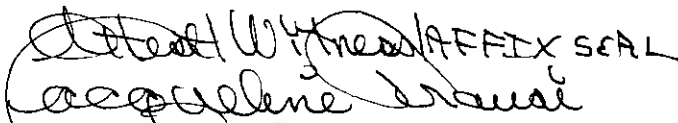
James Weinstein, Executive Director
New Jersey Transit Corporation

10-9-2012
Date



Honorable James S. Simpson, Commissioner
New Jersey Department of Transportation

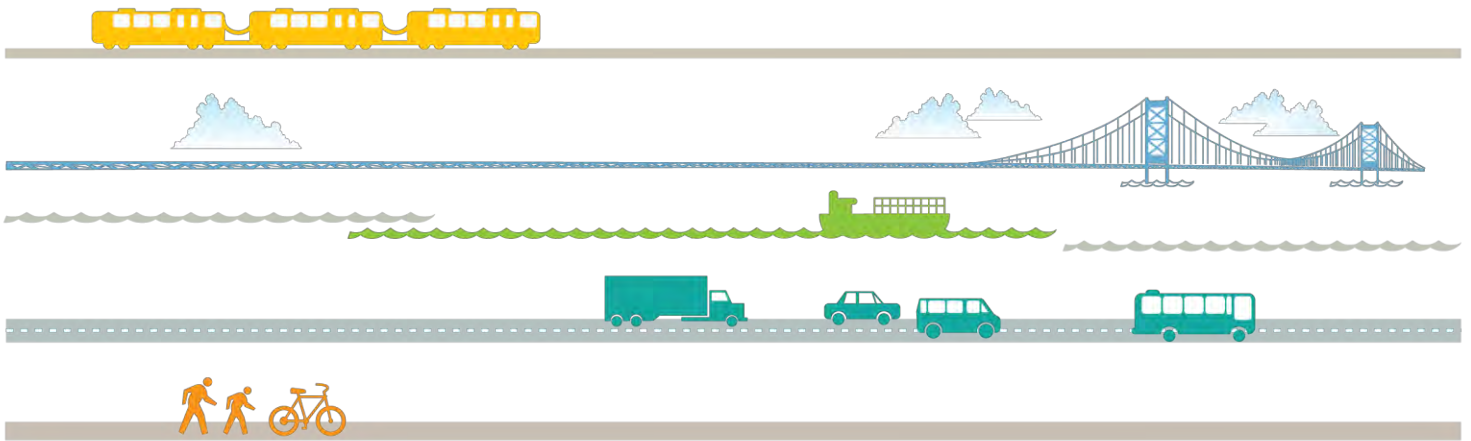
10/24/12
Date

~~Attest~~ ~~Witness~~ AFFIX SEAL

JACQUELINE TRAUSI
SECRETARY
NEW JERSEY
DEPARTMENT OF TRANSPORTATION

October 24, 2012

Appendix E

DVRPC Local Program



DVRPC LOCAL PROGRAM

One of the funding sources in the DVRPC TIP is noted as federal STP-STU funds. “STP” stands for Surface Transportation Program and “STU” stands for Surface Transportation Urban, as the “urban allocation” for DVRPC, an MPO region of over 200,000 people. These funds constitute the MPO sub-allocation of the Surface Transportation Program per federal regulation. These funds are typically used for locally generated projects, not NJDOT State projects, and make up what is commonly referred to as the “DVRPC Local Program”. Beginning in FY14, there will be an exchange of program funds between the three New Jersey MPO’s (DVRPC, the North Jersey Transportation Planning Authority, and the South Jersey Transportation Planning Organization) and NJ TRANSIT. Close to \$100 million of STP sub-allocated funding (federal funds dedicated for MPO assignment) will be made available annually during federal fiscal years 2014 through 2018 for NJ TRANSIT’s use. In return, an equal amount of State Transportation Trust Fund (TTF) funding will be made available for MPO assignment. The Program Exchange for DVRPC in FY14 entails exchanging \$16 million State TTF for an equal portion of DVRPC’s STP-STU federal funds for local projects in the TIP.

This exchange will not result in any loss or gain of funds. Some of the historically funded STP-STU federal projects will advance with state rather than federal funds. The State funds provided to DVRPC will not be administered the same way as the existing state funded County and Local Municipal Aid Programs, but will instead more closely resemble our existing federal aid program. Local projects will be evaluated to determine whether they should advance with state or federal funds, and the program exchange funding levels for the DVRPC region in fiscal years FY15, FY16, and FY17 will vary depending on the exact amount of STP sub-allocation, the annual state Transportation Trust Fund (TTF) appropriation, and on the evaluation of which funding type (federal or state) is most appropriate for a given project. Projects in the TIP document which are designated to be funded with state program exchange funds are noted as “State-DVRPC” in project records. A DVRPC Local Program Report has been generated to identify anticipated funding sources for particular projects over the next five years.

A new MOU (Memorandum of Understanding) has also been developed to outline the general parameters of the exchange of program funds among those agencies for implementing capital projects in the NJ Transportation Improvement Programs (TIPs) for all three New Jersey MPO’s and the State Transportation Improvement Program (STIP). Anticipated benefits resulting from this exchange of program funds are:

- ❖ More flexible schedules for state obligation and ability to “roll over” funds from one fiscal year to the next. This is because TTF funds do not face the same expiration and obligation deadlines as federal funds.
- ❖ Federal STP funds are beneficial for NJ TRANSIT’s use in its capital program.
- ❖ Funding sub-regional projects with TTF funds eliminates the risk of federal inactivity. New Jersey’s rate of inactivity is higher than most states.

DVRPC FY2014-2023 Local Projects

Burlington

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY14-23
D0302	Burlington County Roadway Safety Improvements											
CON	STATE-DVRPC			0.600								0.600
CON	STP-STU					0.700		0.800		0.800		2.300
D9902	Hanover Street Bridge over Rancocas Creek, CR 616											
CON	STATE-DVRPC	3.315										3.315
D9903	Smithville Road Bridge over Rancocas Creek, CR 684											
CON	STATE-DVRPC		3.075									3.075
D9912A	South Pemberton Road, CR 530, Phase 2											
CON	DEMO		7.199									7.199
CON	STP-STU		4.650	8.761	6.390							19.801

Camden

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY14-23
D0410	Camden County Roadway Safety Improvements											
CON	STATE-DVRPC		0.600		0.700							1.300
CON	STP-STU						0.800		0.800		0.800	2.400
D0601	Camden County Bus Purchase											
EC	CMAQ	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	1.000
D0902	River Road Improvements, Cramer Hill											
CON	DEMO	4.050										4.050

Gloucester

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY14-23
D0401	Gloucester County Roadway Safety Improvements											
CON	STATE-DVRPC			0.600								0.600
CON	STP-STU					0.700		0.800		0.800		2.300
D1203	Gloucester County Multi-Purpose Trail Extension											
CON	STATE-DVRPC			1.500								1.500
ROW	STATE-DVRPC		0.750									0.750
D9807	Gloucester County Bus Purchase											
CON	CMAQ	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.700

Mercer

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY14-23
99362	Trenton Amtrak Bridges											
CON	STATE-DVRPC				7.930	19.421	21.879					49.230
DES	STATE-DVRPC	2.450										2.450
ROW	STATE-DVRPC		2.800									2.800
D0412	Mercer County Roadway Safety Improvements											
CON	STATE-DVRPC		0.600		0.700							1.300
CON	STP-STU						0.800		0.800		0.800	2.400
D0701	Princeton-Hightstown Road Improvements, CR 571											
CON	STATE-DVRPC				3.300							3.300
CON	STP-STU		3.300				3.300					6.600
DES	STATE-DVRPC	0.800										0.800

Various

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY14-23
01300	RIMIS - Phase II Implementation											

Various

PHASE	FUND	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY14-23
EC	STP-STU	0.246	0.246	0.246	0.100	0.100	0.100	0.100	0.100	0.100	0.100	1.438
04314	Local Safety/ High Risk Rural Roads Program											
ERC	HSIP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	10.000
06326	Local Project Development Support											
PLS	STP-STU	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	7.000
10347	Local Aid Consultant Services											
EC	STP-STU		0.200		0.200		0.200		0.200		0.200	1.000
11383	Transportation Management Associations											
EC	STP-STU	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	20.000
D0204	Transportation and Community Development Initiative (TCDI) DVRPC											
EC	STP-STU	1.080	0.080	1.080	0.080	1.080	0.080	1.080	0.080	1.080	0.080	5.800
D026	DVRPC, Future Projects											
ERC	STATE-DVRPC	9.435	0.113	0.136	0.000							9.684
ERC	STP-STU	0.708	1.080	0.221				9.364	10.364	9.364	10.364	41.465
D0406	RideECO Mass Marketing Efforts--New Jersey											
EC	CMAQ	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.400
D0407	Ozone Action Program in New Jersey											
EC	CMAQ	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.400
D0802	DVRPC, Local ITS Improvements											
EC	STATE-DVRPC			1.300	1.300							2.600
EC	STP-STU		1.000			1.300	1.300	1.300	1.300	1.300	1.300	8.800
D0803	DVRPC, Bridge Rehabilitation Program											
EC	STATE-DVRPC			4.000								4.000
EC	STP-STU							5.000	5.000	5.000	5.000	20.000
X065	Local CMAQ Initiatives											
EC	CMAQ	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920	9.200
X30A	Metropolitan Planning											
PLS	PL	2.244	2.244	2.244	2.244	2.244	2.244	2.244	2.244	2.244	2.244	22.440
PLS	PL-FTA	0.773	0.773	0.773	0.773	0.773	0.773	0.773	0.773	0.773	0.773	7.730
PLS	STP-STU	1.820	1.560	1.410	1.410	1.410	1.410	1.410	1.410	1.410	1.410	14.660

DRAFT
MEMORANDUM OF UNDERSTANDING
AMONG
NEW JERSEY TRANSIT CORPORATION, THE NEW JERSEY DEPARTMENT OF
TRANSPORTATION, THE NORTH JERSEY TRANSPORTATION PLANNING
AUTHORITY, THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION AND
THE SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION FOR
EXCHANGE OF PROGRAM FUNDS
FEDERAL FISCAL YEAR 2014 THROUGH 2018

THIS MEMORANDUM OF UNDERSTANDING (“MOU”), made the _____ day of _____ two thousand thirteen, among NEW JERSEY TRANSIT CORPORATION, acting through its Executive Director, hereinafter referred to as “NJT”, the NEW JERSEY DEPARTMENT OF TRANSPORTATION, acting through its Commissioner of Transportation, hereinafter referred to as “NJDOT,” the NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, hereinafter referred to as “NJTPA,” the DELAWARE VALLEY REGIONAL PLANNING COMMISSION, hereinafter referred to as “DVRPC,” and the SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION, hereinafter referred to as “SJTPO,” witnesses that:

WHEREAS, NJT programs federal and State of New Jersey (“State”) funding for use in carrying out its projects and programs; and

WHEREAS, NJDOT programs federal and State funding for use in carrying out its projects and programs; and

WHEREAS, under 23 USC Section 134, NJTPA, DVRPC and SJTPO are metropolitan planning organizations, hereinafter collectively referred to as the “MPOs,” established by agreement between the Governor of the State and units of general purpose local government to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), for designated urbanized areas with populations greater than 50,000; and

WHEREAS, NJDOT receives federal funding through the Federal Highway Administration (FHWA) and NJT receives federal funding through the Federal Transit Administration (FTA); and

WHEREAS, FHWA apportions federal funding for various programs and uses; and

WHEREAS, one of the programs by which FHWA apportions federal funding is the Surface Transportation Program (the “FHWA Surface Transportation Program”); and

WHEREAS, a portion of FHWA Surface Transportation Program funds are sub-allocated by NJDOT to each MPO (which is responsible for a particular urbanized area) to be programmed for regional projects on the federal-aid system; and

WHEREAS, NJT and NJDOT program State Transportation Trust Fund (TTF) funds for capital projects; and

WHEREAS, by federal and State law, NJT, NJDOT, and the MPOs, biennially, establish the federal and State revenue levels that each organization will program for projects and programs in the State's Transportation Capital Program and the Statewide Transportation Improvement Program ("STIP"); and

WHEREAS, from time to time, NJT, NJDOT, and the MPOs may face circumstances that require changes in the mix of federal and State funding that each organization allocates; and

WHEREAS, FHWA permits NJDOT to initiate transfers of FHWA apportionments to FTA for certain purposes; and

WHEREAS, FTA permits NJT to initiate transfers of FTA apportionments to FHWA for certain purposes; and

WHEREAS, NJDOT, NJT, and the MPOs are permitted to make certain funding adjustments within the budget for the State's Transportation Capital Program and within the STIP subject to State and federal laws and regulations; and

WHEREAS, this MOU provides for the general parameters of the exchange of program funds for federal and State fiscal years 2014 through 2018 (the "Five-Year Period") and for the specific exchange of program funds for the first year of the Five-Year Period which is federal and State fiscal year 2014; and

WHEREAS, this MOU may be amended to provide for the specific exchange of program funds for federal and State fiscal years 2015 through 2018 subject to federal and State appropriation; and

WHEREAS, for federal and State Fiscal Year 2014, a total amount of \$94 million of FHWA Surface Transportation Program Funds is scheduled to be sub-allocated to the MPOs;

NOW, THEREFORE, NJT, NJDOT, and the MPOs agree as follows:

A. Preambles

The WHEREAS clauses above are incorporated into this paragraph as though set forth in verbatim.

B. Programming Exchange in General

1. NJDOT, NJT, and the MPOs agree to exchange program funds, for each of the federal and State fiscal years within the Five-Year Period, in amounts commensurate with the annual federal apportionments made available to each MPO for this program for allocation for each respective federal fiscal year, subject to the conditions set forth in Paragraph B.4 below. .
2. NJDOT, NJT and the MPOs agree to enter into amendments to this MOU to set forth for each of the subsequent fiscal years within the Five-Year Period, the specific exchange of program funds, subject to federal and State appropriation;
3. NJDOT, NJT, and the MPOs agree that in order for the exchange of program funds to take place for each federal fiscal year within the Five-Year Period, each MPO, to the extent applicable, annually shall obtain its Board's approval for each federal fiscal year to revise the TIP and STIP for such annual funding amounts as determined and agreed to by all parties participating, from time to time, in the process set forth in this MOU.
4. In order to exchange program funds for any fiscal year within the Five-Year Period, the State's Transportation Capital Program must appropriate the TTF funds for use by the MPOs and the STIP shall also reflect the appropriation. There will be no program exchange for any fiscal year within the Five-Year Period if the TTF funds have not been so appropriated by the State Legislature, and enacted into law, or if such appropriation and enactment shall contain any limitations or restrictions regarding the use of such funds that are inconsistent with the intended use of the funds as set forth in this MOU.
5. An action taken by any individual MPO Board, or failure to take action by any individual MPO Board, shall not affect the funding exchange program contemplated by this MOU for other MPO parties who have complied with the provisions of this MOU.
6. Notwithstanding anything contained in this MOU to the contrary, no MPO shall be required to participate in the funds exchange program in any fiscal year unless and until the MPO Board has approved participation by such MPO in the program for such fiscal year.

C. Programming Exchange for Fiscal Year 2014

1. In Federal Fiscal Year 2014, NJDOT agrees to direct the transfer of \$94 million of FHWA Surface Transportation Program funds from FHWA to FTA to be allocated by NJT for the program items, Preventive Maintenance - Rail and Preventive Maintenance - Bus.

2. The \$94 million comprises \$70.5 million that would have been allocated by NJTPA, typically identified as STP-NJ funds; \$16 million that would have been allocated by DVRPC, typically identified as STP-STU funds; and \$7.5 million that would have been allocated by SJTPO, typically identified as STP-SJ funds.
3. As a result of NJDOT's directive to transfer funds as stated in paragraph C.1 above, NJT's 2014 FTA funds will reflect an increase of \$94 million;
4. As a result of such transfer, NJT's TTF appropriations are reduced by \$94 million and NJDOT's TTF appropriations are increased by \$94 million.
5. NJDOT will allocate the \$94 million in TTF funds in the Fiscal Year 2014 Transportation Capital Program and in the 2014 program year of the Federal Fiscal Year 2014-2023 STIP for allocation by the MPOs to projects that would be Progress in the 21st Century Act (MAP-21) Sect. 1108 under 23 U.S.C. 133.
6. NJDOT will allocate the \$94 million in TTF funds to each MPO as follows: \$70.5 million to NJTPA, \$16 million to DVRPC and \$7.5 million to SJTPO.
7. The State Fiscal Year 2014 Transportation Capital Program provides a TTF funded line item for each MPO showing where these funds will be allocated.
8. The Federal Fiscal Year 2014-2023 STIP and MPO TIPs identifies the individual projects and funds allocated to each MPO for each year.

D. Administration of TTF Funds Allocated to the MPOs

1. Each MPO will select projects for the use of these funds, with the understanding that this funding is provided in lieu of the FHWA funds, which were intended for use on the federal-aid system.
2. Each MPO will be responsible for managing programming changes related to additions and deletions of projects, and increases and decreases in costs for these allocated TTF funds.
3. TTF funds allocated to a respective MPO and not obligated in a fiscal year will carry over for use in future years by the same MPO.
4. Each MPO will determine the process and methodology for programming within its respective organization regarding any allocated TTF funds not specifically identified in the State Transportation Capital Program and STIP.
5. By March 1 of each year, each MPO will provide NJDOT with a list of projects it intends to program for obligation in the upcoming State Fiscal Year.
6. Projects carried out under this program will be administered in accordance with

the document entitled, "Guidance for Locally Administered Projects Funded through the NJDOT/MPO Program Funds Exchange," which was prepared in consultation with the MPOs and NJDOT. It is understood that the "Guidance for Locally Administered Projects Funded through the NJDOT/MPO Program Funds Exchange" may be revised from time to time. Such revisions will be made in consultation with NJDOT and the MPOs (NJTPA, DVRPC and SJTPO) prior to adoption.

7. NJDOT agrees to prepare monthly financial reports and provide the MPOs with access to such reports for the MPOs to track expenditures and obligations for each TTF funded project selected by each MPO.
8. NJDOT will execute a project-specific agreement with each sub-recipient (county or municipality) for each project selected by each MPO.
9. Each sub-recipient shall be required to follow the process established by NJDOT and the MPOs for authorization to advertise and award the project as well as for administration, oversight and closure.
10. NJDOT will provide payment for each project on a reimbursement basis in accordance with procedures established by NJDOT's Division of Local Aid.
11. NJDOT will coordinate with the MPOs to report on account balances and additional obligation needs as a result of project cost increases or decreases.
12. Project cost changes will be reviewed and approved by NJDOT in accordance with the terms outlined in the Memorandum of Understanding titled "Statewide Procedures for TIP/STIP Revisions Among the Delaware Valley Planning Commission, North Jersey Transportation Planning Authority, South Jersey Transportation Planning Organization, New Jersey Transit Corporation and New Jersey Department of Transportation," dated October 24, 2012.

E. General Provisions

1. This MOU represents the parties' entire understanding and agreement with respect to the programming exchange which is the subject of this MOU, and supersedes all prior agreements between and among any of the parties with respect to this exchange.
2. All obligations of the parties pursuant to this MOU are subject to appropriations and the availability of funds. A failure by any party to observe and perform any condition on its part to be performed under this MOU as a result of the failure of the Legislature to appropriate shall not in any manner constitute a breach or default by that party and that party shall not be held liable in any manner whatsoever because of the absence of available funding.

3. The parties' commissioners, officers, agents, or employees shall not be held personally liable under any provision of this MOU or because of its execution, breach, or alleged breach hereof.
4. In the event a dispute or difference arises between the parties regarding the terms of this MOU, the parties shall meet in a good-faith effort to resolve the dispute. Should any party determine that it does not desire to participate in the exchange of funds in accordance with this MOU, such party shall use its best efforts to provide reasonable notice to the other parties of its intent to withdraw as a party to this MOU for the yearly funding cycle for which the notice is provided.
5. This MOU shall bind and inure to the benefit of the parties and their respective successors and assignees. No third-party beneficiary rights are created by this MOU.
6. This MOU shall be construed under and shall be governed in accordance with the Constitution and the laws of the State of New Jersey.

IN WITNESS WHEREOF, NJT has caused this instrument to be signed and attested by its duly authorized representative, NJDOT has caused this instrument to be signed by its Commissioner of Transportation, or a designee of the Commissioner, and attested by the Secretary of NJDOT, the MPOs have caused this instrument to be signed and attested by their duly authorized representatives, and the Seals of NJT and NJDOT to be hereunto affixed the day, month and year first written above.

