DVRPC FY2020 TIP for New Jersey

(FY20-FY23)

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Adopted September 2019

The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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CHAPTER 1:

GENERAL OVERVIEW OF THE TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Federal Fiscal Year (FY) 2020 Transportation Improvement Program (TIP) for New Jersey (FY20–FY23). 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. The TIP is the regionally agreed-upon list of priority transportation projects, and federal law requires showing at least four federal fiscal years of programming. This document, referred to as the FY2020 TIP for New Jersey includes cost, phase, and schedule information for transportation projects in each of the federal fiscal years (FY) 2020 to 2023 for Burlington, Camden, Gloucester, and Mercer counties. The federal fiscal year begins on October 1st and ends on September 30th. The DVRPC FY2020 TIP for New Jersey meets the federal requirements of being financially constrained to a level of funding that is expected to be available to the region, per Financial Tables provided by the New Jersey Department of Transportation (NJDOT). See Appendix B for further details on this guidance.

In DVRPC's New Jersey region, the TIP contains 126 projects over the First Four-Years (FY20–FY23): 69 Highway projects, four State Transportation Trust Funds-DVRPC (STATE-DVRPC) funded Highway projects in the DVRPC Local Program, and 53 Transit projects (38 by the New Jersey Transit Corporation [NJ TRANSIT] and 15 by the Delaware River Port Authority [DRPA]/Port Authority Transit Corporation [PATCO]). Funding totals $1.680 billion for phases to be advanced over the next four years (FY20–FY23), which averages $420 million per year. Programmed funds include $1.079 billion for projects primarily addressing the highway system and $600.3 million for the NJ TRANSIT and DRPA/PATCO transit system. The TIP also shows 108 NJDOT-managed statewide highway programs for the State of New Jersey worth slightly over $4.5 billion (71 percent state and 29 percent federally funded) over the First Four Years (FY20–FY23). Eleven NJDOT-sponsored and six DVRPC Local Concept Development projects that are technically in the "pre-TIP" stage are listed in the Study and Development Program.

1.1 The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, which is currently the Fixing America's Surface Transportation Act (FAST Act), or Public Law (P.L.) 114-94. The FAST Act was signed into law on December 4, 2015, and will expire on September 30, 2020. The FAST Act is the first federal law in over 10 years to provide long-term funding certainty for surface transportation, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012, and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (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 (ITS).

1.2 What This Document Includes

The complete TIP document is 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 web-based project maps and indices, and finally the project listings themselves.

At the end of this document, there are seven appendices: (A) Board Resolutions; (B) Statewide TIP (STIP) Financial Tables, Including 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) DVRPC TIP Project Benefit Criteria, and (G) Summary of the TIP Public Involvement Process, Public Comments, Agency Responses, and List of Recommended Changes.

1.3 Various Methods to Access the TIP

The World Wide Web

The TIPs for New Jersey and Pennsylvania are found on the DVRPC website. The website includes an interactive method for displaying maps and project listings. During the public comment period, comments could be submitted directly to DVRPC through this interactive site. 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.

DVRPC Resource Center and Public Libraries

During the public comment period, hardcopies of the Draft TIP were available at various public libraries listed in Table 30 of this document. This TIP document, adjusted with recommended changes to Draft TIP that the DVRPC Board approved on September 26, 2019, is available at the DVRPC Resource Center located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106 and online at www.dvrpc.org/TIP.

1.4 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, currently the FAST Act. The list is multimodal; 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 FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both states demonstrate a longer planning and programming horizon (10 years for New Jersey; 12 years for Pennsylvania) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the First Four Years is considered “Later Fiscal Year” (LFY) funding, and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1 of a given year and ends on September 30 of the following year. The New Jersey and Pennsylvania TIPs are updated every other year, in alternate years.

The TIP may change through various Modifications or Amendments 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 after adoption are outlined in a Memorandum of Understanding (MOU), per Appendix D of 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, or additional funding to the region must be identified. As a result, the TIP is not a wish list; competition between projects for a spot on the TIP clearly exists. The STIP resources 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 from six to nine months prior to the beginning of the first FY of the TIP period. Projects quite often cannot maintain that schedule and are reprogrammed to later years.

The TIP does not guarantee 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. It can also increase the project's overall cost.

Regional Consensus

The production of the TIP is the culmination of the region's 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.

The TIP Relates 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 (FAST Act), 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 (SOV) must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process (CMP), 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/LongRangePlan.

The TIP Relates 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 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 TIP for New Jersey are a subset of the regionally significant projects contained in the *Connections 2045: Plan for Greater Philadelphia* Long-Range Plan.

The TIP and Long-Range Plan are tested for conformity and 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. An Acknowledgement of the Executive Summary of the Documentation of the Conformity Finding is included as Appendix C in this document. A complete description of the conformity procedures is found in the Long-Range Plan and on DVRPC's Air Quality web page at www.dvrpc.org/AirQuality.

How Is the TIP Funded?

The major funding source for the projects in the TIP is the FAST Act, which is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In addition, funds are made available by 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?

Various agencies directly participate in the TIP development process. They include DVRPC member governments, operating agencies, and state and federal agencies comprising the "New Jersey TIP Subcommittee of the Regional Technical Committee [RTC]" that is commonly referred to as the "New Jersey TIP Subcommittee". 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 levels. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

TIP Development Timeline

TIP development (or update) typically begins approximately 10 to 12 months prior to adoption and involves intensive staff work and negotiations by NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, and representatives of DVRPC city and county member governments, which constitute the DVRPC New Jersey TIP Subcommittee of the RTC. As portrayed by Figure 1, DVRPC's FY2020 TIP process commenced during the fall of 2018 by reviewing costs and schedules of (at the time) current FY2018 TIP projects and projects anticipated to "graduate" from Concept Development. By spring of 2019, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections over the next 10 years (FY20–FY29), TIP Benefit Criteria results for new projects, performance-based planning and programming metrics, and feedback from the New Jersey TIP Subcommittee. Negotiations continued to late spring of 2019 in order to address as many issues as possible in the Highway, Transit, Study and Development Programs, including the Statewide Program, and to arrive at a final list of projects for the Draft TIP ("final Draft TIP") that could be evaluated for impacts on air quality conformity. DVRPC then opened a public comment period, in which the two final draft documents, DVRPC's Draft FY2020 TIP and New Jersey's

Draft STIP, were shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and the DVRPC Board adopted the Draft TIP (with a List of Recommended Changes as a result of the public comment period) on September 26, 2019. After the DVRPC Board adopted the TIP with recommended changes, DVRPC submitted the document to NJDOT for approval and inclusion in the STIP that was then submitted by NJDOT to federal partners (e.g., FHWA, FTA) for review and approval. When federal partners approved the FY2020 STIP on December 5, 2019, the DVRPC FY2020 TIP and New Jersey's FY2020 STIP became effective that thereby replaced the DVRPC FY2018 TIP and New Jersey's FY2018 STIP.

Figure 1: Development Timeline for the FY2020 TIP for NJ

1. OCTOBER 2018–JANUARY 2019
The DVRPC NJ TIP Subcommittee reviewed and discussed the list of needs and estimated project costs and schedules. They also reviewed and provided feedback via DVRPC on the unconstrained Draft TIP, including priorities and concerns. The NJ TIP Subcommittee is comprised of NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, FTA, and city and county member governments from Burlington, Camden, Gloucester, and Mercer Counties, including Cities of Camden and Trenton.