ATTEST:

NEW JERSEY TRANSIT CORPORATION

Secretary

By: _____

James Weinstein
Executive Director

(SEAL)

ATTEST:

**NEW JERSEY DEPARTMENT
OF TRANSPORTATION**

Secretary

By: _____

James S. Simpson
Commissioner

ATTEST:

**NORTH JERSEY TRANSPORTATION
PLANNING AUTHORITY**

Secretary

By: _____

Mary K. Murphy
Executive Director

ATTEST:

**DELAWARE VALLEY REGIONAL PLANNING
COMMISSION**

By: _____

Barry Seymour
Executive Director

ATTEST:

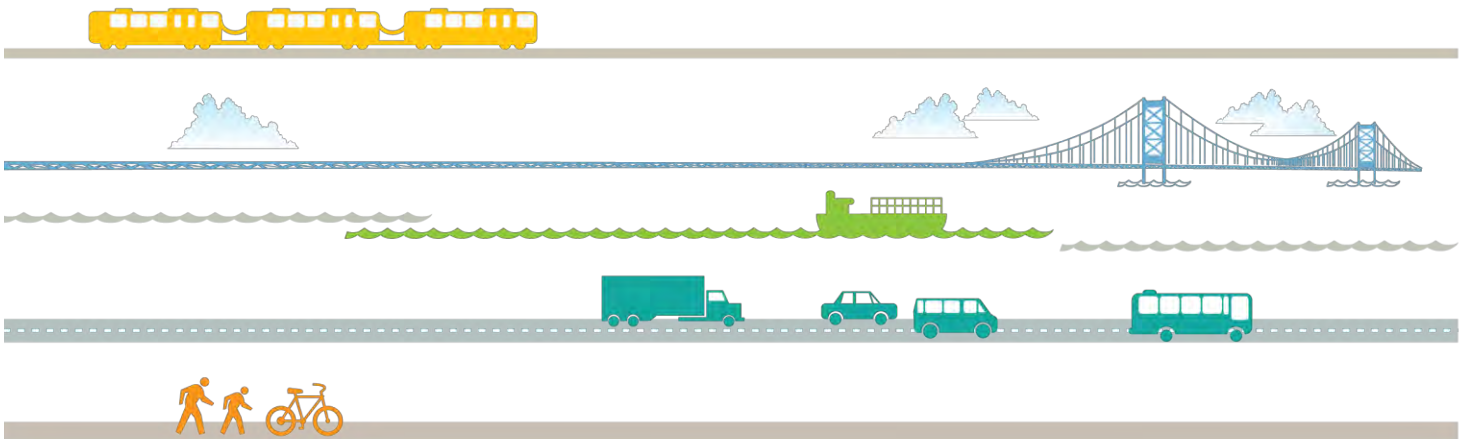
**SOUTH JERSEY TRANSPORTATION
PLANNING ORGANIZATION**

By: _____

Tim Chelius
Executive Director

Appendix F

*Summary of Public Outreach,
Public Comments,
and Agency Responses*



DVRPC PUBLIC INVOLVEMENT PROCESS

A critical component of the DVRPC TIP development and adoption process is the Public Involvement Process which is documented in this Appendix. This Appendix includes multiple documents:

- ❖ The overview summary of the TIP Public Involvement Process
- ❖ The abbreviated summary/index of the public comments that were received during the formal Public Comment Period that was held from May 17, 2013 through June 18, 2013.
- ❖ The responses to the public comments, which have been provided by the appropriate agency for whatever project or issue is raised in the public comment. DVRPC compiles the comments and responses that were received during the Public Comment Period and provides this information to the DVRPC Board prior to requesting adoption of the TIP. This process is meant to provide the DVRPC Board with viewpoints and input from the general public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate.
- ❖ The table of Recommended Changes to the Draft DVRPC FY2014-2017 TIP for New Jersey is based on comments made during the Public Comment Period. When approved by the Board, these changes are incorporated into the final FY2014-2017 TIP. The DVRPC Board is presented with the Draft Program and the List of Recommended Changes for adoption as the region's official selection of transportation projects;
- ❖ Several items of supporting documentation from the Public Involvement Process are: the DVRPC formal public notice on the Public Comment Period; a "Highlights" document of the Draft TIP, which is emailed to a wide distribution list and made available to the public to describe the program, process, and projects in an abbreviated manner; documentation of outreach to Tribal Nations; and proofs of publication of the legal notices for the formal 30-day Public Comment Period in area newspapers as required.



Summary of the Public Involvement Process
for the FY2014 Transportation Improvement Program
(TIP) for New Jersey

SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public participation by reaching out to as many stakeholders and members of the public as possible in an equitable and timely manner. Public participation is the only way to ascertain the interests of a wide variety of residents across the region. 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; therefore, DVRPC will strive to provide a variety of opportunities for residents to be informed, participate, and be made aware of the decisions that will affect the future of this region.

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30-day public comment period. The public comment period for the DVRPC FY2014 TIP for New Jersey opened on May 17, 2013, and closed on June 18, 2013 at 5:00 p.m. (EST). Notices of the public comment period and the scheduled public meeting were distributed to over 10,500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, Al Dia, and The Courier Post, and press advisories were issued to a wide variety of electronic and print media outlets. Draft TIPs were available at DVRPC's Resource Center, and by request; the TIP document was mailed to area libraries for public review; public notices and requests for comment were sent to Tribal organizations; and additional announcements on the TIP and the public comment period were posted on DVRPC's website, www.dvrpc.org, and at @DVRPC on Twitter. A public meeting was held on:

WEDNESDAY, JUNE 12, 2013

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

Cherry Hill Free Public Library

1100 Kings Highway North

Cherry Hill, NJ 08034-1970

Copies of the announcements, media releases, public notices, and public information document follow this summary.

This public comment period also served as an opportunity to comment on the New Jersey Department of Transportation (NJDOT) Statewide Transportation Improvement Program, available online at: <http://www.state.nj.us/transportation/capital/cpd/>. The public involvement process for the TIP conducted by DVRPC was in cooperation with NJDOT to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP was used to satisfy public involvement requirements for NJDOT's Section 5307 program of projects as well.

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. The public notice and the entire TIP document was placed on the DVRPC website, as were the date and location of the public meeting, and other general information. People were able to download and/or access the TIP materials during the public comment period, use the search and mapping tool, and submit their comments through the TIP online commenting feature provided. In addition, an email address was established (tip-plan-comments@dvrpc.org) to facilitate the submission of comments. Comments were also received by U.S. Mail and fax.

Public Comment Guidance

In an effort to facilitate the public comment process, we offered some extended guidance. Listed below are issues that the public was asked to consider during the review of the Draft TIP document.

- ❖ Given the projects in the TIP, are we headed in the right direction? Are we meeting the needs of the region? Are we following the intent of MAP-21?
- ❖ For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity adding projects; or non-traditional projects (like pedestrian, bicycle, smart technology, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the more traditional highway and transit projects?
- ❖ Is this region getting its fair share of resources compared to other regions in the state or nation?
- ❖ Is the current transportation project development process, including environmental reviews and public input, effective?
- ❖ Given financial constraints, are we spending money on the right types of projects?
- ❖ Is the TIP document easy to use? How could it be improved?

Of course, comments are not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the Draft TIP, the Draft TIP development process, or on any other topic of concern. However, we reminded those intending to recommend new projects for the Draft TIP that in order to earn a place on the Draft TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for 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.



Summary of Public Comments
on the DRAFT DVRPC FY2014-2017 TIP for New Jersey

This section includes comments received during and after the public comment period.

Summary of Comments Received on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

ITEM #	COMMENTOR	SUMMARY OF COMMENT
General Public Comments		
Burlington		
DB#: 02309--Route 130, Crystal Lake Dam		
A.01	Cyndi Steiner	Desires project to install a bicycle and pedestrian facility concurrent with the Dam repair.
A.02	John Boyle	Desires project to install a bicycle and pedestrian facility concurrent with the Dam repair.
DB#: 02397--Route 130, Columbus Road/Jones Street		
A.03	Cyndi Steiner	Supports pedestrian crosswalks, refuge, and continuous sidewalks for pedestrian safety; lack of shoulders on US 130 endangers bicyclists.
A.04	John Boyle	Supports pedestrian crosswalks, refuge, and continuous sidewalks for pedestrian safety; lack of shoulders on US 130 endangers bicyclists.
DB#: 10307--Route 70, East of North Branch Road to CR 539		
A.05	John Boyle	Desires for project to mark shoulders as bike lanes.
DB#: 11410--Route 72, Route 70 to County Route 532, Pavement		
A.06	John Boyle	Desires project to mark Route 72 for bicycles after resurfacing is completed.
DB#: 9212C--Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)		
A.07	John Boyle	Desires project to include bike lanes and pedestrian sidewalks and crosswalks.
DB#: D9912A--South Pemberton Road, CR 530, Phase 2		
A.08	Cyndi Steiner	Desires project to include sidewalks, crosswalks, and bike lanes and treatments that would guide bicycles through the wider intersection.
A.09	John Boyle	Desires project to add sidewalk on the north side from Route 206 to Josh Lane, a midblock crossing and pedestrian refuge at the Josh Lane Bus Stop, and bike lanes.
Camden		
DB#: 99312--Route 130, Brooklawn Circles		
A.10	Cyndi Steiner	Questions if project includes crosswalks and continuous sidewalks in new design of Brooklawn Circles; suggests Brooklawn Circles to become a modified roundabout; and desires project to consider bike access improvement between the Broadway Bridge and Creek Road.
A.11	John Boyle	Questions if project includes crosswalks and continuous sidewalks in new design of Brooklawn Circles; suggests Brooklawn Circles to become a modified roundabout; and desires project to consider bike access improvement between the Broadway Bridge and Creek Road.
Gloucester		
DB#: D1203--Gloucester County Multi-Purpose Trail Extension		
A.12	Cyndi Steiner	Supports project.
A.13	John Boyle	Supports project.
A.14	Vera Inkiow	Supports project; needs more trail extensions and other amenities for people to safely bike and walk along a longer route, connect neighborhoods, and provide more recreational opportunities in the State.
Mercer		
DB#: 031--Route 1, Penns Neck Improvements (CR 571)		
A.15	Elizabeth Zeitler	Deems capacity increase is not needed; desires project to focus on a "town center" design with bike/pedestrian infrastructure and slower speeds.

Summary of Comments Received on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

ITEM #	COMMENTOR	SUMMARY OF COMMENT
General Public Comments		
Mercer		
DB#: 04316--Route 1 Business, Brunswick Circle to Lake Drive		
A.16	Vera Inkiow	Supports project for safety and health improvements.
DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to A.17		
A.17	Elizabeth Zeitler	Deems capacity increase is not needed; desires project to focus on a "town center" design with bike/pedestrian infrastructure and slower speeds.
DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to A.19		
A.19	Jerry Foster	Desires project to support West Windsor Township's Redevelopment Plan goal of creating a bicycle and pedestrian friendly main street; supports a new traffic study on this segment of CR 571.
DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to Other		
A.18	Henry Murphy	Desires project to maintain the two-lanes on CR 571 and focus on advancing a town center type corridor; supports WWBPA's project recommendations.
A.20	Michael Ruderman	Not supportive of current project design; supports plan as advocated by the West Windsor Bicycle and Pedestrian Alliance (WWBPA) for slower speed and more Main Street features.
A.21	Philip Doren	Not supportive of current project design; supports plan as advocated by the West Windsor Bicycle and Pedestrian Alliance (WWBPA) for slower speed and more Main Street features.
A.22	Vera Inkiow	Desires project to incorporate bicycling and pedestrian safety improvements as described from other public comments on DB# D0701; not supportive of increasing road lanes.
Various		
DB#: 10347--Local Aid Consultant Services		
A.23	Cyndi Steiner	Desires more funding for Transportation Alternative, Transportation Enhancements, and local CMAQ programs.
A.24	John Boyle	Desires more funding for Transportation Alternative, Transportation Enhancements, and local CMAQ programs.
DB#: 99358--Safe Routes to School Program		
A.25	Cyndi Steiner	Supports continued Safe Routes to Schools program funding and allocation of HSIP funds to it.
A.26	John Boyle	Supports continued Safe Routes to Schools program funding and allocation of HSIP funds to it.
DB#: X107--Transportation Alternatives Program		
A.27	Cyndi Steiner	Desires the State to allocate the remaining Transportation Enhancement money to DB# X107, Transportation Alternatives Program; technical assistance in managing TAP projects improve outcomes and increase participation in federal competitive funding programs.
A.28	John Boyle	Desires the State to allocate the remaining Transportation Enhancement money to DB# X107, Transportation Alternatives Program; technical assistance in managing TAP projects improve outcomes and increase participation in federal competitive funding programs.
DB#: X185--Bicycle & Pedestrian Facilities/Accommodations		
A.29	Cyndi Steiner	Supports funding increase.
A.30	John Boyle	Supports funding increase.

Summary of Comments Received on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

ITEM #	COMMENTOR	SUMMARY OF COMMENT
General Public Comments		
Various		
General TIP Comments: "Shoulder" Definition		
A.31	Cyndi Steiner	Desires NJDOT to reconsider its definition of a "shoulder" as bicycle compatible.
A.32	John Boyle	Desires NJDOT to reconsider its definition of a "shoulder" as bicycle compatible.
General TIP Comments: Complete Streets Policy		
A.33	Cyndi Steiner	Desires counties, municipalities, and MPOs in New Jersey adopt Complete Streets policies.
A.34	John Boyle	Desires counties, municipalities, and MPOs in New Jersey adopt Complete Streets policies.
General TIP Comments: DVRPC Regional Trails Fund		
A.35	Cyndi Steiner	Lack of projects contribute to 10% of the DVRPC Regional Trails Fund; suggests modifying the TIP to replenish Regional Trails Fund by allocating funding amount based on the state population share of the DVRPC region; desires \$10 million over 3 years for NJ and PA from the DVRPC Regional Trails Fund.
A.36	John Boyle	Lack of projects contribute to 10% of the DVRPC Regional Trails Fund; suggests modifying the TIP to replenish Regional Trails Fund by allocating funding amount based on the state population share of the DVRPC region; desires \$10 million over 3 years for NJ and PA from the DVRPC Regional Trails Fund.
General TIP Comments: DVRPC; Commissioners who are also on NJ Turnpike Board of Directors; environment in Draft TIP; federal funding; grant money for Ramblewood residents; public engagement; NJDOT; tracking project funds and project types		
	Lita Bellochio	DVRPC is not doing its job and does not work with the public; Commissioners also on Board of Directors for the NJ Turnpike are not protective of communities; the environment is mentioned only once in Draft TIP; more federal funding is needed to protect the public that have been abused by transportation entities; grant money should be used for residents of Ramblewood for their endurance of high decibel levels due to NJ Turnpike at Exit 4; the public should have more say in money granted to municipalities and where money is spent.
General TIP Comments: Mass Transit Funding and Transit Service Coverage		
A.37	David Evan Karasek	Mass transit funding level is inadequate; desires more transit service in New Jersey, especially the South Jersey region for better economy and climate change mitigation.
General TIP Comments: Route 571 and Clarksville Road Intersection; Complete Streets Policy		
A.38	Kathy Brennan Werth	Desires intersection improvement at Route 571 and Clarksville Road by prohibiting vehicles from turning on red light and speed reduction of Route 571 traffic to improve student safety and traffic flow; desires Mercer County to implement Complete Streets for children's safety.
Agency Comments		
Camden		
DB#: T630--SJ BRT/Avandale Park Ride		
C.01	Christopher DiPrima	Mass transit is important for nurturing more connectivity options for commuters and places, air quality improvements, economic development, and highway congestion reduction; commends NJ TRANSIT and DVRPC for bringing forth the South Jersey BRT project, especially in introducing bus on shoulders along the Route 55/42/676 corridor; requests NJ TRANSIT and DVRPC to consider provisions that will permit the BRT line to connect to the Walt Whitman Bridge, including bus bypass lanes between NJ 42 and the Walt Whitman Bridge, as well as sharing resources at the proposed BRT park-and-ride stations; Philadelphia Division of Aviation hopes to work with its regional partners to provide mass

**Summary of Comments Received
on the
DVRPC FY2014-2017 Transportation Improvement Program (TIP)
for New Jersey**

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Agency Comments		
Camden		
	DB#: T630--SJ BRT/Avandale Park Ride	transit access to the Philadelphia International Airport.



Original Public Comments
on the DRAFT DVRPC FY2014-2017 TIP for New Jersey

This section includes comments received during the public comment period.

Public Comment Form
Draft FY2014 for NJ



Item ID# A.29, A.27, A.23, A.31, A.33, A.35, A.01, A.03, A.08, A.10, A.12, A.25

Name: Cyndi Steiner

County: Various Counties

Project Title: General Comment

Comment:

To whom it may concern:

The below are comments submitted on behalf of the NJ Bike & Walk Coalition (NJBWC) to the 2014 DVRPC TIP and the state's TIP:

Burlington County

DB# 203 Route 130 Crystal Lake Dam.

Route 130 is the likely alignment of the Delaware River Heritage Trail. NJBWC would like to see consideration of installation of bike/ped facility concurrent with the dam repair, if feasible.

DB# 02397 Route 130, Columbus Road/Jones Street

This is one of the most dangerous sections for pedestrians on US 130. NJBWC supports high visibility crosswalks, a pedestrian refuge (at Columbus Rd) and continuous sidewalks. The road has no shoulders and bicyclists ride on this stretch of Route 130 at their own peril.

DB# 9912A South Pemberton Road

NJBWC recommends bike lanes on this road including treatments to guide bicycles through the wider intersection. Since commercial attractions are on all 4 sides of the intersections, sidewalks and crosswalks should be included.

Camden County

DB#99312 Route 130 at the Brooklawn Circle

The Brooklawn Circles are within an urbanized area but they lack crosswalks and continuous sidewalks. Are these features included in the new design?

This circle should be reconfigured as a modified roundabout. All traffic should yield to the traffic within the circle. Similar to the treatment of the Red Lion and 4 Mile Circles on NJ Route 70 in Burlington County.

The circles are also barriers to bicyclists traveling between Camden and Gloucester Counties. Improving bike access between the Broadway Bridge and Creek Road to avoid the circles should be considered.

Gloucester County

#DB D1203 – Gloucester County Multi-Purpose Trail Extension

NJBWC strongly supports this project

Statewide Projects (Capital Program)

DB # 99358 Safe Routes to Schools - NJBWC strongly supports the continued funding of this program and appreciates the allocation of HSIP safety funds to do this.

If further clarification is needed, please feel free to contact me at this email address.

Sincerely,

Cyndi Steiner

DB# X185 Bicycle & Pedestrian Facilities/Accommodations - Since over a quarter of the fatalities in NJ are pedestrians and bicyclists, NJBWC strongly supports greatly increasing the funding of this important program.

DB# X107 Transportation Alternatives Program - We would like to see the state allocate its leftover Transportation Enhancements money included in this program. We believe that technical assistance in managing these projects given directly to townships and municipalities will improve outcomes as well as increase participation in federal competitive funding programs.

DB # 103470 Local Aid Consultant Services - "Funding for consultant services to assist local public agencies in administering projects and providing oversight to recipients receiving Local Aid funds;" this should be expanded to include Transportation Alternative, Transportation Enhancements and local CMAQ programs

General Comments

Bicycle Compatible Roadways -

NJ DOT should reconsider its definition of shoulders as bicycle compatible due to the following factors:

1. The NJ State Supreme Court has ruled that shoulders do not constitute bikeways - "Bicyclists do not have special privileges on a roadway's shoulder. Indeed, a bicycle rider is directed to ride on the furthest right hand side of the roadway, not on the roadway's shoulder. The Motor Vehicle Code does not designate the roadway's shoulder as a bicycle lane."
2. Shoulders do not mitigate conflicts with turning vehicles, Well designed bike lanes include pavement markings that guide bicyclists and motorists through these conflict zones such as intersections and exit ramps.
3. Bikeway design standards have improved since NJ devised its bicycle compatibility roadway matrix.

Complete Streets Policies

Counties, municipalities and MPOs in New Jersey should adopt complete streets policies. Mercer County, Gloucester Twp., Lawrence, Medford, Mantua, West Windsor and Woodbury have already done so.

DVRPC Regional Trails Fund

Only one project on the TIP is a trails project (DB# D1203 – Gloucester County Multi-Purpose Trail Extension). New Jersey has been awarded only 10% of the DVRPC Regional Trail Fund due to the lack of projects.

The TIP should be modified to include replenishment of the Regional Trails Fund. NJBWC recommends allocation based on NJ's population share of the DVRPC Region. The requested amount for NJ and PA is \$10 Million over 3 years.

If there are any questions or clarification is needed on any points, please feel free to contact me.

Thank you for the opportunity to provide input on the 2014 NJ TIP/STIP.

Sincerely,

Cyndi Steiner

--

Cyndi Steiner

Executive Director

New Jersey Bike & Walk Coalition

www.njbwc.org

(973) 886-4142

Public Comment Form
Draft FY2014 for NJ



Item ID# A.02

Name: John Boyle

County: Burlington

Project Title: Route 130, Crystal Lake Dam

DB#: 02309

Comment:

Route 130 is the likely alignment of the Delaware River Heritage Trail and the highway is sorely missing bicycle and pedestrian facilities. The Bicycle Coalition would like to see consideration of installation of bike ped facility concurrent with the Dam repair if feasible.

Comment ID: 86

Public Comment Form
Draft FY2014 for NJ



Item ID# A.04

Name: John Boyle

County: Burlington

Project Title: Route 130, Columbus Road/Jones Street

DB#: 02397

Comment:

This is one of the most dangerous sections for pedestrians on US 130. We support high visibility crosswalks a pedestrian refuge (at Columbus Rd) and continuous sidewalks. The road has no shoulders and bicyclists ride on this stretch of route 130 at their own peril.

Comment ID: 95

Public Comment Form
Draft FY2014 for NJ



Item ID# A.05

Name: John Boyle

County: Burlington

Project Title: Route 70, East of North Branch Road to CR 539

DB#: 10307

Comment:

Upon resurfacing the shoulders should be marked as bike lanes as per Bicycle Coalition's general comments.

Comment ID: 91

Public Comment Form
Draft FY2014 for NJ



Item ID# A.06

Name: John Boyle

County: Burlington

Project Title: Route 72, Route 70 to County Route 532, Pavement

DB#: 11410

Comment:

Route 72 should be marked for bikes after completion of resurfacing to connect the bike lanes on 4 mile road with Rd with CR 563 which will provide continuous bike lanes from New Gretna and Lower to Bank to New Lisbon just south of Burlington County College.

Comment ID: 90

Public Comment Form
Draft FY2014 for NJ



Item ID# A.07

Name: John Boyle

County: Burlington

Project Title: Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)

DB#: 9212C

Comment:

The Bicycle Coalition recommends bike lanes on this road which connects including treatments to guide bicycles through this wider intersection. Since commercial attractors on all 4 sides of the intersections sidewalks and crosswalks should be included.