2. JANUARY 2019–APRIL 2019
DVRPC, NJDOT, NJ TRANSIT, and DRPA/PATCO began constraining the preliminary Draft TIP according to expected resources, projected needs, and feedback from member governments.

3. APRIL 2019–JUNE 2019
The NJ TIP Subcommittee reviewed and commented on the preliminary Draft TIP, which was then revised to create the final Draft TIP. Air Quality Conformity Analysis also commenced.

4. JULY 9, 2019–AUGUST 9, 2019
DVRPC opened a public comment period for the final Draft TIP. A public meeting was held on Monday, July 29, 2019 from 6 – 8 PM (EST) at the Joyce McDade Administration Building in Trenton, New Jersey.

5. SEPTEMBER 2019–DECEMBER 2019
The DVRPC Board approved the final Draft TIP with recommended changes on September 26, 2019. DVRPC staff then prepared and incorporated recommended changes into the final TIP document that was submitted to NJDOT. NJDOT included the final DVRPC TIP document into their final Statewide TIP (STIP) for federal submission. After federal agencies reviewed and approved the STIP on December 5, 2019, the FY2018 TIP (and STIP) retired, and the federally approved FY2020 TIP (and STIP) took effect.

Source: DVRPC, 2019

1.5 How a Project Gets 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 as part of the major TIP "Update," 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 levels 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 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 makes recommendations to the DVRPC Board and is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups.

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.

1.6 What Happens to a Project When 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 ("Project Sponsor") is responsible for ensuring that its project moves forward. The lead agency, in most cases, is the state department of transportation (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, and 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, 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" or "obligated") 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), and the formal bidding process can begin.

1.7 Why Is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process among 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.

1.8 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 levels. 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, including TIP Actions. DVRPC's website provides a wide array of information and interactive mapping. Materials are available in hardcopy at DVRPC's Resource Center and at various public 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 could comment on the Draft FY2020 DVRPC TIP for New Jersey before DVRPC staff presented it to the DVRPC Board for official adoption on September 26, 2019. DVRPC opened the public comment period from July 9, 2019 to August 9, 2019; and the July 29, 2019, open-house meeting/information session was held within this period to allow the public an opportunity to present their comments or ask questions about the process and projects to state, county, city, transit, and DVRPC staff. Copies of the Draft TIP were available online and in print at the DVRPC Resource Center and various public libraries during the public comment period.

When the TIP is adopted and approved, monthly maintenance of the TIP, which is known as "TIP Actions" (Amendments and/or Modifications), may occur. Despite careful planning, funding and scheduling may need to change during the course of the federal FY. The modification process is in place to assist this effort to provide necessary funding for projects that show in the TIP. The MOU in Appendix D of the TIP specifies different types of Amendments and Modifications that would require DVRPC, NJDOT, and/or federal approvals. All TIP documents (Draft, DVRPC Board Adopted/Current, and Prior Year TIPs, including a Summary of Amendments and Modifications to the Current TIP) are viewable on DVRPC's website at www.dvrpc.org/TIP. Past and upcoming TIP Actions for Board approval are available at www.dvrpc.org/Committees/BOARD.

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CHAPTER 2:

PROGRAM SUMMARIES

The DVRPC FY2020 TIP for New Jersey in Burlington, Camden, Gloucester, and Mercer counties, including the cities of Camden and Trenton, contains 126 projects over the First Four Years (FY20–FY23): 69 Highway projects, four STATE-DVRPC-funded Highway projects in the DVRPC Local Program, and 53 Transit projects (38 by NJ TRANSIT and 15 by the DRPA/PATCO). Funding totals $1.680 billion for phases to advance over the next four years (FY20–FY23), which averages $420 million per year. Programmed funds include $1.079 billion for projects primarily addressing the highway system and $600 million for the NJ TRANSIT ($523 million) and DRPA/PATCO ($77 million) transit system, as Table 1 and Figure 2 show. The TIP also displays 108 NJDOT-managed, non-MPO specific statewide highway programs for the State of New Jersey worth slightly over $4.5 billion (71 percent state and 29 percent federally funded) over the First Four Years. Eleven NJDOT-sponsored and six DVRPC Local Concept Development projects are listed in the Study and Development Program. Table 1 provides a breakdown of various state and federal funding sources and their distributions, including local matches.

Table 1: Cost Summary by County and Transit Operator (in Millions)

	FY20	FY21	FY22	FY23	First Four Years (FY20–FY23)
HIGHWAY PROGRAM					
Burlington	$5.550	$0.990	$14.176	$3.900	$24.616
Camden	$74.401	$172.910	$138.645	$115.200	$501.156
Gloucester	$51.361	$6.925	$6.738	$2.100	$67.124
Mercer	$30.194	$20.550	$10.900	$20.178	$81.822
Various	$104.334	$98.924	$96.822	$104.906	$405.026
Highway Program Total	$265.840	$300.299	$267.281	$246.324	$1,079.744
TRANSIT PROGRAM					
DRPA/PATCO	$18.845	$18.645	$20.045	$19.545	$77.080
NJ TRANSIT	$121.383	$117.904	$131.340	$152.601	$523.228
Transit Program Total	$140.228	$136.549	$151.385	$172.146	$600.308
Highway and Transit Programs Grand Total					**$1,680.052**
Statewide Program (NJDOT Managed, non-MPO specific)	**$1,151.818**	**$1,097.486**	**$1,129.712**	**$1,143.989**	**$4,530.920**