Comment ID: 88

Public Comment Form
Draft FY2014 for NJ



Item ID# A.09

Name: John Boyle

County: Burlington

Project Title: South Pemberton Road, CR 530, Phase 2

DB#: D9912A

Comment:

We support the inclusion of bike lanes per our general comments. We also suggest that this roadway include a sidewalk on the north side from Route 206 to Josh Lane with a midblock crossing and pedestrian refuge at the Josh Lane Bus Stop.

Comment ID: 89

Public Comment Form
Draft FY2014 for NJ



Item ID# A.11

Name: John Boyle

County: Camden

Project Title: Route 130, Brooklawn Circles

DB#: 99312

Comment:

The Brooklawn Circles are within an urbanized area but they lack crosswalks and continuous sidewalks. Are these features included in the new design?

This circle should be reconfigured as a modified roundabout. All traffic should yield to the traffic within the circle. Similar to the treatment of the Red Lion and 4 Mile Circles on NJ Route 70.

The Circles are also barriers to bicyclists traveling between Camden Gloucester Counties. Improving bike access between the Broadway Bridge and Creek Road to avoid the circles should be considered.

Comment ID: 93

Public Comment Form
Draft FY2014 for NJ



Item ID# A.13

Name: John Boyle

County: Gloucester

Project Title: Gloucester County Multi-Purpose Trail Extension

DB#: D1203

Comment:

We strongly support this project, which is a key component of the Circuit Trail.

Comment ID: 94

Public Comment Form
Draft FY2014 for NJ



Item ID# A.14

Name: Vera Inkiow

County: Gloucester

Project Title: Gloucester County Multi-Purpose Trail Extension

DB#: D1203

Comment:

I am fully in support of this proposal. Anything you can do to extend trails and allow people to bike and walk safely along a longer route, connecting neighborhoods and giving more recreation opportunities in NJ, is very much needed.

Comment ID: 105

Public Comment Form
Draft FY2014 for NJ



Item ID# A.15

Name: Elizabeth Zeitler

County: Mercer

Project Title: Route 1, Penns Neck Improvements (CR 571)

DB#: 031

Comment:

West Windsor has committed to development of a "Main Street" neighborhood for this portion of town. Speeds of ~25-30 MPH and safe facilities for biking and walking are priorities to encourage this development. The plan for CR571 as listed in the Draft FY2014 DRVPC TIP is primarily a capacity increase from 2 to 3 lanes, which will increase speeds and decrease bike/ped safety. Additionally, capacity increase on this road is not needed at this time. Please reconsider the plans for CR571 to focus on a "town center" design with bike/ped infrastructure and slower speeds before finalization of the FY2014 TIP.

Comment ID: 101

Public Comment Form
Draft FY2014 for NJ



Item ID# A.16

Name: Vera Inkiow

County: Mercer

Project Title: Route 1 Business, Brunswick Circle to Lake Drive

DB#: 04316

Comment:

I fully support this proposal. Making our streets more bicycle and pedestrian friendly goes a long way to making us feel safer when using them. Also keeps us fitter!

Comment ID: 106

Public Comment Form
Draft FY2014 for NJ



Item ID# A.17

Name: Elizabeth Zeitler

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

West Windsor has committed to development of a "Main Street" neighborhood for this portion of town. Speeds of ~25-30 MPH and safe facilities for biking and walking are priorities to encourage this development. The plan for CR571 as listed in the Draft FY2014 DRVPC TIP is primarily a capacity increase from 2 to 3 lanes, which will increase speeds and decrease bike/ped safety. Additionally, capacity increase on this road is not needed at this time. Please reconsider the plans for CR571 to focus on a "town center" design with bike/ped infrastructure and slower speeds before finalization of the FY2014 TIP.

Comment ID: 102

Public Comment Form
Draft FY2014 for NJ



Item ID# A.18

Name: Henry Murphy

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

I live within 1/4 mile of that intersection and have for 22 years. I strongly support the position of the WWBPA: that speeds of 25-30 mph and a main street design will not be enhanced by the planned capacity increase. Instead, maintaining the current two lanes and focusing on increased safety for all road users including pedestrians and bicyclists is a better improvement to advance a town center type corridor.

Comment ID: 107

Public Comment Form
Draft FY2014 for NJ



Item ID# A.19

Name: Jerry Foster

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

Despite the official description, the design calls for a major capacity increase, from 2 to 3 lanes, that is a step away from a main street design, not toward it. Please see our recommendations, which include supporting increased capacity:
<http://wwbpa.org/wp-content/uploads/2010/01/WWBPA-Rt-571-Recommendations-Final.pdf>

It is worth noting that the township's consulting traffic engineer recently commented at a public meeting that volume has not increased on this stretch of CR571 in the past 10 years, and that a new traffic study is justified.

The primary goal of the WWBPA is to implement a design that supports the desired operating speed of 25-30mph, consistent with the township's Redevelopment Plan goal to create a bicycle and pedestrian friendly main street. The current design's target operating speed is reported to be 45mph, which will create unsafe conditions for all roadway users.

Please remedy the design before implementation.

Comment ID: 96

Public Comment Form
Draft FY2014 for NJ



Item ID# A.20

Name: Michael Ruderman

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

I am a frequent pedestrian and bike rider on this street and I do not support the plan as now conceived. I do support the plan as advocated by WWBPA for slower speed and more main street features as detailed below:

Based on the information below, the WWBPA recommends: 1. Lower desired operating speed to 25-30mph, supported by each roadway design

element, not just a lower posted speed. 2. Curbed medians with appropriate pedestrian refuges. 3. Pedestrian-activated crossing signal that stops traffic at Sherbrooke. 4. Bike lanes per the Township Master Plan. 5. Increased safety at intersections through a variety of design changes, e.g.:

a. pedestrian-only crossing time as part of the signalization of intersections. b. adopt NJDOT-recommended geometry of curb radius and right turn slip

lane islands. c. allow sufficient crossing time to comply with ADA standards. d. provide pedestrian refuges in medians when crossing distance exceeds

60 feet, per NJDOT policy, or keep distance under 60 ft. e. eliminate right-turn-on-red permission at the Wallace/Cranbury and

Clarksville intersections with Rt. 571. 6. Strengthen visual cues leading to and within the main street area, e.g.:

a. reduce the posted speed limit in the transition areas leading to the main street to 35mph.

b. reduce to one through-travel lane before the start of the area. c. provide gateway treatments defining the area boundaries. d. provide street furniture, trees and landscaping.

Comment ID: 97

Item ID# A.21

Name: Philip Doren

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

Lower desired operating speed to 25-30mph, supported by each roadway design element, not just a lower posted speed.

2. Curbed medians with appropriate pedestrian refuges.
3. Pedestrian-activated crossing signal that stops traffic at Sherbrooke.
4. Bike lanes per the Township Master Plan.
5. Increased safety at intersections through a variety of design changes, e.g.:
 - a. pedestrian-only crossing time as part of the signalization of intersections.
 - b. adopt NJDOT-recommended geometry of curb radius and right turn slip lane islands.
 - c. allow sufficient crossing time to comply with ADA standards.
 - d. provide pedestrian refuges in medians when crossing distance exceeds 60 feet, per NJDOT policy, or keep distance under 60 ft.
 - e. eliminate right-turn-on-red permission at the Wallace/Cranbury and Clarksville intersections with Rt. 571.
6. Strengthen visual cues leading to and within the main street area, e.g.:
 - a. reduce the posted speed limit in the transition areas leading to the main street to 35mph.
 - b. reduce to one through-travel lane before the start of the area.
 - c. provide gateway treatments defining the area boundaries.
 - d. provide street furniture, trees and landscaping.

Comment ID: 111

Public Comment Form
Draft FY2014 for NJ



Item ID# A.22

Name: Vera Inkiow

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

I would very much like to see the improvements described that increase bicycling and pedestrian safety. We desperately need this! However, I do not support increasing the number of lanes to three as described in the report.

Comment ID: 103

Public Comment Form
Draft FY2014 for NJ



Item ID# A.26, A.30, A.28, A.24, A.34, A.36

Name: John Boyle

County: Various Counties

Project Title: General Comment

Comment:

DB # 99358 Safe Routes to Schools - We strongly support the continued funding of this program and appreciate the allocation of HSIP safety funds to do this.

DB# X185 Bicycle & Pedestrian Facilities/Accommodations - Since nearly a quarter of the fatalities in NJ are pedestrians and bicyclists - We strongly support greatly increasing the funding of this important program.

DB# X107 Transportation Alternatives Program - We would like to see the State allocate its leftover Transportation Enhancements money included in this program. We believe that technical assistance in managing these projects will improve outcomes as well as more participation in federal competitive funding programs.

DB # 103470 Local Aid Consultant Services - "Funding for consultant services to assist local public agencies in administering projects and providing oversight to recipients receiving Local Aid funds" this should be expanded to include Transportation Alternative, Transportation Enhancements and local CMAQ programs

Complete Streets Policies

Counties, Municipalities and MPO's in New Jersey should adopt complete streets policies. Mercer County, Gloucester Twp., Lawrence, Medford, Mantua, West Windsor and Woodbury have already done so.

DVRPC Regional Trails Fund

Only one project on the TIP is a trails project (DB# D1203 – Gloucester County Multi-Purpose Trail Extension). New Jersey has been awarded only 10% of the DVRPC Regional Trail Fund due to the lack of projects.

The TIP should be modified to include replenishment of the Regional Trails Fund. We would recommend allocation based on NJ's population share of the DVRPC Region. The requested amount for NJ and PA is \$10 Million over 3 years.

--

John Boyle

Research Director

The Bicycle Coalition of Greater Philadelphia

1500 Walnut St, Ste 1107

Philadelphia, PA 19102

215.BICYCLE (242-9253) X302

FAX:(267) 909-8726

<http://www.bicyclecoalition.org>

Comment ID: 99

Public Comment Form
Draft FY2014 for NJ



Item ID# A.32

Name: John Boyle

County: Various Counties

Project Title: General Comment

Comment:

NJ DOT should reconsider its definition of shoulders as bicycle compatible due to the following factors.

1 - The NJ State Supreme Court has ruled that shoulders do not constitute bikeways - "Bicyclists do not have special privileges on a roadway's shoulder. Indeed, a bicycle rider is directed to ride on the furthest right hand side of the roadway, not on the roadway's shoulder. The Motor Vehicle Code does not designate the roadway's shoulder as a bicycle lane."

2 - Shoulders do not mitigate conflicts with turning vehicles, well designed bike lanes include pavement markings that guide bicyclists and motorists through these conflict zones.

3. - Bikeway design standards have improved since NJ devised its bicycle compatibility roadway matrix.

Comment ID: 92

Public Comment Form
Draft FY2014 for NJ



Item ID# A.37

Name: David Evan Karasek

County: Various Counties

Project Title: General Comment

Comment:

Do you really like superstorms? Do you really care whether our whole world as well as state get's wiped off the map by our lack of will to engage in meaningful climate management? Well there's plenty more where Sandy came from unless we do something serious FAST to cut down New Jersey's carbon footprint, of which a whopping 50% is caused by transportation.

Even if climate change induced by transportation options and choices were not a factor, do you seriously think any real talent from New York City or Philadelphia will want to venture to New Jersey on our pathetic roads, especially given that many folks are CHOOSING NOT TO OWN CARS and thus relying on jobs in cities and not in the burbs.

This is already leaving South Jersey in particular as an unemployment quagmire.

We are not talking about millions that are needed here but probably in the neighborhood of billions of dedicated mass transit funding needed to build a serious mass transit infrastructure in this state.

And that includes South Jersey. The thirteen station PATCO light rail line doesn't cut it anymore and has not for a decade. New Jersey Transit Atlantic City line cannot serious serve the livelihood and business usefulness of Cherry Hill or Atlantic City with a single track causing compromised service and lengthy rides.

In summary new thought backed by real dollars needs to be put into mass transit for the whole region to circumvent both an infrastructure and climate crisis.

Comment ID: 85

Public Comment Form
Draft FY2014 for NJ



Item ID# A.38

Name: Kathy Brennan Werth

County: Mercer

Project Title: General Comment

Comment:

Hello,

It must be noted that West Windsor Plainsboro High School South is located on the intersection of Route 571 and Clarksville Rd. This intersection needs and must be improved for the safety of our students. Route 571 needs to be slowed down from West Windsor Community Park to Wallace Road creating a bike, pedestrian and car friendly safe road. This roadway is not safe for anyone and traffic flow can be improved along with safety. There are so many wonderful traffic calming strategies which can be used instead of increasing lanes. The county needs to implement complete streets with the safety of our children in mind. West Windsor Plainsboro High School South is located on two busy county roads. The county can start protecting our kids by implementing no turn on red at the school's intersection. All government officials and engineers should walk these crosswalks during arrival and dismissal hours of school before implementing any type of redesign. Pedestrian, bike, and vehicle traffic needs to be taken into consideration. Safe roads for all.

Thank you.

Kathleen Brennan

1 Courtney Dr.

West Windsor, NJ 08550

Comment ID: 112

Item ID# C.01

Name: Christopher DiPrima

County: Camden

Project Title: SJ BRT/Avandale Park Ride (Bus Livability)

DB#: T630

Comment:

The City of Philadelphia Division of Aviation recognizes the importance of mass transit in fostering connectivity options to bring a higher quality of life to Delaware Valley commuters. Mass transit benefits economic development, reduces highway congestion, improves air quality, and provides better connections between people and places. The Division of Aviation commends New Jersey Transit and the Delaware Valley Regional Planning Commission for working to bring Bus Rapid Transit (BRT) to South Jersey and the City of Philadelphia. In particular, the introduction of "bus-on-shoulders" will allow South Jersey commuters to experience faster, more reliable travel times along the congested Routes 55/42/676 corridor.

As Philadelphia International Airport (PHL) expands to improve the region's air service, it is committed to fostering the use of mass transit. Today, the Airport offers direct SEPTA Regional Rail service from Center City Philadelphia, three SEPTA bus connections, and shuttle buses that reduce reliance on single-occupancy vehicles. As part of its future ground transportation planning process, the Airport is considering the addition of express bus service to better connect the thousands of employees and passengers who travel regularly between South Jersey and PHL.

To maximize the use of infrastructure being designed and built now along the 55/42/676 corridor and to minimize future traffic disruptions, the Airport requests that NJ Transit and DVRPC consider provisions that will allow BRT to connect to the Walt Whitman Bridge, including bus bypass lanes between Route 42 and the Walt Whitman Bridge and the ability to share resources at proposed BRT park-n-ride stations.

The Airport congratulates NJ Transit and the DVRPC on its planning efforts for BRT in South Jersey. As mass transit and PHL continue to grow and improve, the Division of Aviation hopes to work with its regional partners to provide frequent, high-quality mass transit access to its largest commercial airport.

City of Philadelphia

Division of Aviation

Department of Planning and Environmental Stewardship

Comment ID: 110



Original Public Comments
on the DRAFT DVRPC FY2014-2017 TIP for New Jersey

This section includes comments after the public comment period.

RECEIVED AFTER PUBLIC COMMENT PERIOD (MAY 17, 2013 to JUNE 18, 2013)

From: Lita Bellocchio [<mailto:litabellocchio@yahoo.com>]
Sent: Saturday, July 06, 2013 10:26 AM
To: Snyder, Candy
Subject: TIP Comments PLEASE CONFIRM RECEIPT.

Candy,

Please accept this as my comments in regards to the DVRPC meeting for the TIPS program:

The DVRPC has been the designated organization to gather all documents from Transportation Organizations and ensure that the improvement plans will ensure that future of transportation progress while protecting the communities and environment around the expanding transportation needs.

My comment is that the DVRPC is an organization being paid by the States and Federal Governments entities that have a vested interest in ensuring that the needs of these entities are met regardless of the public and environment they are affecting.

Transportation Funding:

My Comment - The State of NJ Department of Transportation has supplied the DVRPC with their TIP plans and there was only one mention of the environment in the entire report. The Department of Transportation has provided for some of the communities and as everyone of these commissioners are holding a seat on the Board of Directors for the New Jersey Turnpike they have ignore their responsibilities to ensure that the same residents and communities are protected but they are not. The New Jersey Turnpike is mentioned in the TIPS but when asked to address issues for the NJ Turnpike they have turned their backs on the people.

My comment - I believe there should be more Federal Funding for the environment and noise abatement to protect the public that have been abused by the transportation entities that are located near communities that are being affect by this transportation.

My comment - I believe that the public should have more say in where the money is spent to ensure that the public is protected.

My comment - I believe that the public should have more say in the money that is granted to municipalities. This money is suppose to be spread throughout the community to improve the roads but I have not seen that. Mt. Laurel NJ have been applying for road improvement grants for many many years but my street Ramblewood Pkwy has not been paved for over 26 years. The street is all cracked and broken up with pot holes running from Rt 73 to the bottom of Church at the WAWA. The municipality has allowed heavy trucks and tractor trailer to us our road to travel to the local business and our under drain has problem causing them not to repave our road. This road is putting added wear and tear on our vehicles and adds to the high decibel levels already in our area. Last year while crossing the street I feel in one of the pot holes and twisted my ankle. That was the only way that the municipality would come out and fill some of the holes in our are. All the smaller streets around our area have been repaved so while driving around their homes show an upscale area while our street has been neglected and shows a lower grade area which is affecting the value of our homes. The

RECEIVED AFTER PUBLIC COMMENT PERIOD (MAY 17, 2013 to JUNE 18, 2013)

municipality should be holding public meetings to inform us what their intentions are for using the grant money they receive but that doesn't happen.

My comment - Our area of Ramblewood has been enduring high decibel levels over the state and federal limits for residential area due to the NJ Turnpike at Exit 4. This area has not been maintained for many years and the natural forest that once existed is no longer there. Trees have been dying from the vehicle omission and clearing projects so the same fumes that were killing the trees is now the air that the residents are breathing in everyday. I am hearing that there is grant money to test the area in communities that reside around transportation but there has never been air quality testing done in our area. I feel that part of this grant money provided should be used for our area to ensure that the residents of Ramblewood are being provided for the same as other communities.

My comment - Grant money is provided for repaving roads and feel that our area should be repaved with quiet asphalt. The NJ DOT is suppose to review the plans of the municipalities to ensure that the funding is to be used for the worst road but that is not happening. The New Jersey DOT should also hold meetings in regards to the TIP programs and provide information to inform the public as to where all this grant money actually being used and not just to say roads and bridges. THE PUBLIC SHOULD BE INFORMED AS TO HOW MUCH FUNDING THE STATE AND MUNIPALITIES ARE ACTUALLY RECEIVING AND THE PUBLIC SHOULD BE INFORMED AS TO WHERE THESE ROADS AND BRIDGES ARE LOCATED AND HOW MUCH OF THE FUNDING WILL BE USED TO MAKE THE REPAIRS?

My Comment: Road repair is a normal expense incurred by transportation. Federal Funding should be used for added expense to ensure that the communities around heavily travelled highways should be provided for by erected noise barrier walls. More and more vehicles are travelling the NJ State Road. The NJ Turnpike is a toll road and although it is not owned by the state of NJ is it operated by the commissioners who run NJ Transportation and are the same people who make the decisions on where money is going to be spent. There should be census to ask the public how they think our commissioners are doing with making decisions for our roads. The public should be asked if we agree with where our federal money is going. This is our tax money that is being spent for everything other than the people for are paying their taxes.

My. Comment: The DVRPC receives Federal Funding to ensure that meetings are held to bring officials together to ensure good land use is being followed. They review the TIPS to ensure that good land use now and in the future is being followed. I do not believe the DVRPC is doing the job that our federal and state money is providing for. I live in an area consumed by transportation but by highway, air and municipality solar farm. Representatives from the DVRPC review these projects and in such a case as Mr. Moog retiring and no documents can be found shows the irresponsible actions and process and procedures that are being following by the organization that is suppose to be controlling what transportation is doing. The DVRPC announce on their website that they work with the public but that is a false statement. I have attended two Board of Director meetings and requested many times for a phone call and to date I have received no responses to the information provided at the meetings and have not received a phone call in regards to my request. I believe that the DVRPC is following an agenda to satisfy the transportation entities to receive federal and state funding that that is all.

My Comment: The Environmental Justice Department of the DVRPC is a department that is ran with State and Federal money and as they promote to protect the environment and the public they have done nothing to protect the residents from the environmental hazards that current exist in the Ramblewood Section of Mt. Laurel from the Transportation that has consumed our area..

RECEIVED AFTER PUBLIC COMMENT PERIOD (MAY 17, 2013 to JUNE 18, 2013)

PLEASE CONFIRM RECEIPT OF MY COMMENTS. ALSO PLEASE LET ME KNOW WHEN I CAN VIEW A COPY OF THE FINAL TIPS ALONG WITH MY COMMENTS.

I LOOK FORWARD TO READING MY COMMENTS AND WILL ALSO FOLLOW UP WITH THE US DEPARTMENT OF TRANSPORTATION TO EXPRESS MY CONCERNS TO THE ENTITY THEY HAVE ENTRUSTED WITH OUR MONEY AND RESPONSIBILITY TO ENSURE THAT THE PUBLIC AND ENVIRONMENT ARE BEING ACCOUNTED FOR IN THE FUTURE OF TRANSPORTAION.



Agency Responses to Public Comments
on the DRAFT DVRPC FY2014-2017 TIP for New Jersey

This section includes all responses received.