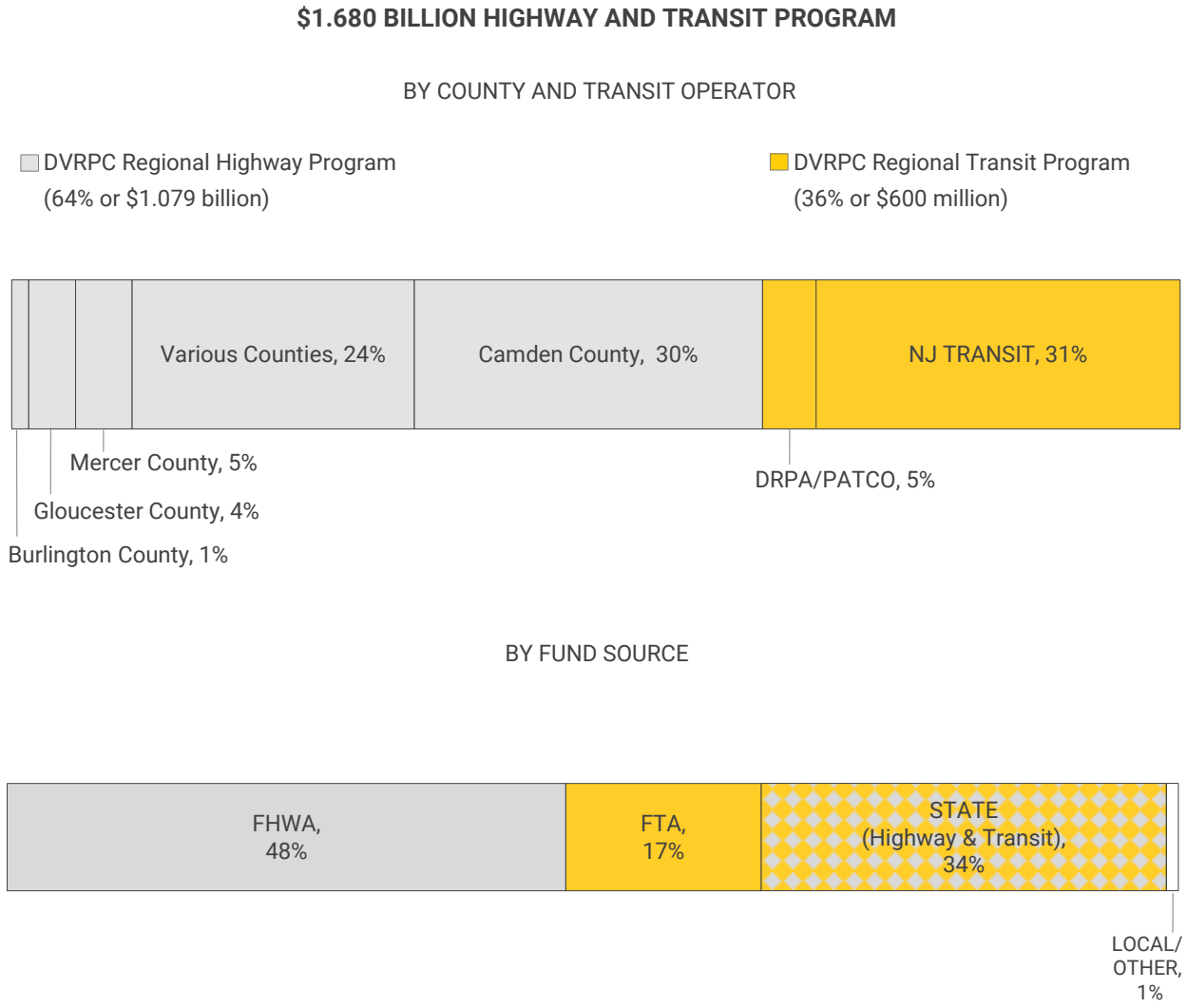
Note: Table 1 excludes $31.016 million STATE-DVRPC funds for STATE-DVRPC funded projects between FY20 and FY23 because they were previously appropriated by the state legislature.

Source: DVRPC, 2019

Almost $4.8 billion federal highway and State funds in the First Four Years are distributed to all three MPOs for Highway projects: DVRPC, North Jersey Transportation Planning Authority (NJTPA), and South Jersey Transportation Planning Organization (SJTPO). The close to $4.8 billion amount excludes “Other” non-public,

STATE-DVRPC, and earmarked “DEMO” or “DEMO-R” funds. Of this amount, close to 23 percent is distributed to the DVRPC region. Additionally, there is slightly over $4.5 billion in the First Four Years for NJDOT-administered projects in the Statewide Program that is not specific to a particular MPO region but would benefit all, or that would provide direct support to NJDOT.

Figure 2: Summary of First Four Years (FY20–FY23) Highway and Transit Program Total Cost (Percentages)



Source: DVRPC, 2019

Table 2: Programmed Cost by Fund Code (in Millions)

Fund Code	FY20	FY21	FY22	FY23	First Four Years (FY20—FY23)	Later Fiscal Years (FY24–FY29)	*10-Years (FY20 –FY29)*
HIGHWAY PROGRAM							
CMAQ	$4.000	$2.000	$4.000	$12.500	$22.500	$40.700	*$63.200*
HSIP	$3.000	$3.000	$3.000	$3.000	$12.000	$24.500	*$36.500*
NHFP-HWY	$31.387	$32.749	$35.178	$32.780	$132.094	$43.000	*$175.094*
NHPP	$97.619	$112.384	$107.792	$91.220	$409.015	$684.877	*$1,093.892*
PL	$2.538	$2.538	$2.538	$2.538	$10.152	$15.228	*$25.380*
PL-FTA	$0.700	$0.700	$0.700	$0.700	$2.800	$4.200	*$7.000*
RHC	$0.945	$0.968	$0.992	$1.016	$3.921	$6.642	*$10.563*
RHC-PHILA	$1.844	$1.844	$0.615		$4.302		*$4.303*
RHC-TRENTON	$1.267				$1.267		*$1.267*
STATE	$68.962	$81.207	$65.822	$63.262	$279.254	$348.912	*$628.166*
STBGP-FLEX	$5.000	$7.700	$2.000	$9.900	$24.600	$67.950	*$92.550*
STBGP-OS-BRDG	$20.397	$24.029	$12.556		$56.982	$4.150	*$61.132*
STBGP-PHILA	$21.029	$21.714	$21.990	$22.675	$87.408	$146.251	*$233.659*
STBGP-TRENTON	$5.725	$8.030	$8.653	$5.278	$27.686	$34.453	*$62.139*
TA-PHILA	$1.135	$1.142	$1.149	$1.157	$4.583	$7.097	*$11.680*
TA-TRENTON	$0.292	$0.294	$0.296	$0.298	$1.180	$1.829	*$3.009*
Highway Program Subtotal	**$265.840**	**$300.299**	**$267.281**	**$246.324**	**$1,079.744**	**$1,429.789**	***$2,509.534***
DRPA/PATCO PROGRAM							
DRPA	$3.769	$3.729	$4.009	$3.909	$15.416	$21.104	*$36.520*
SECT 5307	$5.396	$5.136	$5.156	$4.156	$19.844	$48.736	*$68.580*
SECT 5337	$9.400	$9.500	$10.600	$11.200	$40.700	$34.000	*$74.700*
SECT 5340	$0.280	$0.280	$0.280	$0.280	$1.120	$1.680	*$2.800*
DRPA/PATCO Subtotal	**$18.845**	**$18.645**	**$20.045**	**$19.545**	**$77.080**	**$105.520**	***$182.600***
NJ TRANSIT PROGRAM							
CASINO REVENUE	$4.257	$4.275	$4.275	$4.275	$17.082	$25.649	*$42.731*
CMAQ					$0.000	$21.330	*$21.330*
MATCH	$0.437	$0.437	$0.437	$0.437	$1.748	$2.622	*$4.370*
SECT 5307	$37.902	$38.456	$41.364	$38.070	$155.792	$280.211	*$436.003*
SECT 5310	$1.679	$1.679	$1.679	$1.679	$6.716	$10.074	*$16.790*
SECT 5311	$0.989	$0.989	$0.989	$0.989	$3.956	$5.934	*$9.890*
SECT 5337	$10.946	$10.946	$11.315	$11.113	$44.320	$73.713	*$118.033*
SECT 5339	$0.708		$3.611	$3.611	$7.930	$21.666	*$29.596*
STATE	$64.235	$60.893	$67.441	$92.197	$284.766	$499.014	*$783.780*
STP-TE	$0.230	$0.230	$0.230	$0.230	$0.920	$1.380	*$2.300*
NJ TRANSIT Subtotal	**$121.383**	**$117.904**	**$131.340**	**$152.601**	**$523.228**	**$941.592**	***$1,464.823***
DVRPC Region Total	**$406.068**	**$436.848**	**$418.666**	**$418.470**	**$1,680.052**	**$2,476.901**	***$4,156.957***

Note: STATE-DVRPC funds are excluded because they were previously appropriated by the state legislature.

Source: DVRPC, 2019

2.1 Financial Constraint

Toward the beginning of each TIP update, the state DOT develops estimated resources for use by DVRPC and the other MPOs. The resource estimates establish Highway and Transit funding levels that may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each MPO region must develop its TIP within the anticipated funding levels, thus maintaining the "fiscal constraint" of the TIP. The NJDOT Financial Tables that are included in Appendix B describe how each of the various federal and state varieties of funds is distributed to the regions. It should be noted that actual levels of federal and state transit funding are determined annually through the state and federal 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 TIP has been developed according to reasonable resource estimates, it meets the federal requirement of being financially constrained.

The New Jersey TIP makes information available for project costs beyond the formal four-year constrained period (FY20–FY23). Project phases appear in these LFYs 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 LFYs (FY24–FY29) 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 timeframes 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 FY2020 TIP for New Jersey does show a financially constrained 10-year program from FY20 to FY29 by using reasonable assumptions of funding levels that are currently available.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis showing that 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. 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 each year its financial capacity when it submits FTA's Certification and Assurances in the Transit Award Management System. In addition, 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. The last FTA State Management Review occurred in 2018 for NJ TRANSIT. Deficiencies were found in the Procurement, Americans with Disabilities Act (ADA)– General, Equal Employment Opportunity, and Charter Bus area. Subsequent to the site visit, NJ TRANSIT provided corrective action responses to address the deficiencies noted in the Procurement area. The corrective actions provided were sufficient to close the deficiencies. NJ TRANSIT had no repeat deficiencies from the 2015 State Management or the Triennial Review. See Appendix B for NJ TRANSIT's Triennial Report and the State Management Review Report letter provided from the FTA to NJ TRANSIT for further details.

2.2 Project Selection and Evaluation Process

The DVRPC TIP project selection process is consensus based, in combination with a TIP Project Benefit Criteria that incorporates performance-based measures for new projects (see Appendix F for details on the TIP Project Benefit Criteria that address federal requirements and further link to the goals of DVRPC's Long-Range Plan). In the DVRPC FY2020 TIP, projects in the Highway Program that appear in the TIP for the first

time are considered “new” and have been evaluated along projects that completed DVRPC’s Local Concept Development Program (“NEW-LG” notation in project listing) or NJDOT’s Study and Development Program (“NEW-G” notation in project listing). They are as follows:

New projects appearing for the first time in the TIP:

- Route 38, Nixon Drive to Pemberton Road (DB #15385) in Burlington County;
- Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) (DB #18313) in Camden County;
- Route 322B SB, Retaining Wall @ Raccoon Creek, Priority Repair (DB #19375) in Gloucester County;
- Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned) (DB #18305) in Mercer County;
- DRPA/PATCO’s new program, PATCO Track Resurfacing & Rail Profile Grinding (DB #D1911) in various counties; and
- DRPA/PATCO’s new program, Rehabilitation of PATCO Bridges (DB #D1912), in various counties.

New Local Concept Development or NJDOT’s Study & Development Program Graduates:

- Route 73, CR 544 (Evesham Rd/Marlton Parkway) (DB #13319) in Burlington County;
- Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections (DB # 12380) in Burlington County
- Route 73 and Ramp G, Bridge over Route 130 (DB #16342) in Camden County;
- Route 30, Gibbsboro Road (CR 686) (DB #16319) in Camden County;
- Route 41 and Deptford Center Road (DB #15302) in Gloucester County;
- CR 581 (Commissioners Road), Bridge over Oldman's Creek (DB #D1906) in Gloucester County that has “graduated” from DVRPC’s Local Concept Development Program; and
- Route 1B, Bridge over Shabakunk Creek (DB #16336) in Mercer County.

Program development occurs through a TIP subcommittee composed of regional stakeholders and is determined mostly by schedule and cost of existing projects in the Highway and Transit Programs, among other important considerations that are ultimately constrained by the level of funding available over a 10-year programming horizon (FY20–FY29). Project managers and stakeholder subcommittee members have updated all project costs and schedules. A series of subcommittee meetings were held that included NJDOT, NJ TRANSIT, and DRPA/PATCO staff, as well as city and county partners, in attendance to review projects; identify the highest priorities, costs, and schedules; and to vet concerns and negotiate final programming. The final constrained draft program was made available during the public comment period for feedback. The DVRPC Board adopted the program, along with recommended changes, on September 26, 2019.

In order to identify and compare reasonable alternatives and strategies that address the Purpose and Need Statement (per the National Environmental Policy Act known as NEPA) and select a Preliminary Preferred Alternative (PPA), project candidates will continue to be identified for the local Concept Development process before they can be programmed in order to address potential issues that could arise and that may impact their overall schedule. In addition, state “asset management” type projects that ranked very high within NJDOT’s statewide management systems for bridges, pavement projects, and drainage improvements are included as new projects. New and existing projects are consistent with and have been drawn from DVRPC’s Long-Range Plan. Only new projects in the TIP have been evaluated through the TIP Project Benefit Criteria that is found in Appendix F. These are universal benefit criteria that can be used to evaluate Highway and Transit projects in both the DVRPC Pennsylvania and New Jersey counties. For specific, large-scale, major regional Long-Range Plan projects, or those using special fund categories, more specific project evaluation criteria will continue to be used. Also, important to note is that the benefit criteria analysis is only one

consideration in ultimate project selection. Local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and even working to ensure a variety of project types are all factors that play into consensus-based TIP project selection. Transit agencies will screen projects internally before submitting them for more evaluation.

The full version of the universal project benefit criteria that has been established for the TIP is found in Appendix F and is summarized below from the order of the criterion with the highest percentage/regional priority to the criterion with the lowest percentage/regional priority. At the time of new TIP project candidate evaluation, an update to the criteria was in progress and not adopted by the DVRPC Board until July 25, 2019. The next TIP update will use the July 25, 2019 Board adopted criteria to evaluate new project candidates.

- **Facility/Asset Condition (19 percent):** project brings a facility or asset into a state of good repair (SGR), extends the useful life of a facility, or removes a functionally obsolete bridge rating;
- **Safety (17 percent):** safety critical for transit, high-crash road location, or incorporates an FHWA-proven safety countermeasure;
- **Reduce Congestion (15 percent):** location in the CMP congested corridors, or appropriate-everywhere CMP strategy; annual average daily traffic per lane; and daily transit riders per daily seats;
- **Invest in Centers (13 percent):** location in the Long-Range Plan Center or Freight Center; or high, medium-high, or medium transit score areas; or connection between two or more key centers;
- **Facility/Asset Use (11 percent):** daily vehicle miles traveled (VMT), truck volume, and transit ridership;
- **Economic Competitiveness (8 percent):** reduced operating/maintenance costs, or part of an economic development or transit-oriented development project;
- **Multimodal Bicycle/Pedestrian (7 percent):** bicyclists and pedestrians using the facility; new trails, sidewalks, or bike trails; and connections to other multimodal facilities;
- **Environmental Justice (5 percent):** benefits high “Indicators of Potential Disadvantage” (IPD; previously known as “Degrees of Disadvantage”) communities; and
- **Air Quality/Green Design (5 percent):** stresses air quality benefits and incorporates environmentally friendly principals.