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Responses to Agency Comments

Camden

DB#: T630--SJ BRT/Avandale Park Ride

Response to: C.01

Agency Response by NJ TRANSIT:

Thank you for your interest and comments on DB# T630, SJBRT/Avandale Park Ride (Bus Livability) project. As you may be aware, this project is an initial step toward advancing the proposed South Jersey Bus Rapid Transit (SJBRT) system. The long-term vision for the SJBRT system was developed through a 24-month Alternatives Analysis (AA) study that identified Bus Rapid Transit (BRT) as the preferred transit alternative along the Routes 55/42/676 travel corridor to the City of Camden and Center City Philadelphia. Under this AA study, service to Philadelphia International Airport was outside of the study area, was not part of the project purpose & need statement and was therefore not evaluated.

Before service to Philadelphia International Airport could be added to the proposed SJBRT system, it would need to be evaluated to better identify both the potential market and costs. The proposed SJBRT system will provide regional capital investments such as park/rides and shoulder based bus lanes on Route 42. These infrastructure investments might be able to be scaled to support service to Philadelphia International Airport. Other capital costs for rolling stock (buses) and any priority treatments that would uniquely reduce travel time to Philadelphia International Airport would need to be identified.

Service patterns to serve Walter Rand Transportation Center in Camden, Center City Philadelphia and the Philadelphia International Airport will be challenging to integrate. Travel time and routing make it difficult to serve all of these locations in single trip. An independent market demand for service from NJ to Philadelphia International Airport needs to be identified. Significant work will need to be undertaken to evaluate travel demand. Airports are special generators for travel demand and need to be carefully factored and evaluated.

The advancement of the SJBRT/Avandale Park Ride (Bus Livability) project is the first step toward better regional mobility. Future development and expansion of the service is subject to identified needs and available funding. If ridership demand to Philadelphia International Airport from the SJBRT service area is identified, further funding will be needed to conduct a study of the required capital investments, service needs, benefits and costs.

Responses to General Public Comments

Burlington

DB#: 02309--Route 130, Crystal Lake Dam

Response to: A.01, A.02

Agency Response by NJDOT:

The Rt 130 Crystal Lake Dam project is intended purely to bring the dam into conformance with NJDEP Dam Safety standards. There are no roadway improvements intended as part of the project. It calls for overtopping protection, the installation of a new draw down sluice and crack repairs in the existing culvert under Rt 130.

DB#: 02397--Route 130, Columbus Road/Jones Street

Response to: A.03, A.04

Agency Response by NJDOT:

This is a safety improvement which calls for the construction of two left turn slots on Rt 130. The project is less than a 1/4 mile long. As part of the project all existing sidewalks will be brought into conformance with current ADA standards. It is also my understanding that there are Proposed "Safe Routes to School" sidewalks proposed for the north bound side of Rt 130, to be constructed by another agency.

DB#: 10307--Route 70, East of North Branch Road to CR 539

Response to: A.05

Agency Response by NJDOT:

The purpose of the project is to develop concepts for pavement restoration that will improve pavement conditions within the corridor and recommend a preliminary preferred alternative for advancement. The comment to mark the shoulders as bike lanes will be included in the recommendations of the Concept Development Study and considered in the Preliminary Engineering (PE) Phase.

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Burlington

DB#: 11410--Route 72, Route 70 to County Route 532, Pavement

Response to: A.06

Agency Response by NJDOT:

Since Route 72 is classified as a principal rural arterial, it needs an 8' wide shoulder to be bike compatible. The roadway consists of one 12-foot travel lane in each direction with an 8-foot bike compatible shoulder. Therefore it can accommodate bicyclists on the shoulder.

As per "NJDOT Bicycle Compatible Roadways and Bikeways - Planning and Design Guidelines":

"In rural settings, bicycle lanes are not usually necessary to designate preferential use. On higher volume roadways, wide shoulders offer bicyclists a safe and comfortable riding area. On low volume roadways, bicyclists prefer the appearance of a narrow, low speed country road."

DB#: 9212C--Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)

Response to: A.07

Agency Response by NJDOT:

Due to project sensitivity with preserved farmlands surrounding the project, the Department had no choice but to "squeeze" the proposed improvements into the existing right of way. Purchasing preserved farmland is very difficult to do. The enhancements that are to be performed will accommodate ADA and the department will construct a 15 foot wide outside lane in both directions of travel on Route 206 which will enhance a shared use for bicyclists.

The intent of the project is to reduce congestion, reduce right angle accidents and improve operational characteristic of this intersection and the Juliustown Road intersection.

DB#: D9912A--South Pemberton Road, CR 530, Phase 2

Response to: A.08, A.09

Agency Response by Burlington County:

There will be bicycle compatible shoulders on both sides of CR 530 for the entire project length. Stripped crosswalks and ADA improvements will be constructed at all signalized intersections.

Camden

DB#: 99312--Route 130, Brooklawn Circles

Response to: A.10, A.11

Agency Response by NJDOT:

Yes, the new design for the Brooklawn Circle (aka East Circle) will propose continuous sidewalk throughout the entire project and crosswalks for 3 of the 4 circle approaches (Route US 130 NB, Route 47, and Hannevig Avenue). The crosswalk for the Route US 130 SB approach is proposed at the new traffic signal proposed at Route 130 and Old Salem Road. The Western Circle is outside the project limits and subsequently will not be subject to alteration under this project.

The new design for the Brooklawn Circle (aka East Circle) will propose yielding for 3 of the 4 circle approaches (Route US 130 NB, Route 47, and Hannevig Avenue). However, the traffic volumes on the Route US 130 SB approach at the Brooklawn Circle are very high, which will not allow the movement to be yielded to the circle without a level of service failure during peak hours.

The new circle design will not provide a bike lane or outside shoulders for designated bicycle use. However, the new design with the implementation of continuous sidewalks and crosswalks will allow the bicyclist to dismount and negotiate the circle crossing as a pedestrian.

Gloucester

DB#: D1203--Gloucester County Multi-Purpose Trail Extension

Response to: A.12, A.13, A.14

Agency Response by Gloucester County:

Gloucester County appreciates the support of our regional planning partners for the Gloucester County Multi-Purpose Trail Extension.

Mercer

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Mercer

DB#: 031--Route 1, Penns Neck Improvements (CR 571)

Response to: A.15

Agency Response by DVRPC:

Route 1, Penns Neck Improvements (CR 571) (DB# 031) is on the "Tier 2" Unfunded list. In other words, this project cannot be funded based on current revenue estimates unless there are additional state or federal funds that could allow funding it.

Agency Response by NJDOT:

NJDOT is still in the process of obtaining comments from the public on a conceptual plan. The concept increases the number of lanes on Route 1 but does not include any plan to add lanes to Route 571. Route 571 is a County Route so we cannot comment on any plans the county or township has for the particular route.

Agency Response by Mercer County:

The project number and title does not appear in the Draft 2012 TIP. This comment seems to refer to identical comments from Ms Zeitler on DB#: D0701—Princeton-Hightstown Road Improvements.

DB#: 04316--Route 1 Business, Brunswick Circle to Lake Drive

Response to: A.16

Agency Response by Lawrence Township:

Lawrence Township is pleased to respond to Vera Inkiow's support of this project. The improvements proposed along Route 1 Business (Brunswick Circle to Lake Drive) have public and private support in Lawrence Township and will re-develop Business Route 1 into a pedestrian friendly urban streetscape that will promote business development. This project will enhance the mixed-use character of the Brunswick Pike corridor so that it becomes a progressively more viable location for residential, retail, office and institutional uses. In addition, this project will facilitate the development of new mixed-use buildings which will broaden the commercial appeal of the corridor as well as expand the resident population base to support the local shops and services.

Agency Response by NJDOT:

The project will address Lawrence Township's desire to redevelop this stretch of Route 1 Business into a pedestrian-friendly urban streetscape that promotes business development, aims at slowing traffic speeds, and improving pedestrian connectivity. The bike/ped improvements include the following elements that also support traffic calming: reduced-width traveled lanes, parking along the NB shoulder, a wider grassed center median, pedestrian bulb-outs at street corners, and pedestrian crosswalk delineation

DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to A.17

Response to: A.17

Agency Response by Mercer County:

The design for this project was developed by and for West Windsor Township, with a great deal of public input, precisely in anticipation of the Township's 'main street' plan for the area. As previously noted in response to other public comments, the additional lane in this segment of CR 571 is a two-way left turn lane, not a travel lane. The purpose of this lane is to improve access to local businesses by providing safe and separated left turn opportunities. At intersections, the lane will convert to left only, which will improve intersection safety and allow a longer pedestrian crossing time. The project also includes bicycle lanes and continuous sidewalks within County right-of-way, neither of which could be accommodated without some roadway widening. Mercer County has committed to considering a speed reduction in this area once the project is complete.

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Mercer

DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to A.19

Response to: A.19

Agency Response by DVRPC:

Please see attached formal response letter dated 7/5/2011 to Mr. Jerry Foster from Mercer County.

Agency Response by Mercer County:

Thank you for the opportunity to respond to comments on the CR 571 project. Jerry Foster, Vice President of the West Windsor Bike-Ped Alliances, references the Alliance's comment on this project (dated 1/5/2011) when it appeared in the draft 2012 TIP. Michael Ruderman has similar concerns and similar recommendations. I have attached the response I made then (7/5/2011) and here merely repeat:

"Significant changes to the design at this point will force the project to be dropped from the TIP and revert back to the alternatives analysis phase. This will delay implementation for years, if not preclude it from ever receiving federal funding."

That said, in contrast to the comments received, the design does now include bicycle lanes, continuous sidewalks, ADA-compliant crossings, and other pedestrian-oriented improvements. The 'major capacity increase, from 2 to 3 lanes' actually refers to an auxiliary two-way center left turn lane that converts to a protected left turn at intersections. This design is intended to improve safe vehicular access to local businesses and increase intersection throughput to accommodate longer pedestrian crossing times required by current standards. Despite the highway's classification as a Principal Arterial, there still will be only one travel lane in each direction.

As Mr. Foster knows, the Hughes administration is attentive to the interests of the cycling and walking public, as evident in the administration's adoption, followed by Freeholder adoption, of a County complete streets policy. But change is slow and resources are tight. We look forward to continuing to work with Mr. Foster on workable, timely ways to improve County highways.

DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to Other

Response to: A.18, A.20, A.21, A.22

Agency Response by Mercer County:

Mercer County Excerpt: The design for this project was developed by and for West Windsor Township, with a great deal of public input, precisely in anticipation of the Township's 'main street' plan for the area. As previously noted in response to comments from Mr. Foster and Ms. Zeitler, the project design does include bicycle and pedestrian-oriented improvements, such as bicycle lanes, continuous sidewalks, and ADA-compliant crossings. The "2 to 3 lanes" increase refers to an auxiliary two-way center left turn lane that converts to a protected left turn at intersections that intends to improve safe vehicular access to local businesses and increase intersection throughput to accommodate longer pedestrian crossing times required by current standards. Mercer County has committed to considering a speed reduction in this area when the project is complete. Significant changes to the design at this point will force the project to be dropped from the TIP, revert back to the alternatives analysis phase, and consequently delay implementation for years, if not preclude it from ever receiving federal funding. In addition, Mercer County has already adopted a complete streets policy.

Various

DB#: 10347--Local Aid Consultant Services

Response to: A.23, A.24

Agency Response by DVRPC:

The funds provided in DB #10347 "Local Aid Consultant Services" to assist the NJDOT Local Aid staff in their administration and implementation of projects for Local Public Agencies is a great benefit to regional efforts and does enable NJDOT Local Aid staff more resources to implement Transportation Alternatives, Transportation Enhancements, and CMAQ funded local projects.

Agency Response by NJDOT:

Your comments regarding Local Aid Consultant Services have been received and are hereby acknowledged. Your comments have been passed along to the appropriate NJDOT project manager for consideration.

DB#: 99358--Safe Routes to School Program

Response to: A.25, A.26

Agency Response by DVRPC:

Thank you for your continued support.

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Various

DB#: X107--Transportation Alternatives Program

Response to: A.27, A.28

Agency Response by NJDOT:

NJDOT will consider transferring additional funding to this program in any given fiscal year at such time as the original budgeted amount is expended.

DB#: X185--Bicycle & Pedestrian Facilities/Accommodations

Response to: A.29, A.30

Agency Response by NJDOT:

Each year NJDOT reviews prior year activities and requests for additional resources. While NJDOT acknowledges the success of this program, based on our assessment of this program weighted against funding requests for contending programs and projects, the amount budgeted should be maintained.

General TIP Comments: "Shoulder" Definition

Response to: A.31, A.32

Agency Response by NJDOT:

Your comments regarding NJDOT's definition of a "shoulder" have been received and are hereby acknowledged. Your comments have been passed along to the appropriate NJDOT project manager for consideration.

General TIP Comments: Complete Streets Policy

Response to: A.33, A.34

Agency Response by DVRPC:

Thank you for commenting. A common transportation planning adage is that every trip is a pedestrian trip, since even trips by car will begin and end on foot. As a result, pedestrian planning and the consideration of pedestrian needs are integral elements of nearly all of DVRPC's planning activities. DVRPC's role is to encourage context-sensitive pedestrian and bicycle accommodations throughout the region as part of a complete streets policy framework. We support local pedestrian and bicycle planning efforts through data collection, specific planning projects, and the identification of emerging national and international best practices that may be appropriate for our region. As a concept, Complete Streets are also identified in the draft Connections 2040 Long Range Plan for Greater Philadelphia Region as a highlighted strategy under the "Foster a Multimodal Transportation System" goal. DVRPC appreciates The Bicycle Coalition of Greater Philadelphia and the New Jersey Bike & Walk Coalition as advocates for Complete Streets and hopes they will continue to partner with individual municipalities, counties, and MPOs (including DVRPC) for the adoption of Complete Streets policy language where appropriate.

Agency Response by Burlington County:

Complete streets policies are not currently being considered in Burlington County.

Agency Response by Gloucester County:

Gloucester County appreciates the comments and while we do not have an adopted Complete Streets Policy, we do our best to implement a completed street as we improve our County-owned roads when pedestrian and bicycle facilities are feasible and safe.

Agency Response by Mercer County:

As the comment states, Mercer County has already adopted a complete streets policy. So too have our municipalities of Lawrence, Princeton, Trenton, and West Windsor.

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Various

General TIP Comments: DVRPC Regional Trails Fund

Response to: A.35, A.36

Agency Response by DVRPC:

Thank you for commenting. While there is only one distinct trail project in the DVRPC highway section of the DVRPC Draft FY2014 TIP for NJ, it is important to note that other projects in the DVRPC highway program include bike and pedestrian improvements as components of larger roadway projects. As an example, the Princeton-Hightstown Road Improvement, CR 571 project (DB #D0701, a local Mercer County project) does include bicycle lanes, continuous sidewalks, and ADA compliant crossings as part of the current project design. The Route 130, Brooklawn Circles (DB #99312, a NJDOT state project) design proposes continuous sidewalk and ADA compliant crosswalks at three of the four circle approaches. While separate bike lanes will not be provided, the sidewalks and crosswalks allow bicyclists to dismount and pass through this high traffic area as a pedestrian. Furthermore, many of the projects and programs that directly address bike and pedestrian needs are included in the NJDOT Statewide section of the document and a portion of these projects and programs benefit the DVRPC region. Totalling approximately \$100 million over the next four years (FY2014- 2017), the Transportation Alternatives Program (TAP, formerly Transportation Enhancements (TE)), Safe Routes to Transit, Safe Routes to School, Regional Trails and the Bicycle and Pedestrian Facilities/ Accommodations Program result in projects in our four New Jersey counties that are selected with input from DVRPC. For this reason, a table of TE projects selected in the DVRPC region since 2000 is included in the TIP document in order to highlight and call out a program for which the NJDOT Statewide Program does not provide detail. Seven projects were recently awarded funds through the TE program and these projects will be added to the TE list in the final TIP document. The Stevenson Avenue and East Franklin Avenue Multi-Use Path, is a new \$113,000 Safe Routes to School (SRTS) project in Burlington County. DVRPC will also create a Safe Routes to School table to include in the final TIP document so as to better identify SRTS projects in our region. Trails were/are eligible for a variety of federal transportation funds, but they either were not submitted by local governments for consideration or they were not ranked high enough in competitive programs to be selected. Projects are selected largely by state/county/city representatives who participate on DVRPC's committees or are selected by NJDOT with input from DVRPC. It is important that sponsors or advocates of trail projects work closely with county governments to help build support for desired improvements.

General TIP Comments: DVRPC; Commissioners who are also on NJ Turnpike Board of Directors; environment in Draft TIP; federal funding; grant money for Ramblewood residents; public engagement; NJDOT; tracking project funds and project types

Agency Response by DVRPC:

This comment was received after the close of the public comment period.

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Various

General TIP Comments: Mass Transit Funding and Transit Service Coverage

Response to: A.37

Agency Response by DVRPC:

In response to Mr. Karasek's comment on the need to have dedicated mass transit funding to build transit infrastructure in New Jersey, the level of transit funding is set at the federal and state level, while highway funding is set at the state level via separate formulas. Within the Draft TIP, there is \$843 million out of \$1.7 billion from FY2014-2017 for transit alone, which is on average \$211 million per year that goes directly to NJ TRANSIT and the DRPA/PATCO. This amount does not include other projects in the "Various" counties section that are also NJ TRANSIT or DRPA/PATCO or on the highway program that benefit transit. For example, Camden County Bus Purchase (DB# D0601) in DVRPC's Highway program provides funds for new capital equipment purchases by Camden County's Senior Citizens United Community Services (SCUCS)/Sen-Han Transit and the South Jersey Transportation Authority (SJTA). In addition, almost half of all programmed amounts fund transit (NJ TRANSIT and DRPA/PATCO).

It is worthy to note that governments at all levels and transit agencies are facing severe funding constraints and multiple priorities, in which there is inadequate money to fund the amount of proposed expansion projects let alone maintain and upkeep the existing transit network, along with roads and bridges that are themselves a considerable funding challenge. Furthermore, due to the substantial high construction costs for new rail lines, cities and regions in the nation generally rely on federal New Starts funding for a significant portion of their costs, but new project proposals can shift some rides from existing lines with little new ridership; annual operating subsidies can be extremely high for some projects; and cost recovery can be particularly poor during a line's early years. Still, DVRPC does recognize that issues such as climate change will likely make public transit an increasing priority in the DVRPC region and throughout the nation. DVRPC therefore established its Office of Energy and Climate Change Initiatives in 2008 to respond to the issues you raised in your comments. Please visit the Office's website at www.dvrpc.org/EnergyClimate to about DVRPC's activities in this area. These include, among other activities, the Climate Change Vulnerability and Risk Assessment of Transportation Infrastructure, a joint FHWA-funded project with NJ DOT and DVRPC's counterpart agency in northern New Jersey, the North Jersey Transportation Planning Authority. More information on this assessment is available at: www.njtpa.org/plan/Element/Climate/FHWACConceptualModel.aspx. DVRPC also continues to strongly support investments in the regional transit network, including system enhancements and network expansions, provided they are consistent with the primary goals established in its adopted Long-Range Plan; provided the existing transit network remains in a state of good repair; and provided the proposed expansion will not place undue financial burdens on local governments or transit agencies. Please see attached formal response letter to Mr. Karasek's comment from the DRPA/PATCO.

Agency Response by DRPA/PATCO:

We received your recent email with Mr. David Karasek's comment on the above subjects. We appreciate the opportunity to provide the following information on PATCO and the Glassboro-Camden Line (GCL) Environmental Impact Statement (EIS) study currently underway.

DRPA is bi-state transportation and development agency that operates four bridges across the Delaware River; the Ben Franklin, Walt Whitman, Commodore Barry and Betsy Ross. In addition, PATCO, a wholly owned subsidiary of the DRPA operates a 14.2-mile rail line between Lindenwold, NJ and Center City Philadelphia. DRPA also owns the RiverLink Ferry which is operated by National Ferry Corporation.

DRPA has a long-standing commitment to clean air, clean water and sustainable development. Each capital project conducted at DRPA and PATCO undergoes an environmental review and is designed to the highest environmental standards. We are always looking to identify opportunities to improve our impact on the environment.

Helping us achieve this high level of sensitivity to environmental issues is our in-house Environmental Coordinator, familiar with environmental regulations in New Jersey and Pennsylvania to ensure compliance with regulatory requirements. We also maintain updated response plans and provide training for staff members responsible for responding to environmental incidents that may occur, as an example of the tasks we routinely undertake as part of our commitment toward a clean environment.

DRPA has been investing in environmental friendly technologies and processes since its inception, including the PATCO High Speed Line.

Our PATCO train line began operations in 1969, with the first trips carrying 21,200 people per day. Today, as the cost of a gallon of gasoline in the region continues to rise and hits \$3.40 or more, many more drivers are riding PATCO. Currently, PATCO daily ridership is averaging around 36,500 passengers, getting them to work, school, sporting events, shopping and anywhere else they need to go-quickly, easily and in an environmentally friendly way.

PATCO, as one of the region's primary mass transit providers, helps reduce air pollution and traffic congestion in South Jersey and Philadelphia by removing more than 12,500 cars from the roadways each day. Studies sponsored by the American Public Transportation Association show that public transportation reduces national carbon dioxide emissions by approximately 7 million metric tons annually by getting people out of their cars and into buses and trains for work and recreational transportation. For example, a solo commuter switching to existing public transportation in a single day can reduce their CO2 emissions by 20 pounds

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Various

General TIP Comments: Mass Transit Funding and Transit Service Coverage

Response to: A.37

or more than 4,800 pounds in a year. By removing over 12,000 cars from the road each day, PATCO helps reduce regional CO2 emissions by approximately 55 million pounds per year. Further expansion of transit in the region will increase these numbers. Mr. Karasek mentioned the need for mass transit expansion in the South Jersey region to 'circumvent both an infrastructure and climate crisis.' Following an extensive feasibility study and alternatives analysis study that included significant public and stakeholder outreach, a locally preferred alternative for mass transit expansion from Camden to Glassboro, NJ, along the Conrail right-of-way, was identified.

The next step in the process is the Environmental Impact Statement (EIS) for which the Federal Transit Administration (FTA) is the federal lead agency and STV Incorporated is the consultant responsible for the preparation of the EIS. NJ TRANSIT is funding the EIS and conceptual engineering phase for the planned Glassboro-Camden Line, and DRPA, working with these partners, is serving as the Project Manager for the EIS. As currently planned, this Light Rail Transit (LRT) project extends along an 18-mile corridor serving 12 communities with 14 proposed passenger stations, using trains that are proposed to operate within a 7 ½ minute frequency during the morning and afternoon peak service periods. This system is projected to carry 18,000 riders by the year 2030. The Glassboro-Camden Line would function as an additional transit choice that provides improved service throughout the region, enhancing links between people and activity centers. A well-planned LRT system maximizes existing transportation assets with minimal adverse impacts to the environment. Operating transit systems tend to mitigate highway congestion, reduce the number of miles traveled and decrease corresponding CO, NO, and VOC emissions. The selected GCL light rail alternative supports state and local planned growth initiatives and will improve the overall quality of life in southern New Jersey. The current EIS phase should be completed by the end of calendar year 2014.

Transit investments provide numerous benefits – both to society and to individual travelers. Getting commuters out of cars and onto trains is perhaps of the best investments in clean air we can make. We will continue to do all we can to enhance the quality of life for commuters and residents of South Jersey and Philadelphia and help the environment in the process.

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Agency Response by NJ TRANSIT:

This response is being provided in regard to the comment forwarded by DVRPC, on the draft Fiscal Year 2014 Transportation Improvement Program. The author of the message advocates for increased funding for mass transit infrastructure, particularly in South Jersey. He mentions PATCO and NJ TRANSIT services in South Jersey (it should be noted that PATCO is not an NJ TRANSIT service, but belongs to the Delaware River Port Authority). Here is NJ TRANSIT's response.

NJ TRANSIT aims to provide public transit services which are targeted to meet our customers' needs. To this end, NJ TRANSIT

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Various

General TIP Comments: Mass Transit Funding and Transit Service Coverage

Response to: A.37

conducts quarterly customer satisfaction surveys, known as the ScoreCard. It provides a regular measurement of numerous facets of NJ TRANSIT's performance, from customer feedback on transit services and facilities, to on-time and financial performance, which are used to guide the organization. NJ TRANSIT is obligated to be fiscally responsible, and works to use available resources to maximize their benefits to the residents and travelers of New Jersey. We seek out where there is clear market need for services because we cannot afford to provide services which are not adequately utilized.

Beginning a few years ago, NJ TRANSIT participated in a multiagency (including the Delaware River Port Authority, South Jersey Transportation Authority, NJ Turnpike, and NJ Department of Transportation) review of the transportation needs of Southern NJ which resulted in identifying a series of transit initiatives NJ TRANSIT is actively advancing these initiatives aimed at expanding or improving access to public transportation in southern New Jersey:

Pennsauken Transit Center

Construction is proceeding on a new Pennsauken Transit Center – a rail station located at the junction of the River Line and the Atlantic City Rail Line in Pennsauken. Users will be able to access River Line light rail service operating between Trenton and Camden, the Atlantic City Line between Atlantic City and 30th Street station in Philadelphia, as well as connecting local bus service. Plans call for the station to open for service later in the fall of 2013.

South Jersey Bus Rapid Transit (SJBRT)

The SJBRT system is proposed to operate along Routes 55/42/676 from suburban Camden and Gloucester Counties to the Cities of Camden and Philadelphia. The proposed SJBRT system includes three major park/rides, shoulder bus lanes, new stations, real-time bus arrivals information, off-board fare collection, and traffic signal priority technology at key intersections. The next step in advancing the SJBRT is to complete the Federal environmental requirements (per the National Environmental Policy Act, or NEPA). NJ TRANSIT is also actively pursuing Federal discretionary funding to advance the initial phase of the SJBRT system from Avandale Park/Ride in Winslow Township NJ and serving the Cities of Camden and Philadelphia.

Atlantic City Rail Line Operations Study

NJ TRANSIT is now completing an operations analysis for improved service scenarios on the Atlantic City Line. The analysis includes improved service frequencies and running times between Philadelphia and Atlantic City, as well as potential new stations. The study will determine infrastructure requirements for different levels of improved service on the Atlantic City Line. Projects tasks include operations planning, physical feasibility, and environmental screening.

Glassboro-Camden Line

The Delaware River Port Authority / Port Authority Transit Corporation (PATCO), lead agency, and NJ TRANSIT are progressing the Glassboro-Camden Line (GCL) Project in southern New Jersey and continuing with the preparation of an Environmental Impact Statement (EIS). The purpose of this project is to improve transit service along the Glassboro to Camden corridor with a focus on increasing mobility and improving links between the established communities, jobs, and activity centers. An Alternatives Analysis study completed in 2009 recommended Light Rail from Glassboro to Camden as the preferred option for transit expansion in southern New Jersey. The EIS is required by the National Environmental Policy Act for a project to receive federal funding. The EIS process will take approximately 24 months, and is scheduled to be completed late in 2014.

River Line Improvements

Onboard Cameras – The River LINE has just completed a program to install video cameras in the interior of all trains. These interior cameras will allow Light Rail Operations and NJ TRANSIT Police to monitor passenger conditions onboard each light rail train. In this way, NJ TRANSIT can help ensure better service for all of our customers.

Station Platform Safety Improvements – The River Line has completed a major safety improvement. At many stations, railings and fencing have been added or made longer to keep our customers away from the tracks and safely on the platforms and sidewalks. Other improvements include new bi-lingual signs and stenciled warnings at locations where the sidewalks cross the tracks. These improvements will help keep the public safe and on the right path.

Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

Various

General TIP Comments: Route 571 and Clarksville Road Intersection; Complete Streets Policy

Response to: A.38

Agency Response by Mercer County:

Mercer County Excerpt: The design for this project was developed by and for West Windsor Township, with a great deal of public input, precisely in anticipation of the Township's 'main street' plan for the area. As previously noted in response to comments from Mr. Foster and Ms. Zeitler, the project design does include bicycle and pedestrian-oriented improvements, such as bicycle lanes, continuous sidewalks, and ADA-compliant crossings. The "2 to 3 lanes" increase refers to an auxiliary two-way center left turn lane that converts to a protected left turn at intersections that intends to improve safe vehicular access to local businesses and increase intersection throughput to accommodate longer pedestrian crossing times required by current standards. Mercer County has committed to considering a speed reduction in this area when the project is complete. Significant changes to the design at this point will force the project to be dropped from the TIP, revert back to the alternatives analysis phase, and consequently delay implementation for years, if not preclude it from ever receiving federal funding. In addition, Mercer County has already adopted a complete streets policy.



One Port Center

2 Riverside Drive
Camden NJ

DELAWARE RIVER PORT AUTHORITY
of Pennsylvania & New Jersey

PATCO

Port Authority Transit Corporation

John J. Matheussen

Chief Executive Officer - Delaware River Port Authority
President - Port Authority Transit Corporation

June 4, 2013

Via email: khui@dvrpc.org

Kwan P. Hui, Transportation Planner
Office of Capital Programs
DVRPC
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Re: David Karasek Comment for the FY2014 Draft TIP on PATCO's capacity to serve riders, planned mass transit expansion in South Jersey and the effects of this service on mitigating climate change.

Dear Ms. Hui,

We received your recent email with Mr. David Karasek's comment on the above subjects. We appreciate the opportunity to provide the following information on PATCO and the Glassboro-Camden Line (GCL) Environmental Impact Statement (EIS) study currently underway.

DRPA is bi-state transportation and development agency that operates four bridges across the Delaware River; the Ben Franklin, Walt Whitman, Commodore Barry and Betsy Ross. In addition, PATCO, a wholly owned subsidiary of the DRPA operates a 14.2-mile rail line between Lindenwold, NJ and Center City Philadelphia. DRPA also owns the RiverLink Ferry which is operated by National Ferry Corporation.

DRPA has a long-standing commitment to clean air, clean water and sustainable development. Each capital project conducted at DRPA and PATCO undergoes an environmental review and is designed to the highest environmental standards. We are always looking to identify opportunities to improve our impact on the environment.

Helping us achieve this high level of sensitivity to environmental issues is our in-house Environmental Coordinator, familiar with environmental regulations in New Jersey and Pennsylvania to ensure compliance with regulatory requirements. We also maintain updated response plans and provide training for staff members responsible for responding to environmental incidents that may occur, as an example of the tasks we routinely undertake as part of our commitment toward a clean environment.

DRPA has been investing in environmental friendly technologies and processes since its inception, including the PATCO High Speed Line.

DRPA is an equal opportunity employer

Our PATCO train line began operations in 1969, with the first trips carrying 21,200 people per day. Today, as the cost of a gallon of gasoline in the region continues to rise and hits \$3.40 or more, many more drivers are riding PATCO. Currently, PATCO daily ridership is averaging around 36,500 passengers, getting them to work, school, sporting events, shopping and anywhere else they need to go-quickly, easily and in an environmentally friendly way.

PATCO, as one of the region's primary mass transit providers, helps reduce air pollution and traffic congestion in South Jersey and Philadelphia by removing more than 12,500 cars from the roadways each day. Studies sponsored by the American Public Transportation Association show that public transportation reduces national carbon dioxide emissions by approximately 7 million metric tons annually by getting people out of their cars and into buses and trains for work and recreational transportation. For example, a solo commuter switching to existing public transportation in a single day can reduce their CO₂ emissions by 20 pounds or more than 4,800 pounds in a year. By removing over 12,000 cars from the road each day, PATCO helps reduce regional CO₂ emissions by approximately 55 million pounds per year. Further expansion of transit in the region will increase these numbers.

Mr. Karasek mentioned the need for mass transit expansion in the South Jersey region to 'circumvent both an infrastructure and climate crisis.' Following an extensive feasibility study and alternatives analysis study that included significant public and stakeholder outreach, a locally preferred alternative for mass transit expansion from Camden to Glassboro, NJ, along the Conrail right-of-way, was identified.

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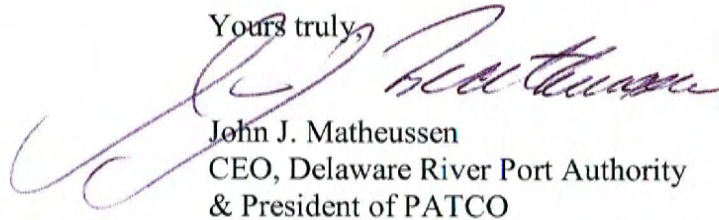
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clean air we can make. We will continue to do all we can to enhance the quality of life for commuters and residents of South Jersey and Philadelphia and help the environment in the process.

If I can provide any further information in this regard, please do not hesitate to contact me.

Yours truly,

A handwritten signature in blue ink, appearing to read "John J. Matheussen", is written over the typed name and title.

John J. Matheussen
CEO, Delaware River Port Authority
& President of PATCO

JJM:ad



COUNTY OF MERCER

DIVISION OF PLANNING

McDade Administration Building

640 South Broad Street

P. O. Box 8068

Trenton, NJ 08650-0068

Phone (609) 989-6545 Fax (609) 989-6546

BRIAN M. HUGHES

County Executive

KELVIN S. GANGES

Chief of Staff

DONNA M. LEWIS

Director

ANDREW MAIR

County Administrator

July 5, 2011

Barry Seymour
Delaware Valley Regional Planning Commission
American College of Physicians Building, 8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106

Dear Mr. Seymour,

I am writing in response to public comment on the DVRPC Draft 2012 Transportation Improvement Program in regard to NJDOT DB# D0701, "Princeton-Hightstown Road Improvements, CR 571" for the segment between Clarksville and Wallace Roads.

Comments generally praise the project for adding bicycle and pedestrian amenities in what West Windsor Township desires to be a 'main street', mixed-use district near the Princeton Junction train station. Most commentators urge the project to go further. The pedestrian crossing at Sherbrooke Drive attracted particular concern. Aware of this concern, Mercer County recently conditioned approval of a site plan for Windsor Plaza redevelopment on the installation of rectangular rapid flashing beacons and other pedestrian improvements at this location. These will persist as an existing condition through the federal project. With concurrence from West Windsor, the County will also consider lowering the speed limit to 25 MPH. Other comments, however, urge significant design changes that reduce travel speeds and create refuges for crossing pedestrians.

A project for this section has been on the TIP twice before. After graduating to the TIP in 1993, the West Windsor Township Council reversed its endorsement of a project to add pedestrian amenities and widen the road to 5 lanes. The Council re-iterated its opposition to widening when NJDOT listed a similar project in the 2002 Local Scoping program. Thereafter, West Windsor took the lead and in 2005 both its Planning Board and its Council endorsed a design for a three-lane section, including extensive bicycle and pedestrian amenities, following a thorough alternatives analysis and public outreach process. After very minor changes during Preliminary Design, the current TIP moves the

project forward into final design. Significant changes to the design at this point will force the project to be dropped from the TIP and revert back to the alternatives analysis phase. This will delay implementation for years, if not preclude it from ever receiving federal funding.

In the public outreach process leading to the preferred alternative, some citizens voiced concerns similar to those raised today. As a result, the final preferred alternative amalgamated the design with the smallest cartway width (to reduce pedestrian crossing distances) and the design with continuous bikeable shoulders. To go further, as advocated by the West Windsor Bicycle and Pedestrian Alliance, and eliminate auxiliary lanes, reduce turning radii, and introduce other traffic calming elements, conflicts with the imperative that this segment of CR 571 safely move vehicular traffic.

CR 571 is a Principal Arterial (AADT ~20,000) and serves as the only direct link between the NJ Turnpike, Princeton Junction train station, US Route 1, and the Township and Borough of Princeton. Turn volumes are high at signalized intersections, where auxiliary lanes will improve operations and safety. Without auxiliary lanes to enhance the free flow of through traffic—including Bus Rapid Transit vehicles travelling in traffic on this segment—opportunities for regional economic development may be jeopardized. In every project such as this, the final preferred alternative must be a compromise. In this case, regional mobility needs must be accommodated while enhancing safety for all travel modes.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Matthew Lawson', with a long, sweeping underline.

Matthew Lawson, AICP/Ph.D.
Principal Planner

Public Outreach Documentation



190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR PUBLIC REVIEW:

DRAFT DVRPC Fiscal Year (FY) 2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY (FY2014-2017)

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input. We will open a public comment period for the Draft FY2014 Transportation Improvement Program (TIP) for New Jersey (FY2014-2017) on May 17, 2013; the comment period will close at 5 p.m. on June 18, 2013. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law.

Please join us for a public meeting and information session on the Draft FY 2014-2017 TIP for NJ between the hours of 4 and 6 p.m. on:

**Wednesday, June 12, 2013
Cherry Hill Library
1100 Kings Highway North
Cherry Hill, NJ**

The meeting will be conducted jointly with the New Jersey Department of Transportation (NJDOT) and also serve as an opportunity to comment on the NJDOT Draft New Jersey Statewide Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/ and also at the DVRPC Resource Center (located at the address below). The public comment period for the NJDOT STIP will also open on May 17, 2013 and will close no earlier than June 18, 2013. The NJDOT Draft STIP Public Comment Period will remain open until all three New Jersey MPOs (Metropolitan Planning Organizations) have closed their FY2014 TIP public comment periods.

Copies of DVRPC's Draft TIP documents are available at www.dvrpc.org, in the DVRPC Resource Center, as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested.

The release of, and public comment periods for, the Draft DVRPC Long-Range Plan, and Draft Transportation Conformity finding will follow. Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to tip-plan-comments@dvrpc.org or submitted online at www.dvrpc.org/TIP. **Comments for the Draft TIP must be received no later than 5 p.m. on June 18, 2013.**

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871.

Highlights of the Draft TIP
FY 2014 Draft TIP for New Jersey
(FY 2014-2017)

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM





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

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



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

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website (www.dvrpc.org) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.

Highlights for the Draft Delaware Valley Regional Planning Commission FY2014 TIP for New Jersey

The Draft Delaware Valley Regional Planning Commission (DVRPC) FY2014 Transportation Improvement Program (TIP) for New Jersey is available for public review. The TIP, like the Commission itself, includes the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC prepares a major update to the New Jersey TIP every other year to coincide with the update of NJDOT's fiscally constrained 10-year Statewide Transportation Improvement Program (STIP), and releases a draft program for a review and comment period prior to recommending it for adoption. This year, the Public Comment period will begin on May 17, 2013 and close at 5 p.m. on June 18, 2013. See further details regarding the review process at the end of this document.

What is the TIP?

By way of congressional mandate, federal transportation legislation (MAP-21) requires that DVRPC, as the MPO for the region, develop and update a Transportation Improvement Program (TIP) in order for the region to be eligible to receive and spend federal transportation funds.

The TIP lists all transportation projects that intend to use federal funds, as well as state funded capital projects that are transportation improvement priorities for this region. It is a multi-modal, four year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is 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 to maintain this financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists. The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right of way acquisition, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

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 the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding. On Friday, July 6, 2012, Congress passed and the President signed the federal transportation authorization into law, Moving Ahead for Progress in the 21st Century (MAP-21), as Public Law (P.L.) 112-141. This legislation became effective on October 1, 2012 and will provide federal funding through September 30, 2014.

It is the first multi-year highway authorization after multiple temporary extensions of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that was signed in 2005 and expired in 2009. It builds on the initiatives established in SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Final Rulemaking has yet to be issued.

Program Summaries

The Draft DVRPC FY2014 Transportation Improvement Program for New Jersey contains 132 projects (excluding Statewide and Study and Development projects), totaling \$1.7 billion for the phases to be advanced over the next four years (FY2014-2017), averaging \$437 million per year. Programmed funds include approximately \$904 million for projects primarily addressing the highway system and \$843 million for transit projects for NJ TRANSIT and DRPA/PATCO, as Table 1 and Figure 1 show.

Table 1: Cost Summary by County and Transit Operator (\$000)

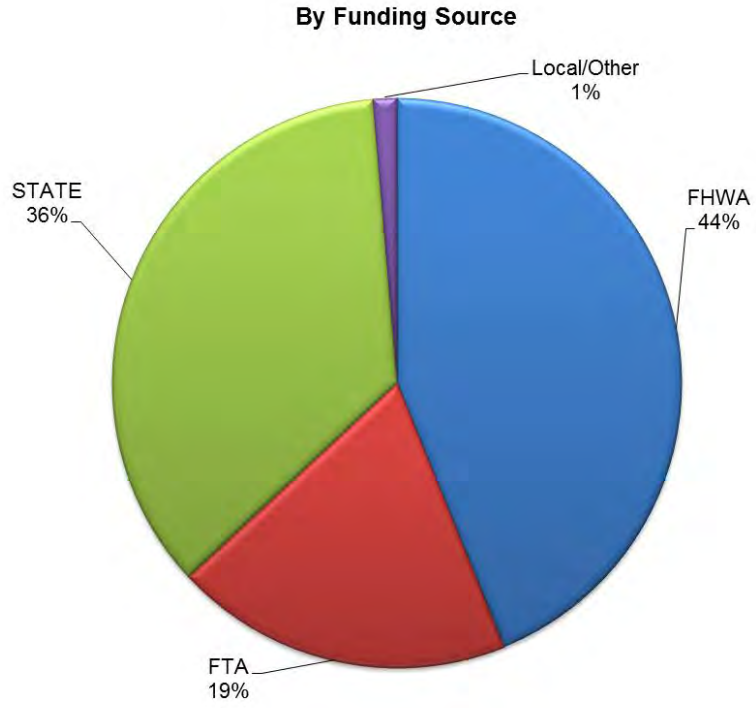
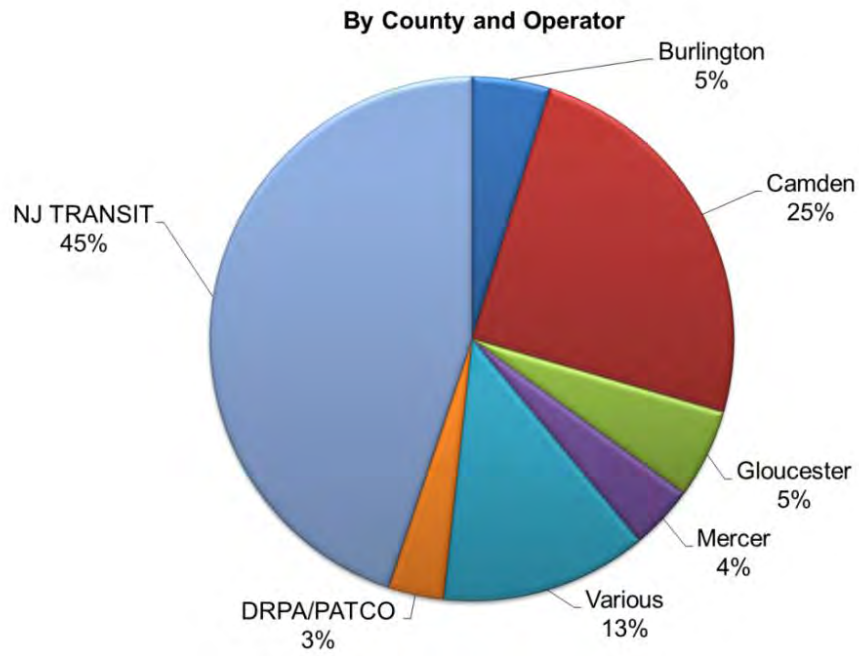
	FY2014	FY2015	FY2016	FY2017	FY2014-2017
HIGHWAY PROGRAM					
Burlington	24,835	25,029	26,645	7,890	84,399
Camden	128,590	83,498	93,190	125,780	431,058
Gloucester	4,410	41,049	32,411	18,170	96,040
Mercer	13,852	14,862	25,888	14,836	69,438
Various	59,258	50,248	54,362	59,059	222,927
Highway Subtotal	230,945*	214,686*	232,496*	225,735*	903,862*
Total Cost – 4-Year Highway Program					903,862*
TRANSIT PROGRAM					
DRPA/PATCO	14,910	15,035	15,045	15,045	60,035
NJ TRANSIT	201,847	196,005	187,178	198,061	783,091
TRANSIT Subtotal	216,757	211,040	202,223	213,106	843,126
Total Cost – 4-Year Transit Program					843,126
Grand Total Cost – 4-Year Highway, DVRPC Local Projects, and Transit Programs					1,746,988

* Highway subtotal per Fiscal Year and the Total Cost for the Highway Program from FY2014-2017 was revised on May 20, 2013.