2.3 The Long-Range Plan and Investing in the Region’s Planning Centers

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 2045: 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 categories of Planning Centers. Planning Centers for all New Jersey TIP projects are included on each project listing in the DVRPC FY2020 TIP for New Jersey. A more complete discussion and illustration of Planning Centers is found in the Long-Range Plan on the DVRPC website at www.dvrpc.org/LongRangePlan.

2.4 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 Long-Range Plan and the 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 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, although 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 an approximately three-year cycle. Further information about the CMP is available from the DVRPC Resource Center or on DVRPC's website at www.dvrpc.org/CongestionManagement.

2.5 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 conducting 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. 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. The FAST Act also created a new National Highway Freight Program (NHFP) funded at an average of $1.2 billion per year, for FY16–FY20, which is distributed to the states by formula. Each state receives NHFP funds in proportion to the

amount of funds a state receives compared to other states under all formula apportioned programs. For example, if a state receives 5 percent of federal-aid formula funding, the state will receive 5 percent of the NHFP funding.

In addition, the FAST Act directs the FHWA administrator to establish a National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under MAP-21, to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate, and 4,082 centerline miles of Non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. As of December 31, 2013, these portions amounted to approximately 9,511 centerline miles of Interstate, nationwide. This number and the total mileage of the NHFN will fluctuate with additions (including conversions of state routes) and deletions to the Interstate system.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area, to be designated by the states, which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

As of July 2017, a new competitive federal grant for freight, the Infrastructure for Rebuilding America (INFRA) discretionary grant program, replaced the Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant program that was newly authorized under the FAST Act's Nationally Significant Freight and Highway Projects program. INFRA will continue to fund critical freight and highway projects across the country. In FY2018, the first round of the INFRA program awarded approximately $1.5 billion to help rebuild, repair, and revitalize infrastructure. The current round of the INFRA grant program will make an additional $855 to $902.5 million available. For a large project, the INFRA grant must be at least $25 million. For a small project, the grant must be at least $5 million. Visit www.transportation.gov/buildamerica/infragrants for further information about the new INFRA program.

Statewide, NJDOT has established a newly created state-funded grant program, Local Freight Impact Fund (LFIF), to assist counties and local municipalities with the mitigation of impacts on the local transportation system associated with the state's freight industry. The available funding for the FY2019 LFIF program was $30.1 million. Eligible projects include pavement preservation, truck safety and mobility, bridge preservation, and new construction in support of freight travel on municipal or county transportation infrastructure. Visit NJDOT's LFIF web page for more details at www.nj.gov/transportation/business/localaid/localfreight.shtm.

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 offers a web-based PhillyFreightFinder freight mapping and data platform for the Delaware Valley that can be found at www.dvrpc.org/webmaps/PhillyFreightFinder. 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 individual layers of infrastructure and facilities that are organized into several 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 Planning Program at DVRPC is available on 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.

2.6 Toll Authority Highway, Transit, and Port-Related Projects

The toll authorities with facilities in this region (Burlington County Bridge Commission, Delaware River Joint Toll Bridge Commission, DRPA/PATCO, New Jersey Turnpike Authority, Pennsylvania Turnpike Authority, and South Jersey Transportation Authority) undertake numerous significant highway, transit, and port-related projects by utilizing their own funds. Although not included in the TIP's project listings or funding summaries, toll authority projects are important to identify to provide a more complete picture of the transportation issues being addressed throughout the DVRPC region. The projects are listed, along with their associated costs, in Table 4.

2.7 Study and Development

Future TIP projects are likely to be generated from the Study and Development process. This 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 Acquisition, and Construction. The entire Study and Development Program for the New Jersey counties is presented in Chapter 8 of this document.

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

GOAL	PROJECT DB #	COUNTY
INTEGRATE FREIGHT CENTERS WITH SAFETY, ENVIRONMENTAL, AND COMMUNITY GOALS		
Burlington County Roadway Safety Improvements	D0302	Burlington
Local CMAQ Initiatives	X065	Various
Local Freight Impact Fund	17390	Various
FACILITATE DELIVERIES AND THE GROWTH OF CENTRAL BUSINESS DISTRICTS		
Transportation Alternatives Program	X107	Various
ENHANCE PRIMARY TRUCK ROUTES AND THE NATIONAL HIGHWAY FREIGHT NETWORK		
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	12380	Burlington
Route 130, Bridge over Big Timber Creek	14426	Camden
Route 40, CR 555 Intersection, Operational & Safety Improvements	12383	Gloucester
Route 1, Alexander Road to Mapleton Road/Plainsboro-Cranbury Road	17419	Mercer
Transportation Systems Management and Operations (TSMO)	01300	Various
Route 295/42, Missing Moves, Bellmawr	355A	Camden, Gloucester
Route 295/42/I-76, Direct Connection, Contract 4	355E	Camden, Gloucester
Route 76, Bridges over Route 130 Route 76/676 Bridges and Pavement	11326A 11326	Camden
INCREASE FREIGHT RAIL UTILITY		
Rail-Highway Grade Crossing Program, Federal	X35A1	Various
Rail-Highway Grade Crossing Program, State	X35A	Various
New Jersey Rail Freight Assistance Program	X34	Various
IMPROVE PORTS AND AIRPORTS		
Maritime Transportation System	01309	Various
Airport Improvement Program	08415	Various

Source: DVRPC, 2019

Table 4: Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting DVRPC's New Jersey Region

FACILITY	Phase(s)	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
BURLINGTON COUNTY BRIDGE COMMISSION				
Tacony-Palmyra Bridge Rehabilitation: The project includes the painting of the steel structures; installation of a maintenance/ inspection traveler system; replacement of the existing fender systems; and the rehabilitation of the concrete abutments, sidewalks, and piers. This project also includes an annual maintenance contract.	Design and Construction	2020–2023	$42.800	Burlington
Tacony-Palmyra Bridge Electrical Upgrades: The project includes the installation of a data system, installation of a traffic control system, replacement of existing wiring conduit and junction boxes and the installation camera. This project also includes the replacement of the existing submarine cables and the festoon cables. This project also includes an annual electrical maintenance contract.	Design and Construction	2020–2023	$7.550	Burlington
Burlington-Bristol Bridge Rehabilitation: The project includes the replacement of the existing span decks; painting of the steel structures; the rehabilitation of the concrete abutments, sidewalks, and piers; counterweight rope replacement; mechanical operational system upgrades; miscellanies steel repairs; and trunnion replacement. This project also includes an annual maintenance contract.	Design and Construction	2020–2023	$26.150	Burlington
Burlington-Bristol Bridge Electrical Upgrades: The project includes the replacement of the existing electrical system on the New Jersey side, the replacement/upgrade of existing mechanical operational equipment, and the installation of a new data center (fit-out). This project also includes an annual electrical maintenance contract.	Design and Construction	2020–2023	$4.000	Burlington
Riverside Delanco Bridge Rehabilitation: The project includes the replacement/upgrade of existing mechanical operational equipment; the rehabilitation of the concrete abutments, sidewalks, and piers; and gateway improvements. This project also includes an annual maintenance contract.	Design and Construction	2020–2023	$2.875	Burlington
Riverside Delanco Bridge Electrical Upgrades: The project includes the replacement of the existing electrical system. This project also includes an annual electrical maintenance contract.	Design and Construction	2020–2023	$1.260	Burlington