Source: DVRPC, 2013

Per the Financial Guidance documents in Appendix B of the Draft NJ TIP, 20 percent of \$8.4 billion state and federal resources over the four years (FY2014-2017) of the TIP are administered through DVRPC (see Tables 6 and 8 in Appendix B of the Draft NJ TIP). DVRPC administers close to 11 percent of the \$8.4 billion in resources for the DVRPC highway program and nine percent of the resources for the DVRPC transit program. There is an additional \$2.9 billion that NJDOT directly administers on a statewide basis, and a portion of those funds are also directed to DVRPC throughout the four years.

Figure 1: Cost Summaries for the DVRPC New Jersey Region (Highway and Transit Programs)



Source: DVRPC, 2013

DRAFT DVRPC FY2014-2017 TIP PROJECTS FOR NEW JERSEY

Highway Program by DB#

DB#	Project Title	DB#	Project Title
BURLINGTON COUNTY			
02309	Route 130, Crystal Lake Dam	12307	Route 38, South Church Street (CR 607) to Fellowship Road
02397	Route 130, Columbus Road/Jones Street	13329	Route 38, Rt 295 to Rt 206
10307	Route 70, East of North Branch Road to CR 539	9212C	Route 206, Monmouth Road/Juliestown Road Intersection
11334	Route 38, MP 0.0 - 6.1 Pavement	D0302	Burlington County Roadway Safety Improvements
11368	Route 9, Jobs Creek Bridge	D9902	Hanover Street Bridge over Rancocas Creek, CR 616
11410	Route 72, Route 70 to County Route 532, Pavement	D9903	Smithville Road Bridge over Rancocas Creek, CR 684
11411	Route 70, Red Lion Road (CR 685) to Dakota Trail, Pavement	D9912A	South Pemberton Road, CR 530, Phase 2
CAMDEN COUNTY			
01323	Route 168, Newton Lake Dam	355C	Route 295/42/I-76, Direct Connection, Contract 2
08366	Route 130, Camden County, Drainage	355D	Route 295/42/I-76, Direct Connection, Contract 3
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	355E	Route 295/42/I-76, Direct Connection, Contract 4
10385	Route 168, Mingus Run Creek Culvert	93266	Route 30, Blue Anchor Dam
11326	Route 76/676, Bridge Deck Replacements	99312	Route 130, Brooklawn Circles
11338	Route 70, Route 38 to Cropwell Road	D0410	Camden County Roadway Safety Improvements
11416	Route 30, Atco Avenue to Route 206	D0601	Camden County Bus Purchase
355A	Route 295/42, Missing Moves, Bellmawr	D0902	River Road Improvements, Cramer Hill
GLOUCESTER COUNTY			
07369	Route 322, Corridor Congestion Relief Project	97049	Route 77, Swedesboro-Hardingville Road, Intersection Improvements
09327	Route 168, Bridge over Big Timber Creek	97112B	Route 322, Kings Highway (CR 551)
11414	Route 130, Plant Street to High Hill Road (CR 662)	98344	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation
12305	Route 47, Grove St. to Route 130, Pavement	D0401	Gloucester County Roadway Safety Improvements
12306	Route 42, Ardmore Ave to Camden County Line, Pavement	D9807	Gloucester County Bus Purchase
13333	Route 47, CR 690 to Howard Street	D1203	Gloucester County Multi-Purpose Trail Extension
MERCER COUNTY			
01330A	Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge	159A	Route 31, Pennington Circle Safety Improvements
04316	Route 1 Business, Brunswick Circle to Lake Drive	95040	Route 206, Whitehorse Circle (CR 533, 524)
06358	Route 295, Northbound Approach to Route 1 Exits, ITS Improvements	99334	Duck Island Landfill, Site Remediation
07319B	Route 29, Cass Street to Calhoun Street, Drainage	99362	Trenton Amtrak Bridges
08355	Route 31, Bridge over CSX Railroad	D0412	Mercer County Roadway Safety Improvements
11309	Route 130, Westfield Ave. to Main Street	D0701	Princeton-Hightstown Road Improvements, CR 571
11358	Route 29, Drainage Ditch Culvert, Hopewell Twp.	L064	Route 206, South Broad Street Bridge over Assunpink Creek
13326	Route 27, Riverside Drive W to Vliet Road		

**For detailed information on costs and schedules of projects, please see the
Draft DVRPC FY2014 TIP for New Jersey at www.dvrpc.org/TIP/.**

DRAFT DVRPC FY2014-2017 TIP PROJECTS FOR NEW JERSEY

Highway Program by DB# (Continued)

DB#	Project Title	DB#	Project Title
VARIOUS COUNTIES			
01300	RIMIS - Phase II Implementation	D0407	Ozone Action Program in New Jersey
03304	Bridge Deck/Superstructure Replacement Program	D0802	DVRPC, Local ITS Improvements
04314	Local Safety/ High Risk Rural Roads Program	D0803	DVRPC, Bridge Rehabilitation Program
06326	Local Project Development Support	X065	Local CMAQ Initiatives
10347	Local Aid Consultant Services	X107	Transportation Alternatives Program
11383	Transportation Management Associations	X242	Crash Reduction Program
99327A	Resurfacing, Federal	X30A	Metropolitan Planning
D0204	Transportation and Community Development Initiative (TCDI)	X35A1	Rail-Highway Grade Crossing Program, Federal
D026	DVRPC, Future Projects	X41C1	Local County Aid, DVRPC
D0406	RideECO Mass Marketing Efforts--New Jersey	X98C1	Local Municipal Aid, DVRPC

Transit Program by DB#

DB#	Project Title	DB#	Project Title
NJ TRANSIT			
T05	Bridge and Tunnel Rehabilitation	T32	Building Capital Leases
T06	Bus Passenger Facilities/Park and Ride	T34	Rail Capital Maintenance
T08	Bus Support Facilities and Equipment	T37	Rail Support Facilities and Equipment
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	T39	Preventive Maintenance-Rail
T107	River LINE LRT	T42	Track Program
T111	Bus Acquisition Program	T44	NEC Improvements
T112	Rail Rolling Stock Procurement	T50	Signals and Communications/Electric Traction Systems
T120	Small/Special Services Program	T500	Technology Improvements
T121	Physical Plant	T508	Security Improvements
T122	Miscellaneous	T515	Casino Revenue Fund
T13	Claims support	T53E	Locomotive Overhaul
T135	Preventive Maintenance-Bus	T53G	Rail Fleet Overhaul
T150	Section 5310 Program	T55	Other Rail Station/Terminal Improvements
T151	Section 5311 Program	T552	New Freedom Program
T16	Environmental Compliance	T630	SJ BRT/Avandale Park Ride (Bus Livability)
T199	Job Access and Reverse Commute Program	T68	Capital Program Implementation
T20	Immediate Action Program	T88	Study and Development
T210	Transit Enhancements	T95	Light Rail Infrastructure Improvements
T300	Transit Rail Initiatives		

**For detailed information on costs and schedules of projects, please see the
Draft DVRPC FY2014 TIP for New Jersey at www.dvrpc.org/TIP/.**

DRAFT DVRPC FY2014-2017 TIP PROJECTS FOR NEW JERSEY

Transit Program by DB# (Continued)

DB#	Project Title	DB#	Project Title
DRPA/PATCO			
DR008	Electrical Cable Replacement	DR038	Relocation of Center Tower
DR015	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	DR044	Lindenwold Yard Tie Renewal and Overall Improvements
DR019	Smoke and Fire Control	DR046	DRPA - Rebuild PATCO Cars
DR034	Preventive Maintenance-PATCO	D1305	Pedestrian Bridge and Tunnel Rehabilitation
DR036	Transit Enhancements (PATCO)	D0906	Install Elevators, PATCO

Statewide Program by DB#

DB#	Project Title	DB#	Project Title
STATEWIDE			
00377	Ferry Program	08415	Airport Improvement Program
01309	Maritime Transportation System	09316	Culvert Replacement Program
01316	Transit Village Program	09388	Highway Safety Improvement Program Planning
01335	Betterments, Dams	10344	Project Development: Concept Development and Preliminary Engineering
01342	National Boating Infrastructure Grant Program	10347	Local Aid Consultant Services
02378	Congestion Relief, Operational Improvements (Fast Move Program)	11344	ADA Curb Ramp Implementation
02379	Congestion Relief, Intelligent Transportation System Improvements	11427	Sign Structure Replacement Contract 2011-1
02393	Transportation and Community System Preservation Program	12367	Median Crossover Protection Contract #12
03304	Bridge Deck/Superstructure Replacement Program	13303	Automatic Traffic Management System (ATMS)
03309	Environmental Project Support	13304	Intelligent Transportation System Resource Center
04311	Asbestos Surveys and Abatements	13305	Job Order Contracting
04313	Safe Corridors Program (Project Implementation)	13306	Mobility and Systems Engineering Program
04324	Electrical Load Center Replacement, Statewide	13307	Salt Storage Facilities - Statewide
04364	Transportation Safety Resource Center (TSRC)	13308	Statewide Traffic Operations and Support Program
05304	Construction Program IT System (TRNS.PORT)	13323	Bridge Preventive Maintenance
05339	Right of Way Database/Document Management System	98315	Bridge Emergency Repair
05340	Right of Way Full-Service Consultant Term Agreements	98316	Bridge Scour Countermeasures
05341	Project Enhancements	98319	Capital Contract Payment Audits
05342	Design, Geotechnical Engineering Tasks	98333	Intersection Improvement Program (Project Implementation)
06327	Local Aid Grant Management System	99322	Culvert Inspection Program, State-owned Structures
06401	Pedestrian Safety Improvement Program	99322A	Culvert Inspection Program, Locally-owned Structures

**For detailed information on costs and schedules of projects, please see the
Draft DVRPC FY2014 TIP for New Jersey at www.dvrpc.org/TIP/.**

DRAFT DVRPC FY2014-2017 TIP PROJECTS FOR NEW JERSEY

Statewide Program by DB# (Continued)

DB#	Project Title	DB#	Project Title
STATEWIDE			
06402	Safe Streets to Transit Program	99327A	Resurfacing, Federal
06403	Pedestrian Safety Improvement Design and Construction	99358	Safe Routes to School Program
07332	Minority and Women Workforce Training Set Aside	99372	Orphan Bridge Reconstruction
08381	Bridge Replacement, Future Projects	99409	Recreational Trails Program
08387	Local Bridges, Future Needs	X03A	Restriping Program & Line Reflectivity Management System
X03E	Resurfacing Program	X196	Maintenance & Fleet Management System
X07A	Bridge Inspection	X197	Disadvantaged Business Enterprise
X10	Program Implementation Costs, NJDOT	X199	Youth Employment and TRAC Programs
X101	Underground Exploration for Utility Facilities	X233	Motor Vehicle Crash Record Processing
X106	Design, Emerging Projects	X239	Sign Structure Inspection Program
X107	Transportation Alternatives Program	X239A	Sign Structure Rehabilitation/Replacement Program
X11	Unanticipated Design, Right of Way and Construction Expenses, State	X241	Electrical Facilities
X12	Acquisition of Right of Way	X244	Training and Employee Development
X126	University Transportation Research Technology	X28B	Park and Ride/Transportation Demand Management Program
X135	Pre-Apprenticeship Training Program for Minorities and Women	X29	Physical Plant
X137	Legal Costs for Right of Way Condemnation	X30	Planning and Research, Federal-Aid
X140	Planning and Research, State	X34	Freight Program
X142	DBE Supportive Services Program	X35A	Rail-Highway Grade Crossing Program, State
X144	Regional Action Program	X39	Signs Program, Statewide
X15	Equipment (Vehicles, Construction, Safety)	X43	Transportation Demand Management Program Support
X150	State Police Enforcement and Safety Services	X47	Traffic Signal Replacement
X151	Interstate Service Facilities	X51	Pavement Preservation
X154	Drainage Rehabilitation and Maintenance, State	X66	Traffic Monitoring Systems
X154D	Drainage Rehabilitation & Improvements	X70	Bridge Management System
X180	Construction Inspection	X72B	Betterments, Roadway Preservation
X182	Utility Reconnaissance and Relocation	X72C	Betterments, Safety
X185	Bicycle & Pedestrian Facilities/Accommodations	X75	Environmental Investigations
X186	Local Aid, Infrastructure Fund	X98Z	Local Municipal Aid, Urban Aid

**For detailed information on costs and schedules of projects, please see the
Draft DVRPC FY2014 TIP for New Jersey at www.dvrpc.org/TIP/.**

Learn more and share your ideas...

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2014 TIP for New Jersey will open on May 17, 2013 and close on June 18, 2013 at 5:00 p.m. (EST). All comments can be submitted in writing, via TIP public comment application on the internet, email, fax and mail, so they can be included as part of the formal public record and final TIP document.

Comments can be made online as part of DVRPC's web-based TIP public comment application located at www.dvrpc.org/TIP. Additionally, written comments can be forwarded to:

- TIP Comments c/o DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West Philadelphia, PA 19106

OR

- Emailed to tip-plan-comments@dvrpc.org.

OR

- Faxed to "TIP Comments" at (215) 592-9125

A public meeting will be held to allow the public to present their comments on:

WEDNESDAY, JUNE 12, 2013

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

Cherry Hill Free Public Library

1100 Kings Highway North


Cherry Hill, NJ 08034-1970


Copies of the Draft DVRPC FY2014 TIP for New Jersey are available for review on the DVRPC web site at www.dvrpc.org/TIP/ and in print at the DVRPC Resource Center.

For more information, please contact DVRPC's Office of Capital Programs at (215) 238-2938 or via email at eschoonmaker@dvrpc.org.



Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

 (215) 592-1800

 (215) 592-9125

Roadmap for TIP Project Listing

Below is an example of a project listing. It is not an actual TIP project.

Air Quality Code; see pages 45 and 46 in Draft NJ TIP for explanations.

State Department of Transportation (NJDOT) ID number

County where project is located

Project Title

**DVRPC FY2014-2017 TIP for NJ
New Jersey Highway Program**

Gloucester

DB# D1499 Sicklerville Road Shared-Use Path and Shoulder LRPID: R4 **New**

AQCODE: A2

Indicates if a project is "New" (either a "Breakout," a Study and Development "Graduate," or other); see page 37 in Draft NJ TIP for further explanation.

Indicates that project is identified as a Major Regional Project in the DVRPC long-range plan.

Draft Version

To promote alternate modes of travel and improve pedestrian/bicyclist safety, the project will create bikeway and pedestrian improvements along 8,319 feet of Sicklerville Road, from Radix Road in Monroe Township to the Avandale Park-n-Ride egress in Winslow Township. It will include pavement widening in order to offer a three foot (3') shoulder with jersey barriers on both sides of the road to protect and separate pedestrians and bicyclists from vehicular traffic. This project has been a top priority for both Camden and Gloucester Counties due to the high number of pedestrian and cyclist fatalities from walking on Sicklerville Road to access transit.

Municipalities: Monroe Township; Winslow Township

Project Manager: Doe, Jane

DOT Program Category: Intermodal

Mileposts: 40.78-50.78

Improvement Type: Bicycle/Pedestrian Improvement

CMP:

DVRPC Planning Area: Growing Suburb

CIS Program Category: Multimodal

Degrees of Disadvantage: 2

Sponsor: NJDOT

Phase	Fund	TIP Program Years (\$ millions)					Later Fiscal Years (\$ millions)				
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE	DEMO	1.000									
DES	TAP		1.000								
CON	CMAQ			0.920							
CON	STP-STU			0.080							
Fiscal Year Total		1.000	1.000	1.000							
		Total FY2014-2017			3.000	Total Later FY2018-2023					
<hr/>											
Total for Gloucester:											
		5.410	42.049	33.411	18.170	10.070	0.070	0.870	0.070	0.870	0.070
		Total FY2014-2017			99.040	Total Later FY2018-2023					12.020

Fund type for each phase; see pages 39 to 44 in Draft NJ TIP for explanations. Note that "*" following a fund type indicates conversation funds for advanced construction phases.

Note: Funds are in \$ Millions.

Sponsor of project identifies and defines the project, and oversees the project's management.

Anticipated Preliminary Engineering, Final Design, and Construction project phases; see page 38 in Draft NJ TIP for explanations.

Highest Degree of Disadvantage for Environmental Justice; see page 37 in Draft NJ TIP for explanation.

Congestion Management Process (CMP) codes; see page 38 in Draft NJ TIP for explanation.

NJDOT Capital Investment Strategy (CIS) or Asset notations demonstrate one of the nine NJDOT investment categories.

NJDOT CIS/Asset program sub-category

NJDOT CIS/Asset program sub-category

Project Manager assigned by NJDOT

Community types which correspond to long range planning policies; see page 15 in Draft NJ TIP for discussion.

Publication Title: Highlights for the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey (FY2014–2017)

Publication Number: 14001A

Date Published: May 2013

Geographic Area Covered: DVRPC New Jersey Region (Burlington, Camden, Gloucester, and Mercer counties)

Key Words: Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, GARVEE, Highways, Hometown Streets/Safe Routes to School, Infrastructure Capital, Moving Ahead for Progress in the 21st Century, MAP-21, National Highway Performance Program, NHPP, Surface Transportation Program, STP, Highway Safety Improvement Program, HSIP, New Jersey Department of Transportation, NEW JERSEY TRANSIT, Pennsylvania Department of Transportation, Public Involvement, Railway-Highway Grade Crossing, SAFETEA-LU, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Improvement Program, Transportation Alternatives, Transportation Equity Act for the 21st Century

Abstract: The Highlights for the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey briefly describes the region's TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in DVRPC's New Jersey region which will seek federal funding in fiscal years (FY) 2014 to 2017. The Highlights document includes a financial summary of costs by county and by operator, as well as a section on how, when, and where to comment on the Draft DVRPC FY2014 TIP for New Jersey.

Staff Contact:

Elizabeth Schoonmaker
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia PA 19106
☎ (215) 592-1800
📠 (215) 592-9125
✉ eschoonmaker@dvrpc.org
www.dvrpc.org



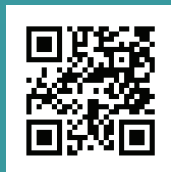
190 North Independence Mall West, 8th Floor

Philadelphia, PA 19106

Telephone 215.592.1800

Fax 215.592.9125

Website www.dvrpc.org/TIP



Scan QR code with
your smartphone
for up-to-date
information on
DVRPC's TIP or visit
www.dvrpc.org/TIP.

AVISOS LEGALES/PUBLICOS

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F00046612 at Public Venue on WEDNESDAY the 19th Day of JUNE, 2013 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:

All that certain land and premises situated in the Borough of Pine Hill, County of Camden, State of New Jersey, being more particularly described as follows:

Lot: 18; Block 63
on the Tax Map of the Borough of Pine Hill
Nearest Cross Street: Kayser Avenue
Approximate Dimensions: 75.00' x 150.00'

Being more commonly known as:
79 East 6th Avenue, Pine Hill, NJ 08021

The judgment sought to be satisfied by the sale is:
"APPROXIMATELY"
\$87,948.93
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.

The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: DEBORAH M. DARBY, ET ALS, and taken in execution of NEW JERSEY HOUSING AND MORTGAGE FINANCE AGENCY
CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 13001992
DATED: 05/28/2013, 06/04/2013,
06/11/2013, 06/18/2013
PLUESE, BECKER & SALTZMAN, ESQS.
20000 HORIZON WAY SUITE 900
MT. LAUREL NJ 08054
(856) 813-1700
(1621191)

(\$174.24)

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F00510112 at Public Venue on WEDNESDAY the 3rd Day of JULY, 2013 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:

Property to be sold is located in the City of Camden, County of Camden, State of New Jersey.

Premises commonly known as:
1249 Whitman Avenue, Camden, NJ 08104

Being Tax Lot: 59, Block: 1333
Dimensions approximately: 20' x 97.50'

Nearest Cross Street: Louis Street

The Sheriff hereby reserves the right to adjourn this sale without further notice through publication.

The judgment sought to be satisfied by the sale is:
"APPROXIMATELY"
\$134,012.42
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.

The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: CELADAWN REID, and taken in execution of FEDERAL NATIONAL MORTGAGE ASSOCIATION

CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 13002342
DATED: 06/11/2013, 06/18/2013,
06/25/2013, 07/02/2013
PLUESE, BECKER & SALTZMAN
20000 HORIZON WAY SUITE 900
MT. LAUREL NJ 08054
(1623098)

(\$166.32)

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F3278210 at Public Venue on WEDNESDAY the 12th Day of JUNE, 2013 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:

Property to be sold is located in the Township of Pennsauken, County of Camden, State of New Jersey.

Premises commonly known as:
2545 Haddonfield Road

Being Tax Lot: 6, Block: 2706
Dimensions approximately: 125' x 150'

Nearest Cross Street: Wyndham Road
Subject to: Prior Judgment Mary Durst \$2,920.00

Child Support - TBA TSC 110711 \$300.00 approx 12/7/11

The judgment sought to be satisfied by the sale is:
"APPROXIMATELY"
\$224,976.62
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.