Table 4 (Continued): Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting DVRPC's New Jersey Region

FACILITY	Phase(s)	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION				
I-295 Scudder Falls Bridge Replacement: The project area extends 4.4 miles along I-95: from the Route 332 interchange in Bucks County, Pennsylvania, to the Bear Tavern Road interchange in Mercer County, New Jersey. The work includes a complete replacement of the existing four-lane Scudder Falls Bridge over the Delaware River with six lanes of through traffic (three in each direction), two auxiliary northbound lanes for entry/exit travel, and one auxiliary southbound lane for entry/exit travel. Other major components of the project include: -widening of I-95 from the Route 332 exit in Pennsylvania to the bridge by adding an additional lane in each direction (widening to the inside of the highway); -reconfiguration of the I-95/Taylorsville Road Interchange in Lower Makefield Twp., Pennsylvania, by eliminating the existing eastern southbound off-ramp from I-95 and combining it with the existing western southbound off-ramp; -reconstruction and reconfiguration of the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95; -A pedestrian/bicycle shared-use pathway on the upstream structure of the new duel spans; -full inside and outside shoulders/breakdown lanes on both bridge spans, a current highway standard requirement; the inside shoulders will be 14 feet wide (two feet wider than the 12-foot width required under current highway design criteria) to allow for future bus-rapid transit routes in the region; and -noise-abatement walls along the approach roadways leading to and from the bridge.	Construction	2017–2021	$570.000	Mercer
Trenton-Morrisville Toll Bridge All Electronic Tolling	Study, Design, and Construction	2023–2024	$8.900	Mercer
Lower Trenton Toll-Supported Bridge Cleaning and Painting	Construction	2022	$6.400	Mercer
Washington Crossing Bridge Replacement	Design and Assessment	2027–2029	$12.900	Mercer

Table 4 (Continued): Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting DVRPC's New Jersey Region

FACILITY	Phase(s)	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
DRPA				
Benjamin Franklin Bridge Suspension Spans Rehabilitation: This project will include dehumidification of the main suspension cables, concrete and structural repairs to the pedestrian walkway, and structural steel repairs throughout the suspension span, maintenance painting, and upgrades to the decorative lighting.	Construction	2019–2023	$90.000	Camden
Benjamin Franklin Bridge Approach Spans Rehabilitation: This project will include structural steel repairs throughout the approach spans, maintenance painting, and upgrades to the decorative lighting.	Construction	2022–2025	$33.000	Camden
Benjamin Franklin Bridge Masonry Rehabilitation: This project will repair, rehabilitate, and preserve the granite facades on the anchorages, piers, abutments, and retaining walls. Weathering and age have caused the facades to deteriorate.	Construction	2022–2023	$6.350	Camden
Benjamin Franklin Bridge Deck Resurfacing: The project included rehabilitation of the approach spans on each side of the bridge (Philadelphia and Camden), repair of steel components (columns/beams) within the bridge support system, and additional drainage and electrical improvements.	Construction	2022–2024	$28.000	Camden
Walt Whitman Bridge Corridor Rehabilitation at I-76—Pennsylvania Approach: This project will include concrete structural repairs, roadway milling and paving, sign gantry replacement, and miscellaneous steel and concrete repairs and painting.	Construction	2019–2022	$50.000	Camden
Walt Whitman Bridge Anchorage Preservation: This project will repair, rehabilitate, and preserve the anchorages, including concrete and steel repairs, stairway and elevator repairs, and associated lighting and electrical upgrades.	Construction	2019–2021	$18.000	Camden
Walt Whitman Bridge New Jersey Approach Bridges Painting: This project will entail the blast cleaning and painting of the New Jersey approach spans to the Walt Whitman Bridge. This will provide for de-leading steel repairs of the approach structures.	Construction	2019–2021	$16.000	Camden
Commodore Barry Bridge De-Leading and Repainting: This project will entail the blast cleaning and painting of the entire Commodore Barry Bridge, along with substructure concrete rehabilitation. Under this particular project, we anticipate installing protective shielding above and below the roadway level.	Construction	2015–2023	$76.000	Gloucester

Table 4 (Continued): Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting DVRPC's New Jersey Region

FACILITY	Phase(s)	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
DRPA (CONTINUED)				
Commodore Barry Bridge Structural Rehabilitation—Phase II: This project replaces the out-of-service transverse maintenance walkways attached to the bridge approach piers. It will also perform various concrete and steel repairs to the bridge as identified in recent biennial and interim inspections.	Construction	2019–2021	$14.400	Gloucester
Commodore Barry Bridge Deck Rehabilitation: This project will address concrete deck repairs and include the installation of a protective top coat to the section of the roadway surface.	Construction	2019–2021	$14.000	Gloucester
Betsy Ross Bridge Painting and Steel Repairs: This project will entail the blast cleaning and painting of the entire Betsy Ross Bridge, along with substructure steel repairs. Under this particular project, we anticipate installing protective shielding above and below the roadway level.	Construction	2018–2024	$78.000	Camden
Betsy Ross Bridge New Jersey Approach Roadway Resurfacing: This project provides for the resurfacing of approach roadways leading to the Betsy Ross Bridge. The project will include concrete repairs and paving.	Construction	2019–2021	$18.000	Camden
PATCO Station Enhancements: This effort will provide for station enhancements at several stations. The project will include signage upgrades, flooring upgrades, and upgrades to platforms to enhance the customer experience.	Construction	2019–2021	$7.000	Camden
PATCO Hall and Way Interlocking Rehabilitation: This project will replace the track and switches at Hall and Way Interlockings in the Camden subway. The work includes replacement of existing turnouts and crossing diamonds and installation of signal and electrical components.	Construction	2019–2021	$5.400	Camden
PATCO Interlocking and Track Rehabilitation Phase II: This effort is to perform a rehabilitation of Locust, Hall, Way, East/West Ferry, and East Crest Interlockings. The project will involve the removal and replacement of switches, frogs, ties, and signal/communication/power cabling.	Construction	2019–2024	$26.400	Camden
Rehabilitation of PATCO Fleet: This project is overhauling the 120-vehicle PATCO Transit Car fleet. The fleet is over 40 years old and requires increased maintenance for service reliability. An evaluation of the car fleet determined that a major overhaul to the fleet was warranted and more cost effective than new car procurement.	Construction	2011–2020	$194.000	Camden

Table 4 (Continued): Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting DVRPC's New Jersey Region