The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: JAMES M. DURST, and taken in execution of POLICE AND FIRE FEDERAL CREDIT UNION

CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 13001884
DATED: 05/21/2013, 05/28/2013,
06/04/2013, 06/11/2013
MCCABE, WEISBERG & CONWAY, P.C.
216 HADDON AVENUE SUITE 303, SENTRY OFFICE
PLAZA HADDON TWP, NJ 08108
(1620794)

(\$171.60)

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F00419311 at Public Venue on WEDNESDAY the 19th Day of JUNE, 2013 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:

All that certain land and premises situated in the City of Camden, County of Camden, State of New Jersey, being more particularly described as follows:

Lot: 16; Block 676
on the Tax Map of the City of Camden

Nearest Cross Street: N. Octagon Road
Approximate Dimensions: 2,870 square feet

Being more commonly known as:
2810 N. Constitution Road

Beginning Point: Northeasterly line of Constitution Road
Open Taxes: 4th Quarter 2012 and 1st Quarter 2013 in the amount of \$784.69 through April 30, 2013.

The judgment sought to be satisfied by the sale is:
"APPROXIMATELY"
\$78,785.61
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.

The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: ELBERT R. ADAMS, JR., ET ALS, and taken in execution of TD BANK, N.A.

SUCCESSOR BY MERGER TO COMMERCEBANK, N.A.
CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 13002309
DATED: 05/28/2013, 06/04/2013,
06/11/2013, 06/18/2013
BROWN & CONNERY, LLP
6 NORTH BROAD STREET
WOODBURY NJ 08096
(1621214)

(\$182.16)

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F2848210 at Public Venue on WEDNESDAY the 3rd Day of JULY, 2013 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:

Premises commonly known as:
502 Bruce Avenue, Berlin, NJ 08009-9349

Being Tax Lot: 59, Block: 101 on the official Tax Map of the Township of Winslow

Dimensions approximately: 125.00 x 100.00 x 105.00 x 116 x 80.00

Nearest Cross Street: Oxford Avenue

The Sheriff hereby reserves the right to adjourn this sale without further notice through publication.

*Subject to any unpaid taxes, municipal liens or other charges, and any such taxes, charges, liens, insurance premiums or other advances made by plaintiff prior to this sale. All interested parties are to conduct and rely upon their own independent investigation to ascertain whether or not any outstanding interest remain of record and/or have priority over the lien being foreclosed and, if so the current amount due thereon.

**If the sale is set aside for any reason, the purchaser at the sale shall be entitled only to a return of the deposit paid. The purchaser shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney.

The judgment sought to be satisfied by the sale is:
"APPROXIMATELY"
\$125,913.16
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.

The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: BRIAN A. KEIR, and taken in execution of WELLS FARGO BANK N.A.

CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 13002272
DATED: 06/11/2013, 06/18/2013,
06/25/2013, 07/02/2013
PHELAN HALLINAN & SCHMIEG, PC
400 FELLOWSHIP ROAD SUITE 100
MT. LAUREL, NJ 08054
(1623121)

(\$221.76)

ATENCIÓN

La Comisión de Planificación Regional del Valle Delaware (DVRPC) ha abierto un periodo de consulta pública de los siguientes documentos: Proyecto Plan de Conexiones 2040 de Greater Philadelphia Plan a Largo Plazo, Proyecto de Conexiones 2040 Transporte Anexo de Inversiones y el Proyecto de Búsqueda de Transporte de Conformidad para: Proyecto Plan de Conexiones 2040 de Greater Philadelphia, Proyecto de Programa DVRPC año fiscal 2014-2017 Transportation Improvement (TIP) de New Jersey, y el año fiscal 2013-2016 TIP de Pennsylvania. El periodo de comentarios públicos sobre estos documentos se inicia el 7 de junio de 2013 y se cerrará a las 5:00 pm el 8 de julio de 2013. Dos reuniones públicas informativas están programadas: 4 - 6 pm, 12 de junio de 2013, en la Biblioteca de Cherry Hill, Multicultural Room, 1100 Kings Highway North, Cherry Hill, y 2 - 4 pm, 27 de junio de 2013 en el Centro de Conferencias de DVRPC.

Las copias de los documentos están disponibles en el sitio web DVRPC, www.dvrpc.org, en el Centro de Recursos DVRPC, ubicada en la dirección antes mencionada, así como en una serie de bibliotecas regionales. Los documentos también estarán disponibles en las reuniones públicas, y se puede traducir en un formato o idioma alternativo, si así lo solicita. Los comentarios escritos deben enviarse por correo con el Plan / TIP / Conformidad Comentarios, Oficina de Asuntos Públicos DVRPC a / c, 190 N. Independence Mall West, Fl octavo., Philadelphia, PA 19106 o por correo electrónico a tip-plan-comments@dvrpc.org. DVRPC cumple con el Título VI del Acta de Derechos Civiles de 1964 y los estatutos y reglamentos en todos los programas y actividades. Las Reuniones públicas DVRPC siempre se llevan a cabo en las instalaciones accesibles ADA y en lugares de tránsito accesibles siempre que sea posible. Servicios auxiliares se pueden proporcionar a las personas que presenten una solicitud de por lo menos siete días antes de una reunión.

Para más información, por favor llame al (215) 238-2871.

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F4134810 at Public Venue on WEDNESDAY the 12th Day of JUNE, 2013 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey.

Property to be sold is located in the Township of Gloucester, County of Camden, State of New Jersey.

Premises commonly known as:
404 Sonora Lane, Gloucester, NJ 08081
(aka Sonora Court)

Being Tax Lot: 4, Block: 15702
Dimensions approximately: 18 x 59

Nearest Cross Street: Peter Cheeseman Lane
BEGINNING at an iron pin set at the Southwesterly corner of Lot 4, Block 382.8 as shown on a plan hereinafter mentioned, and extending; thence

"THE SHERIFF HEREBY RESERVES THE RIGHT TO ADJOURN THIS SALE WITHOUT FURTHER NOTICE THROUGH PUBLICATION."

PRIOR LIENS/ENCUMBRANCES SEWER OPEN + PENALTY - \$130.33 CCMUA OPEN + PENALTY - \$163.50

TOTAL AS OF April 2, 2013: \$377.08

The judgment sought to be satisfied by the sale is:
"APPROXIMATELY"
\$236,542.46
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.

The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: WILLIAM K. COLBERT, ET ALS, and taken in execution of NATIONSTAR MORTGAGE, LLC

CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 13001902
DATED: 05/21/2013, 05/28/2013,
06/04/2013, 06/11/2013
FEIN, SUCH, KAHN & SHEPARD, P.C.
7 CENTURY DRIVE SUITE 201
PARSIPPANY, NJ 07054
(1620812)

(\$198.00)

CENTER CITY DISTRICT
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Proposals and sealed bids are solicited for the Operation and Management of the Center City District's Sidewalk Cleaning Program. To register to obtain a bid packet and for further information please log onto CCD's Cleaning Program RFP site at http://www.centercityphila.org/about/rfp_cleaning.php. A pre-bid meeting will be held on July 9, 2013, at 10:00 a.m. at the offices of the Center City District, 660 Chestnut Street, Philadelphia, PA 19106 (Large Conference Room). Proposals and bids relating to this RFP will be due August 1, 2013. If you have problems with this link, please contact Anthony Pipitone at 215-440-5517 or William Hughes at 215-440-5501.

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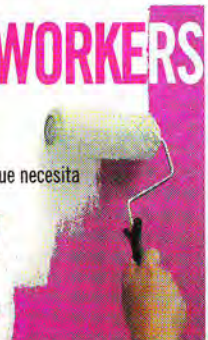
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PUBLIC NOTICE
 The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft *Connections 2040 Plan for Greater Philadelphia* Long-Range Plan, Draft *Connections 2040 Transportation Investment Appendix*, and the Draft *Transportation Conformity Finding for Draft Connections 2040 Plan for Greater Philadelphia*, Draft DVRPC FY 2014-2017 *Transportation Improvement Program (TIP) for New Jersey*, and the FY 2013-2016 *TIP for Pennsylvania*. The public comment period documents begins on June 7, 2013 and will close at 5:00 P.M. on July 8, 2013. Two informational public meetings are scheduled: 4-6p.m., June 12, 2013 at the Cherry Hill Library, Multicultural Room, 4400 Kings Highway

LISA MARIE CHELL
 Notary Public
 State of New Jersey
 My Commission Expires Sep 1, 2016

STATE OF NEW JERSEY }
 }
 COUNTY OF MERCER }

S.S.



I, CHRISTOPHER PROUT, certify a public notice was published in THE TRENTONIAN, a newspaper printed and published daily in the city of Trenton, County of Mercer, State of New Jersey on June 7, 2013

Christopher Prout

Sworn and subscribed before me this 7th day of June, 2013

Lisa Marie Chell
 Notary Public

Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at 8th and Market Street, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

June 7, 2013

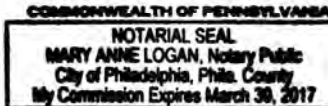
Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.



Sworn to and subscribed before me this 7th day of
June, 2013.


Notary Public

My Commission Expires:



Copy of Notice of Publication

Notice
The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft Connections 2040 Plan for Greater Philadelphia Long-Range Plan, Draft Connections 2040 Transportation Investment Appendix, and the Draft Transportation Conformity Finding for: Draft Connections 2040 Plan for Greater Philadelphia, Draft DVRPC FY 2014-2017 Transportation Improvement Program (TIP) for New Jersey, and the FY 2013-2016 TIP for Pennsylvania. The public comment period for these documents begins on June 7, 2013 and will close at 5:00 P.M. on July 8, 2013. Two informational public meetings are scheduled: 4-8 p.m., June 12, 2013 at the Cherry Hill Library, Multicultural Room, 1100 Kings Highway North, Cherry Hill; and 2-4 p.m., June 27, 2013 in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia. Copies of the documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center, located at the above address, as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP, Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19105 or e-mailed to tip-pier-comments@dvrpc.org. DVRPC complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 239-2871.

Affidavit of Publication

Publisher's Fee \$35.64 Affidavit \$24.75

State of New Jersey } SS.

Camden County

Personally appeared

Sandy Kammel

Of the **Courier-Post**, a newspaper printed in Cherry Hill, New Jersey and published in Cherry Hill, in said County and State, and of general circulation in said county, who being duly sworn, depose and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

6/07/13

A.D. 2013

Sandy Kammel

Sworn and subscribed before me, this
7 day of **June, 2013**

Maria D. Martinez

Notary Public of New Jersey

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The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft Connections 2040 Plan for Greater Philadelphia Long-Range Plan, Draft Connections 2040 Transportation Investment Appendix, and the Draft Transportation Conformity Finding for: Draft Connections 2040 Plan for Greater Philadelphia, Draft DVRPC FY 2014-2017 Transportation Improvement Program (TIP) for New Jersey, and the FY 2013-2016 TIP for Pennsylvania. The public comment period for these documents begins on June 7, 2013 and will close at 5:00 P.M. on July 8, 2013. Two informational public meetings are scheduled: 4-6 p.m., June 12, 2013 at the Cherry Hill Library, Multi-cultural Room, 1100 Kings Highway North, Cherry Hill; and 2-4 p.m., June 27, 2013 in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia.

Copies of the documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center, located at the above address, as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. DVRPC complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871, (1624707) (\$35.64)

MARIA D. MARTINEZ
NOTARY PUBLIC OF NEW JERSEY
Commission Expires 5/22/2017

Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period for the Draft DVRPC Fiscal Year (FY)2014 Transportation Improvement Program (TIP) for New Jersey (FY2014-2017), beginning on May 17, 2013 and closing at 5 p.m. on June 18, 2013. A public meeting for the draft TIP is scheduled from 4-6 p.m. on Wednesday, June 12, 2013 at the Cherry Hill Library, 1100 Kings Hwy North, Cherry Hill, NJ. The meeting will be conducted jointly with the New Jersey Department of Transportation (NJDOT) and will also serve as an opportunity to comment on the NJDOT Draft New Jersey Statewide Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/ and also at the DVRPC Resource Center. The public comment period for the NJDOT STIP will also open on May 17, 2013 and will close no earlier than June 18, 2013. The NJDOT Draft STIP Public Comment Period will remain open until all three New Jersey MPO's (Metropolitan Planning Organizations) have closed their FY2014 TIP public comment periods. The DVRPC TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Copies of the documents are available at www.dvrpc.org, in the DVRPC Resource Center (located at the address below), as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to tip-plan-comments@dvrpc.org, or submitted online at www.dvrpc.org/TIP. The release of, and public comment periods for, the Draft DVRPC Long-Range Plan, and Draft Transportation Conformity finding will follow. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871. (1622656) (\$44.22)



THE PHILADELPHIA TRIBUNE

PROOF OF PUBLICATION

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

June 7

AD 2013

Affiant further deposes and says that she is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

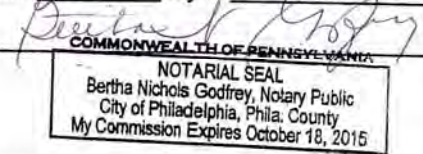
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Antonia Jnobaptiste
Antonia Jnobaptiste

Sworn to and subscribed before me
this 7 day of June 2013



STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of advertising attached hereto on the above dates

PUBLISHERS RECEIPT FOR ADVERTISING COST

\$ _____
The Philadelphia Tribune Co., Inc.

Publishers of The Philadelphia Tribune hereby acknowledge receipt of the aforesaid advertising and advertising costs, and certified that the same has been fully paid.

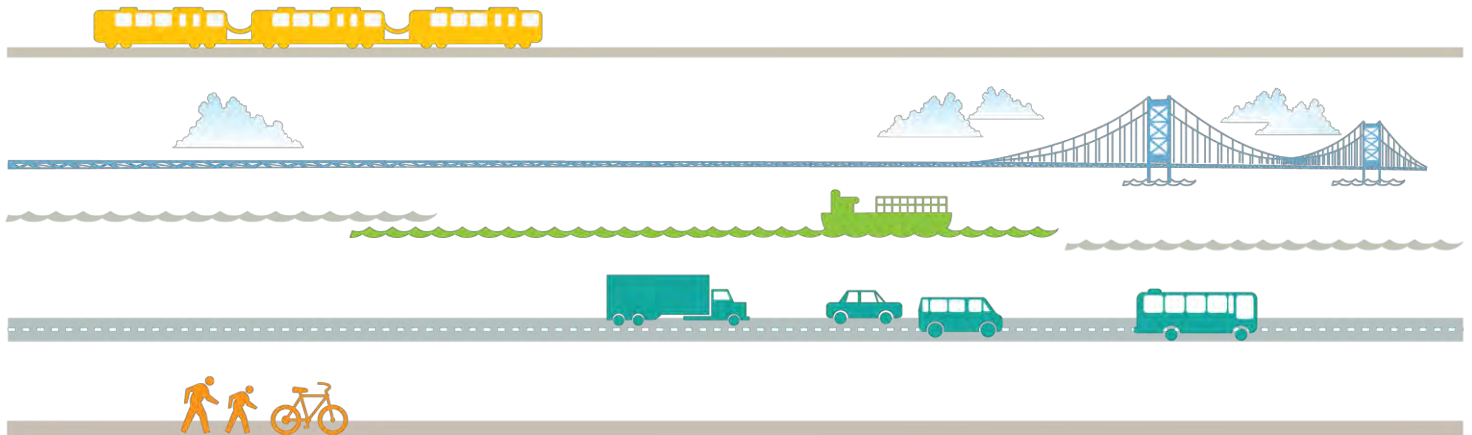
OFFICE: 520 South 16th Street
Philadelphia, PA 19146
Phone: 215 893-4050

The Philadelphia Tribune Co., Inc.
By _____
Fax: 215 735-3612



Recommended and Addendum Changes

*to the FY2014-2017 Draft TIP
for New Jersey*



Recommended Changes to the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey

DRAFT for Board as of July 24, 2013

COUNTY	DB#	TITLE	CHANGE
DVRPC Highway Project Schedule Adjustments or Cost Restructuring			
Camden	355A	Route 295/42, Missing Moves, Bellmawr	<ul style="list-style-type: none"> • Reduce FY2016 construction (CON) by \$8.355 million from \$25.431 million to \$17.076 million NHPP. • Reduce FY2017 CON by \$11.025 million from \$40 million to \$28.975 million NHPP • Increase FY2019 CON by \$19.38 million from \$40 million to \$59.38 million NHPP.
Camden	355D	Route 295/42/I-76, Direct Connection, Contract 3	<ul style="list-style-type: none"> • Add \$37 million NHPP for construction (CON) in FY2019.
Camden	355E	Route 295/42/I-76, Direct Connection, Contract 4	<ul style="list-style-type: none"> • Increase FY2019 construction (CON) by \$10 million from \$70 million to \$80 million NHPP. • Reduce FY2020 CON by \$20 million from \$80 million to \$60 million NHPP. • Reduce FY2021 CON by \$5 million from \$65 million to \$60 million NHPP.
Camden	10341	Route 168, Merchant Street to Ferry Avenue, Pavement	<ul style="list-style-type: none"> • Add \$1 million NHPP for Final Design (DES) in FY2015. • Add \$700,000 NHPP for Preliminary Engineering (PE) in FY2014.
Camden	11326	Route 76/676, Bridge Deck Replacements	<ul style="list-style-type: none"> • Reduce FY2015 construction (CON) by \$5.237 million from \$10 million to \$4.763 million NHPP.
Camden, Burlington	11338	Route 70, Route 38 to Cropwell Road	<ul style="list-style-type: none"> • Increase FY2019 construction (CON) cost by \$7.59 million from \$12.41 million to \$20 million. • Increase FY2020 CON by \$5.867 million from \$12.41 million to \$18.277 million.
Camden, Atlantic	11416	Route 30, Atco Avenue to Route 206	<ul style="list-style-type: none"> • Increase FY2015 construction (CON) by \$1.7 million from \$7.3 million to \$9 million NHPP.
Burlington, Ocean	10307	Route 70, East of North Branch Road to CR 539	<ul style="list-style-type: none"> • Add \$300,000 NHPP for Final Design (DES) in FY2016. • Add \$200,000 NHPP for Preliminary Engineering (PE) in FY2015.
Burlington	11411	Route 70, Red Lion Road (CR 685) to Dakota Trail, Pavement	<ul style="list-style-type: none"> • Increase FY2016 construction (CON) by \$56,000 from \$11.052 million to \$11.612 million NHPP. • Add \$800,000 NHPP for Preliminary Engineering (PE) in FY2014. • Add \$600,000 NHPP for Final Design (DES) in FY2015.
Gloucester	97049	Route 77, Swedesboro-Hardingville Road, Intersection Improvements (CR 538)	<ul style="list-style-type: none"> • Delay FY2014 construction (CON) to FY2015.

Recommended Changes to the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey

DRAFT for Board as of July 24, 2013

COUNTY	DB#	TITLE	CHANGE
DVRPC Highway Project Schedule Adjustments or Cost Restructuring			
Gloucester	97112B	Route 322, Kings Highway (CR 551)	<ul style="list-style-type: none"> • Add \$400,000 NHPP for Preliminary Engineering (PE) in FY2014.
Gloucester	98344	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation	<ul style="list-style-type: none"> • Add \$932,000 NHPP for Right-of-Way (ROW) in FY2014. • Reduce FY2015 construction (CON) by \$2.245 million from \$33 million to \$30.755 million NHPP. • Increase FY2016 CON by \$2.245 million from \$20.001 million to \$22.246 million NHPP.
Gloucester, Salem	11414	Route 130, Plant Street to High Hill Road (CR 662)	<ul style="list-style-type: none"> • Add \$300,000 NHPP for Final Design (DES) in FY2015. • Reduce FY2016 construction (CON) by \$720,000 from \$2.24 million to \$1.52 million NHPP.
Gloucester	12305	Route 47, Grove St. to Route 130, Pavement	<ul style="list-style-type: none"> • Add \$1 million STP for Preliminary Engineering (PE) in FY2014. • Add \$1.7 million STP for Final Design (DES) in FY2015. • Increase FY2015 Right-of-Way (ROW) by \$1.9 million from \$500,000 to \$2.4 million STP. • Increase FY2017 construction (CON) by \$5.235 million from \$11.5 million to \$16.735 million STP. • Add \$4.365 million STP for construction (CON) in FY2018.
Gloucester	12306	Route 42, Ardmore Ave to Camden County Line, Pavement	<ul style="list-style-type: none"> • Add \$800,000 NHPP for Preliminary Engineering (PE) in FY2014. • Add \$1.5 million NHPP for Final Design (DES) in FY2015. • Add \$500,000 NHPP for Right-of-Way (ROW) in FY2016 • Delay FY2016 construction (CON) to FY2017, increase CON by \$9.9 million from \$5.5 million to \$15.4 million, and change funding source for CON from STATE to NHPP.
Mercer	159A	Route 31, Pennington Circle Safety Improvements	<ul style="list-style-type: none"> • Advance FY2017 construction (CON) to FY2014 and increase the CON cost by \$200,000 from \$800,000 to \$1 million HSIP.
Mercer	L064	Route 206, South Broad Street Bridge over Assunpink Creek	<ul style="list-style-type: none"> • Add \$900,000 NHPP for Final Design (DES) in FY2014.
Mercer	04316	Route 1 Business, Brunswick Circle to Lake Drive	<ul style="list-style-type: none"> • Delay FY2014 CON to FY2015.