FACILITY	Phase(s)	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
DRPA (CONTINUED)				
Install Elevators in Remaining PATCO Stations: The project will install new elevators at six PATCO stations not currently served by elevators. The six stations include Ashland, Haddonfield, Westmont, Collingswood, City Hall, and 12th—13th & Locust stations. Seven of the 13 PATCO stations already have elevators in service. All stations on the PATCO system will be ADA compliant when the project is completed.	Construction	2018–2021	$32.000	Camden
Lindenwold Yard Track Rehabilitation and Lindenwold Viaduct for PATCO: This effort is to perform a rehabilitation of the tracks in PATCO's Lindenwold Yard. The project will involve the removal and replacement of individual yard tracks, switches, signals, lighting, and viaduct track structure.	Construction	2018–2020	$34.000	Camden
Embankment Restoration, Drainage Improvements, and Retaining Walls Rehabilitation for PATCO: This project will rehabilitate and restore embankments and retaining walls at several locations along PATCO right-of-way to prevent erosion and preserve drainage control in order to maintain the system in a safe and functional condition. The work includes stabilizing deteriorated embankment slopes, constructing drainage improvements, and repairing retaining walls between Camden and Lindenwold.	Construction	2019–2022	$9.100	Camden
Replace Electrical Cables in Subways for PATCO: Replace power and signal communication cables in subways. Existing cables in service are over 40+ years old and have exceeded expected service life. Replacement is required to ensure reliability of traction power and signal systems.	Construction	2019–2022	$8.500	Camden
Reopening of Franklin Square PATCO Station: Project will include scoping, preliminary design work, ADA accessibility, structural, electrical, plumbing, communication, signal and security elements needed to enhance the currently closed station to full operation.	Construction	2018–2023	$32.000	Camden
PATCO Subway Structures Renovation: Project will provide for preventive repairs to tunnels, subway stations, and pump rooms owned by PATCO, and will include miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation.	Construction	2019–2022	$19.000	Camden

Table 4 (Continued): Toll Authority-Funded Highway, Transit, and Port-Related Projects Impacting DVRPC's New Jersey Region

FACILITY	Phase(s)	SCHEDULE (YEARS)	TOTAL COST (IN MILLIONS)	COUNTY
DRPA (CONTINUED)				
PATCO Woodcrest Station Platform Rehabilitation: Project will consist of the planning and design to include reinforcement of concrete, steel member rehabilitation, steel and concrete components of the platforms, and stairway enclosures.	Construction	2019–2022	$10.600	Camden
SOUTH JERSEY TRANSPORTATION AUTHORITY				
Atlantic City Expressway All Electronic Tolling: Project will upgrade toll collection using innovative technology through electronic tolling.	Final Design	2020	$48.000	Camden, Gloucester
Atlantic City Expressway Widening: Project will provide a third lane eastbound and westbound from mileposts 31 to milepost 44.	Design and Construction	2021–2025	$150.000	Camden, Gloucester
THE PENNSYLVANIA TURNPIKE COMMISSION				
PA Turnpike/I-95 Interchange Project Stage 3: A new bridge over the Delaware River will replace the existing bridge that is over 60 years old. This facility is jointly owned with the New Jersey Turnpike Authority.	Study and Design	2020–2025	$10.000	Burlington

Source: DVRPC, 2019

2.8 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 include the Transportation Alternatives Set-Aside Program (TA Set-Aside), the Safe Routes to School (SRTS) Program, and the DVRPC Congestion Mitigation and Air Quality Improvement Program (CMAQ).

Transportation Alternatives (TA) Set-Aside

The FAST Act's Surface Transportation Block Grant sets aside funding for the continuation of Transportation Alternatives Program (TAP), which was established under MAP-21 as an amalgamation of the previous authorization's Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and Safe Routes to School (SRTS) programs. Under the FAST Act, this program is no longer called TAP; however, New Jersey has decided to continue to use TAP known as TA Set-Aside. Eligibility requirements of the TA Set-Aside program have remained largely the same as with previous programs. TA projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility among others. TA Set-Aside-eligible projects 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 those who use non-motorized forms of transportation.

Not only is there a statewide TA funds allocation, but there is also a direct allocation of TA funds to urbanized areas at varying population levels. All TA funds (TA-FLEX, TA-L5K, TA-B5K200K, TA-PHILA, and TA-TRENTON) must be awarded through a competitive process, whether the funds come from regional MPO funds or from the statewide allocation. Much like the Competitive CMAQ Program, projects are subjected to a rigorous evaluation process before the priority list of projects is selected. Projects seeking TA funds are required to be submitted by TA-eligible sponsors and to undergo a competitive selection process. For more information about the New Jersey TA Set-Aside Program, visit www.dvrpc.org/TAP. In previous years, New Jersey's TE project selection process occurred at the state level with MPO involvement. Table 5 provides a full listing of projects that were selected since the year 2000 through the previous TE and the latest TAP Program for New Jersey. This is not an annual program due to timing of projects and the amount of funds available to DVRPC. The REC TRAILS Program has continued funding the development and maintenance of recreational trails and trail-related facilities for motorized and non-motorized uses as a TA Set-Aside.

Safe Routes to School (SRTS)

SRTS is funded through FHWA's Federal Aid Program and is administered by NJDOT, in partnership with New Jersey MPOs (DVRPC, NJTPA, and SJTPO). The objectives of the SRTS program are to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of New Jersey's primary and middle schools (grades K–8). Projects must be located within two miles of a school that serves students in grades K–8. The final project selections were approved by the Commissioner of Transportation and each MPO. This is not an annual program due to timing of projects and the amount of funds available to DVRPC. See Table 6 for the complete list of selected SRTS projects from FYs 2008, 2009, 2012, 2014, 2016, 2017, 2018, and 2019. Visit www.dvrpc.org/SafeRoutes for further details.

DVRPC Competitive Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The CMAQ Program was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, and the FAST Act. 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 and diesel engine retrofits. 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 and generally opens the application period for new CMAQ-eligible projects every few years. Any public agency or public–private partnership may submit projects to DVRPC for consideration. The CMAQ Subcommittee of the DVRPC RTC evaluates the projects and makes recommendations to the DVRPC Board for final selection. The most recent round concluded in 2018 with almost $3.9 million CMAQ funds awarded to projects for obligation by the end of federal FY2021. See Table 7 for a list of CMAQ project awards since FY2012. For more information about the CMAQ Program, please visit www.dvrpc.org/cmaq.

DVRPC Regional Trails Program

With financial support from the William Penn Foundation, DVRPC's Regional Trails Program provides planning assistance and financial support to trail developers, counties, municipalities, and non-profit organizations to complete the Circuit, Greater Philadelphia's 800-mile network of multiuse trails. The Circuit trail system takes advantage of the many opportunities to build and connect trails across the region, which is a product of the

area's success in repurposing unused rail corridors and developing linear parks along the region's waterways. The Circuit will also serve as the backbone for a network of "bicycling highways," which will allow safe and efficient travel by bicycle between homes, businesses, parks, schools, and institutions free from motorized traffic. The list of awarded trail planning, design, and construction projects in New Jersey is displayed in Table 8. For more information about the Regional Trails Program or the Circuit, visit www.dvrpc.org/Trails/RegionalTrailsProgram.