Recommended Changes to the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey

DRAFT for Board as of July 24, 2013

OPERATOR	DB#	TITLE	CHANGE
DVRPC Highway Project Schedule Adjustments or Cost Restructuring			
Mercer, Middlesex	11309	Route 130, Westfield Ave. to Main Street	<ul style="list-style-type: none"> • Add \$400,000 NHPP for Preliminary Engineering (PE) in FY2014, and add \$500,000 NHPP for Final Design (DES) in FY2015.
Various	99327A	Resurfacing, Federal	<ul style="list-style-type: none"> • Increase FY2017 Construction (CON) by \$70,000 from \$7.93 million to \$8 million NHPP.
Various	D026	DVRPC, Future Projects	<ul style="list-style-type: none"> • Reduce FY15 DVRPC-TTF by \$0.035 million. • Increase STP-STU in FY15 by \$0.035 million to line up with NJDOT's STIP.
DVRPC Transit Project Adjustments			
NJ TRANSIT	T630	SJ BRT/Avandale Park Ride (Bus Livability)	<ul style="list-style-type: none"> • Change AQ Code from 2035M to 2025M. It was modeled at 2025M. • Remove Unobligated Prior Year Funding Table. • Update project description.
NJDOT Statewide Program			
Statewide	08381	Bridge Replacement, Future Projects	<ul style="list-style-type: none"> • Add \$3.82 million NHPP for Engineering-Right-of-Way-Construction (ERC) in FY2016. • Increase FY2017 ERC total cost by \$21.055 million from \$62.007 million to \$83.062 million STATE and NHPP funds (by increasing \$16.255 million from \$50.523 million to \$66.778 million STATE and increasing by \$4.8 million from \$11.484 million to \$16.284 million NHPP). • Increase FY2018 ERC total cost by \$15.228 million from \$44.251 million to \$59.479 million STATE and NHPP funds (by increasing \$12.85 million from \$39.886 million to \$52.736 million STATE and increasing by \$2.378 million from \$4.365 million to \$6.743 million NHPP). • Reduce FY2019 ERC total cost by \$69.12 million from \$150.437 million to \$81.317 million STATE and NHPP (by reducing \$150,000 from \$34.395 million to \$34.245 million STATE and reducing \$68.97 million from \$116.042 million to \$47.072 million NHPP). • Increase FY2020 ERC total cost by \$12.983 million from \$280.990 million to \$293.973 million STATE and NHPP (by reducing \$150,000 from \$164.494 million to \$164.344 million STATE and increasing by \$13.133 million from \$116.496 million to \$129.629 million NHPP). • Increase FY2021 ERC total cost by \$3.85 million from \$366.610 million to \$370.460 million STATE and NHPP (by increasing \$150,000 from \$172.794 million to \$172.644 million STATE and increasing by \$4 million from \$193.816 million to \$197.816 million NHPP). • Reduce FY2022 ERC total cost by \$1.150 million from \$472.240 million to \$471.090 million STATE and NHPP (by reducing \$150,000 from \$168.594 million to \$168.444 million STATE and reducing by \$1 million from \$303.646 million to \$302.646 million NHPP). • Reduce FY2023 ERC total cost by \$1.150 million from \$506.340 million to \$505.190 million STATE and NHPP (by reducing \$150,000 from \$165.294 million to \$165.144 million STATE and reducing by \$1 million from \$341.046 million to \$340.046 million NHPP).

Recommended Changes to the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey

DRAFT for Board as of July 24, 2013

COUNTY	DB#	TITLE	CHANGE
NJDOT Statewide Program			
Statewide	1342	National Boating Infrastructure Grant Program	<ul style="list-style-type: none"> Remove Engineering/Construction (EC) at \$1.6 million NBIG per year from FY2014-2023.
Statewide	11427	Sign Structure Replacement Contract 2011-1	<ul style="list-style-type: none"> Remove FY2014 construction (CON) at \$5.5 million STP.
Statewide	12367	Median Crossover Protection Contract #12	<ul style="list-style-type: none"> Delay FY2014 construction (CON) to FY2015.
Statewide	99327A	Resurfacing, Federal	<ul style="list-style-type: none"> Increase NHPP and STATE funds for FY2016 Engineering/Right-of-Way/Construction (ERC) by \$4.485 million STATE from \$25.515 million to \$30 million STATE and by \$1 million NHPP from \$7 million to \$8 million NHPP Increase FY2014 and FY2015 ERC each by \$2 million NHPP from \$6 million to \$8 million NHPP. Increase FY2016 to FY2023 ERC each by \$1 million NHPP from \$7 million to \$8 million NHPP.
Statewide	X10	Program Implementation Costs, NJDOT	<ul style="list-style-type: none"> Reduce FY2018 Engineering/Construction (EC) by \$13 million from \$123 million to \$110 million STATE.
Statewide	X11	Unanticipated Design, Right of Way and Construction Expenses, State	<ul style="list-style-type: none"> Reduce FY2014 Engineering/Right-of-Way/Construction (ERC) by \$1.099 million STATE from \$23.379 million to \$22.28 million. Reduce FY2015 ERC by \$2.3 million STATE from \$40.862 million to \$38.562 million. Increase FY2016 ERC by \$1.015 million STATE from \$31.848 million to \$32.863 million.
Statewide	X107	Transportation Alternatives Program	<ul style="list-style-type: none"> Increase FY2014 Engineering/Right-of-Way/Construction (ERC) by \$4.302 million STP-TE from \$2.933 million to \$7.235 million STP-TE. Reduce FY2015 ERC by \$7.235 million TAP from \$7.235 million to zero TAP funds.
Statewide	X199	Youth Employment and TRAC Programs	<ul style="list-style-type: none"> Reduce FY2018 Engineering/Construction (EC) by \$100,000 STP from \$350,000 to \$250,000 STP.

Recommended Changes to the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey

DRAFT for Board as of July 24, 2013

ITEM	DB#	TITLE	CHANGE
Technical Corrections			
Burlington County	D9902	Hanover Street Bridge over Rancocas Creek, CR 616	<ul style="list-style-type: none"> • Include in Burlington County's Correspondence Index in Draft TIP document.
Burlington County	D0302	Burlington County Roadway Safety Improvements	<ul style="list-style-type: none"> • Change FY18 funding code from TTF to STP-STU to reconcile with NJDOT.
Camden County	99312	Route 130, Brooklawn Circles	<ul style="list-style-type: none"> • Correct project sponsor from "DVRPC" to "NJDOT."
Gloucester County	D0401	Gloucester County Roadway Safety Improvements	<ul style="list-style-type: none"> • Change FY18 funding code from TTF to STP-STU to reconcile with NJDOT.
Various Counties	D0803	DVRPC, Bridge Rehabilitation Program	<ul style="list-style-type: none"> • Fix query to include D0803 and show as "Not Mappable" on map in Draft TIP document.
Various Counties	D0802	DVRPC, Local ITS Improvements	<ul style="list-style-type: none"> • Change FY18 funding code from TTF to STP-STU to reconcile with NJDOT.
Appendix B			<ul style="list-style-type: none"> • Remove "and Procedure" in Appendix B Financial Guidance title.
Roadway Map			<ul style="list-style-type: none"> • Correct Later Fiscal Years Period to FY2018-2023.
Roadway Map			<ul style="list-style-type: none"> • Define CMP.
Roadway Map			<ul style="list-style-type: none"> • Eliminate DOT Program Category/Change name to "CIS Program Sub-category."
Statewide Report			<ul style="list-style-type: none"> • Change Title "New Jersey Highway Program" to "New Jersey Statewide Program."
Table 3: Supporting Projects that Facilitate Goods Movement & Economic Development			<ul style="list-style-type: none"> • Update list of projects and edit categories in Table 3.
Table 6: New Jersey Transportation Enhancement (TE) Projects from Statewide Line Item, DB# X107, for FY2000–2010			<ul style="list-style-type: none"> • Update projects in Table 6 to reflect new projects from FY2000 to 2012 and edit title FYs from "FY2000-2010" to "FY2000-2012." Change Table number 6 to 7.
Table 7: Libraries Displaying the Draft DVRPC TIP for NJ			<ul style="list-style-type: none"> • Correct Monroe Township Public Library's mailing address. Change Table number 7 to 8.
New Table 6			<ul style="list-style-type: none"> • Add new table to show Safe Routes to School projects from FY2000 to 2012.
Table 8 and Table 9, Air Quality Codes for DVRPC Exempt and Non-Exempt Project Categories			<ul style="list-style-type: none"> • Change table numbers 8 and 9 to 9 and 10.

Addendum Changes to the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey

AFTER July 25, 2013 DVRPC BOARD ADOPTION

COUNTY	DB#	TITLE	CHANGE
DVRPC Highway Project Schedule Adjustments or Cost Restructuring			
Camden	355C	Route 295/42/I-76, Direct Connection, Contract 2	<ul style="list-style-type: none"> • Increase FY2014 construction (CON) by \$9,129,000 from \$69,454,000 NHPP to \$78,583,000 NHPP. • Reduce FY2015 CON by \$13,370,000 from \$55,605,000 NHPP to \$42,235,000 NHPP.
Mercer	159A	Route 31, Pennington Circle Safety Improvements	<ul style="list-style-type: none"> • Remove \$800,000 HSIP for FY14 Final Design (DES).
NJDOT Statewide Program			
Statewide	X11	Unanticipated Design, Right of Way and Construction Expenses, State	<ul style="list-style-type: none"> • Increase FY2015 Engineering-Right-of-Way-Construction (ERC) by \$350,000 from \$40,862,000 STATE to \$41,212,000 STATE. • Increase FY2016 ERC by \$865,000 from \$31,848,000 STATE to \$32,713,000 STATE.
Statewide	X107	Transportation Alternatives Program	<ul style="list-style-type: none"> • Reduce FY2015 ERC by \$4,302,000 from \$7,235,000 TAP to \$2,933,000 TAP, and change fund source from TAP to STP-TE. • Increase FY2014 ERC by \$4,302,000 from \$2,933,000 STP-TE to \$7,235,000 STP-TE.
Statewide	05304	Construction Program IT System (TRNS.PORT)	<ul style="list-style-type: none"> • Increase FY2014 Engineering-Construction (EC) phase by \$400,000 from \$500,000 STATE to \$900,000 STATE.
Statewide	14300	Title VI and Nondiscrimination Supporting Activities	<ul style="list-style-type: none"> • Add new project, which totals \$1,350,000 STATE from FY2015 to FY2023 at \$150,000 STATE per year.
Study and Development Program			
Burlington County	12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	<ul style="list-style-type: none"> • Add new project to the Study and Development program.
Gloucester County	12383	Route 40 & CR 555 Intersection, Operational & Safety Improvements	

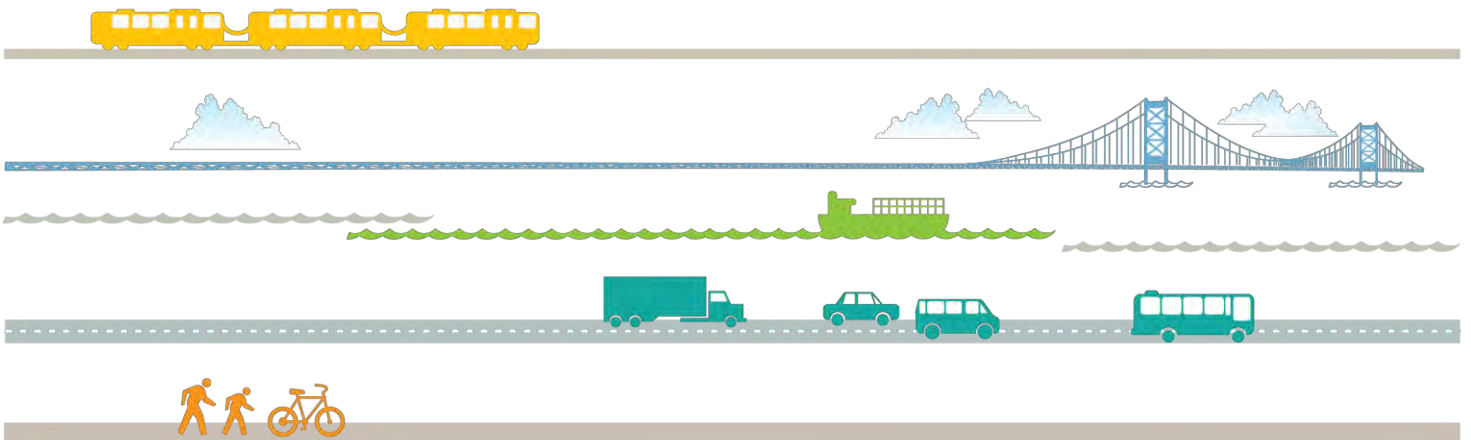
Addendum Changes to the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey

AFTER July 25, 2013 DVRPC BOARD ADOPTION

Operator	DB#	TITLE	CHANGE
Technical Corrections			
Camden County	10341	Route 168, Merchant Street to Ferry Avenue, Pavement	<ul style="list-style-type: none"> Correct milepost limits from 8.56 to 9.79 to 8.56 to 10.75 Clarify the project description.
Fund Code Changes			
Mercer County	99362	Trenton Amtrak Bridges	<ul style="list-style-type: none"> Change funding source from Transportation Trust Fund (TTF) to STATE.
Burlington County	D0302	Burlington County Roadway Safety Improvements	<ul style="list-style-type: none"> Change funding source from TTF to STATE-DVRPC. Fund all STATE-DVRPC projects from FY2014 to FY2017, not to FY2019.
	D9902	Hanover Street Bridge over Rancocas Creek, CR 616	
	D9903	Smithville Road Bridge over Rancocas Creek, CR 684	
Camden County	D0410	Camden County Roadway Safety Improvements	
Gloucester County	D0401	Gloucester County Roadway Safety Improvements	
	D1203	Gloucester County Multi-Purpose Trail Extension	
Mercer County	D0412	Mercer County Roadway Safety Improvements	
	D0701	Princeton-Hightstown Road Improvements, CR 571	
Various	D0802	DVRPC, Local ITS Improvements	
	D0803	DVRPC, Bridge Rehabilitation Program	
Statewide	02393	Transportation and Community System Preservation Program	<ul style="list-style-type: none"> Change funding source from DEMO to TCSP.
NJ TRANSIT	T08	Bus Support Facilities and Equipment	<ul style="list-style-type: none"> Change funding source from SECT 5339 to SEC 5339/5307.
	T111	Bus Acquisition Program	
	T630	SJ BRT/Avandale Park Ride	
DVRPC Transit Project Adjustments			
Various	T39	Preventive Maintenance-Rail	<ul style="list-style-type: none"> Increase FY2013 Unobligated Prior Year Funding by \$13,011,000 from \$6,978,000 SECT 5337 to \$19,989,000 SECT 5337.
	T112	Rail Rolling Stock Procurement	<ul style="list-style-type: none"> Eliminate FY2013 Unobligated Prior Year Funding of \$4,395,000 CMAQ.

Appendix G

“Tier 2” Unfunded Projects



FY2014 Transportation Improvement Program for New Jersey

Project Listing and Index

(By DB#, Program, County/Agency, and Project Name)

DB#	Program	County/Agency	Project Name	Page
06367	Tier 2	NJDOT	County Route 561 over Cape May Branch	1
99368A	Tier 2	NJDOT	Route 33, Realignment, Hamilton & Robbinsville Twp.	2
031	Tier 2	NJDOT	Route 1, Penns Neck Improvements (CR 571)	2
031B	Tier 2	NJDOT	Vaughn Drive Connector	3

DVRPC FY2014-2017 TIP for NJ

"Tier 2" Unfunded List

Final Version

Camden

DB# 06367 County Route 561 over Cape May Branch

AQCODE: S10

A Problem Statement has been received which indicates that this structure has a sufficiency rating of 2.0 and has deteriorated to the point that the bridge needs to be replaced.

CMP: Not SOV Capacity Adding

Municipalities: Winslow Township

DVRPC Planning Area: Growing Suburb

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Dunne, Dick

Degrees of Disadvantage:

Mileposts: 24.85

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES BRIDGE	0.850									
ROW BRIDGE		0.100								
CON BRIDGE				4.500						
Fiscal Year Total	0.850	0.100		4.500						
	Total FY2014-2017			5.450	Total Later FY2018-2023					

Total for Camden:

0.850	0.100	4.500	
Total FY2014-2017		5.450	Total Later FY2018-2023

DVRPC FY2014-2017 TIP for NJ

"Tier 2" Unfunded List

Final Version

Mercer

DB# 031 **Route 1, Penns Neck Improvements (CR 571)**

AQCODE: 2030M

The purpose of this project is to address traffic congestion, mobility constraints and safety concerns on Rt. 1 and the east-west cross streets in the Penns Neck area. The Final EIS (Environmental Impact Statement) and Record of Decision have resulted in the selection of the preferred alternative which will include Rt. 1 in a cut at Washington Road, with Washington Road crossing over Rt. 1; a new grade-separated, single-point interchange at Harrison Street; a new west side connector road parallel to Lower Harrison Street connecting the new Harrison Street interchange with existing Harrison Street near the D&R Canal crossing; a one-way frontage road system on both sides of Rt. 1 between Washington Road and the new Harrison Street interchanges; and a Vaughn Drive Connector Road located west of existing Station Drive, connecting Washington Road and existing Vaughn Drive. Bicycle/pedestrian crossings of Rt. 1 will also be studied. The Vaughn Drive connector has since been broken out as a separate project.

CMP: Major SOV Capacity

Municipalities: West Windsor Township DVRPC Planning Area: Developed Community

CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief

Project Manager: Campi, John Degrees of Disadvantage:

Mileposts: 11.10 - 11.96 Sponsor: NJDOT

Improvement Type: Roadway New Capacity

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
DES NHPP	7.500									
DES NHPP		4.000								
ROW NHPP			10.000							
ROW NHPP				13.500						
UTI NHPP				6.000						
CON NHPP					176.500					
Fiscal Year Total	7.500	4.000	10.000	19.500	176.500					
	Total FY2014-2017			41.000	Total Later FY2018-2023			176.500		

DB# 99368A **Route 33, Realignment, Hamilton & Robbinsville Twp.** **LRPID: 82**

AQCODE: 2020M

To accommodate plans for a Town Center in accordance with the State Development and Redevelopment Plan. Existing Rt. 33 will be relocated on a southern alignment around the proposed Town Center. Once the new road way is constructed, Washington Twp. Will assume jurisdiction of existing Rt. 33 through Robbinsville and will be converted to a 'Main' street as part of the Town Center project.

This project is multi-year funded.

CMP: Major SOV Capacity Adding Subcorr(s): 6A, 9B

Municipalities: Hamilton Township; Washington Township; Robbinsville Township DVRPC Planning Area: Developed Community; Growing Suburb

CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief

Project Manager: Birch, William Degrees of Disadvantage:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway New Capacity

This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CON STATE				27.202						
Fiscal Year Total				27.202						
	Total FY2014-2017			27.202	Total Later FY2018-2023					

DVRPC FY2014-2017 TIP for NJ

"Tier 2" Unfunded List

Final Version

Mercer

DB# 031B Vaughn Drive Connector

AQCODE: 2020M

This project extends and improves Vaughn Drive and proposes a Connector or intersection at County Rt. 571, west of Amtrak's Northeast Corridor. The Vaughn Drive Connector coupled with the Rt. 1 in-a-cut project is meant to address regional traffic issues and facilitate travel in an east-west fashion without impacting Rt. 1 traffic.

CMP: Minor SOV Capacity

Municipalities: West Windsor Township

DVRPC Planning Area: Developed Community

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Campi, John

Degrees of Disadvantage:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway New Capacity

TIP Program Years (\$ millions)

Later Fiscal Years (\$ millions)

Phase Fund	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
DES OTHER	1.250										
DES STP-STU	1.250										
ROW OTHER		3.000									
ROW STP-STU		3.000									
CON OTHER				11.500							
CON STP-STU				11.500							
Fiscal Year Total	2.500	6.000		23.000							
	Total FY2014-2017			31.500	Total Later FY2018-2023						

Total for Mercer:

10.000	10.000	10.000	69.702	176.500
Total FY2014-2017			99.702	Total Later FY2018-2023 176.500

Publication Title: DVRPC FY2014 Transportation Improvement Program (TIP)
for New Jersey (FY2014-2017)

Publication Number: 14001

Date Published: September 2013

Geographic Area Covered: DVRPC New Jersey region
(Burlington, Camden, Gloucester, and Mercer counties)

Key Words: Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, GARVEE, Highways, Hometown Streets/Safe Routes to School, Infrastructure Capital, Moving Ahead for Progress in the 21st Century, MAP-21, National Highway Performance Program, NHPP, Surface Transportation Program, STP, Highway Safety Improvement Program, HSIP, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Public Involvement, Railway-Highway Grade Crossing, SAFETEA-LU, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Improvement Program, Transportation Alternatives, Transportation Equity Act for the 21st Century

Abstract: The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, safety, and multimodal projects in the DVRPC New Jersey region that will seek federal funding in fiscal years 2014 to 2017. This volume also contains the following seven appendices: (a) Board Resolutions; (b) Financial Guidance used in developing the program and STIP Introduction; (c) Executive Summary of the Documentation of the Conformity Finding; (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (e) DVRPC Local Program; (f) Summary of Public Outreach, Public Comments, and Agency Responses; and (g) NJDOT's "Tier 2" Unfunded Projects.

Staff Contact:

Elizabeth Schoonmaker
Manager, Office of Capital Programming
Email: eschoonmaker@dvrpc.org



190 N. Independence Mall West, 8th Floor
Philadelphia PA 19106-1520
Phone: (215) 592-1800
Fax: (215) 592-9125
Internet: www.dvrpc.org



190 North Independence Mall West, 8th Floor

Philadelphia, PA 19106

Telephone 215.592.1800

Fax 215.592.9125

Website www.dvrpc.org/TIP



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