DVRPC New Jersey Local Safety Program

Using funding from the line item, Local Safety/High Risk Rural Roads Program (DB #04314), in the TIP, DVRPC solicits federal Highway Safety Improvement Program (HSIP)-eligible projects via its New Jersey Local Safety Program to advance safety improvement projects on county and local roadways. This is a competitive annual program that funds the design and construction phases of safety projects. The projects selected will advance the goals of New Jersey's 2015 Strategic Highway Safety Plan (SHSP) which is found at www.state.nj.us/transportation/about/safety/pdf/2015strategichighwaysafetyplan.pdf. The strategy identifies investment targets in the three most critical need areas identified in the SHSP: intersection, pedestrian, and lane departure crashes. To help applicants expedite projects, funding is also available for design assistance. Specifically, support is available upon request for the completion of Plans, Specifications, and Estimates documents for projects awarded construction funding. The same funding is also available for construction inspection. This is a competitive annual program available to county roadway owners. The line item description of Local Safety/High Risk Rural Roads Program (DB #04314) lists selected projects that anticipate authorization during the life of the TIP. DVRPC also funds HSIP-eligible local projects with its STBGP-PHILA or STBGP-TRENTON funds when appropriate. For more program details, please visit www.dvrpc.org/Transportation/Safety/LocalSafetyProgram.

DVRPC Safe Routes to Transit Technical Assistance Program

DVRPC's Safe Routes to Transit–NJ is a technical assistance program that seeks to assist municipalities in bridging the gap between planning and implementation by identifying potential funding sources early in project development. DVRPC will assist municipal or county project sponsors in shaping projects and/or performing planning-level design that will make strong applications for funding sources, such as TA Set-Aside. This technical assistance program matches eligible municipalities and counties with DVRPC staff to navigate the often complex process of designing and funding pedestrian and bicycle improvements around rail stations. In fall of 2016, DVRPC invited counties and municipalities to submit an online application identifying issues in their transportation networks that inhibit safe, comfortable pedestrian and bicycle access to rail stations. With participation by transit agency and county partners, DVRPC project staff evaluated applications and selected three stations (two in Pennsylvania and one in New Jersey) per round. Stations were selected based on impact of these issues and on the Project Sponsor's demonstrated commitment to pursue Final Design and Construction funding following DVRPC's study. The stations in New Jersey selected in the first round (2016) and second round (2018/2019) are as follows:

- Florence Station along the NJ TRANSIT RiverLINE in Florence Township, Burlington County; and
- West Trenton Station along the Southeastern Pennsylvania Transportation Authority's West Trenton Line in Ewing Township, Mercer County.

Visit this program's web page for further details at www.dvrpc.org/SafeRoutesToTransit.

DVRPC Transportation and Community Development Initiative (TCDI)

TCDI continues to be federally funded in the TIP to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state, and regional planning objectives. Since the first round in 2002, the program has made 272 awards, invested almost $18.5 million, and leveraged $210 million. The program generally opens every two years. Visit the program's web page at www.dvrpc.org/TCDI for all project awards and further details.

Table 5: TE and TA Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY			
2000	Beverly	Cooper Street Gateway Project (ARRA-TE)	$228,000
2000	Pemberton	North Pemberton Railroad Station Rehabilitation(TE)	$35,000
2000	Pemberton	North Pemberton Railroad Station Phase 2(TE)	$250,000
2001	Riverton	Historic Streetscape Enhancement Project(TE)	$335,000
2002	Palmyra	Broad Street Pedestrian Revitalization Project—Final Phase(TE)	$500,000
2002	Willingboro	Willingboro Town Center Bikeway/Walkway and Landscaping Features(TE)	$500,000
2003	Edgewater Park	Cooper Street Revitalization Project(TE)	$410,000
2003	Medford	Medford Township Bicycle Network Plan(TE)	$300,000
2008	Various Municipalities	NJ Pinelands Birding and Wildlife Trails(TE)	$512,00
2009	Mount Holly	Pedestrian Safety and Beautification Improvements at The Mount (ARRA-TE)	$160,000
2009	Palmyra	Market Street Gateway Improvement Project (ARRA-TE)	$260,000
2012	Burlington	Phase V TE: Broad Street/Towne Center Station, Pedestrian Route & Beautification Improvement Plan(TE)	$216,000
2012	Wrightstown	North Fort Dix Street Pedestrian and Landscape Improvements(TE)	$510,000
2015–2016	Delanco, Delran, Riverside	Rancocas Creek Greenway-Amico Island to Pennington Park (Circuit)[4]	$2,900,000[4]
2015–2016	Fieldsboro, Florence, Bordentown. and Mansfield	Delaware River Heritage Trail, Route 130 Bypass, Fieldsboro to Florence Connector Trail (Circuit)[4] (TAP)	$2,320,000[4]
2017	Moorestown	Lenola Town Center Improvements Plan(TE)	$971,000
2017	Mount Holly	Mount Holly Streetscape Project – High Street Phase II(TE)	$483,000
2019	Florence	Fifth Street Rail to Trail	$562,000
2019	Palmyra	Temple Boulevard Enhancements	$343,000
CAMDEN COUNTY			
2000	Berlin	Berlin Hotel Historic Preservation Program(TE)	$523,000
2000	Camden	Mickle Boulevard Interior Gateway(TE)	$471,000
2001	Camden	Johnson Park Station Stop Streetscape Project(TE)	$500,000
2001	Camden	Battleship New Jersey Historic Museum(TE)	$400,000
2002	Barrington	Streetscape Improvements to Clements Bridge Road(TE)	$250,000
2002	Gloucester	Gloucester City Streetscape Improvement(TE)	$480,000

Table 5 (Continued): TE and TA Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
CAMDEN COUNTY (CONTINUED)			
2002	Haddon	Streetscape Improvements to Haddon Avenue(TE)	$300,000
2002	Pine Hill	Pine Hill Streetscape Project(TE)	$478,000
2003	Haddon	Streetscape Improvements to Haddon Avenue, Phase 2(TE)	$512,000
2003	Haddon Heights	Historic Railroad Corridor Enhancement(TE)	$379,000
2003	Runnemede	Route 168 (Black Horse Pike) Corridor Revitalization(TE)	$552,000
2004	Barrington	Streetscape Improvements to Clements Bridge Road (CR 573)—Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass(TE)	$500,000
2004	Berlin	Berlin Township Transportation Enhancement Program(TE)	$400,000
2004	Gibbsboro	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686) (TE)	$500,000
2009	Camden	Martin Luther King Boulevard Project(ARRA-TE)	$750,000
2009	Gloucester	Market Street Commons and Streetscape(ARRA-TE)	$485,000
2009	Gloucester	Burlington Street Streetscape Improvement Program(ARRA-TE)	$523,000
2009	Gloucester	Streetscape Project on Broadway Street (between Monmouth and Hudson Streets) (ARRA-TE)	$270,000
2009	Haddonfield	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements(ARRA-TE)	$570,000
2009	Merchantville	Chestnut Avenue Pedestrian/Bikeway Extension(ARRA-TE)	$150,000
2009	Mount Ephraim	Kings Highway Streetscape Improvements, Phase II(ARRA-TE)	$290,000
2012	Barrington	Clements Bridge Road Streetscape Improvements from NJ Turnpike Bridge to Borough Boundary(TE)	$539,000
2012	Merchantville	West Maple Avenue Streetscape Improvement Project(TE)	$51,000
2014	DRPA	Benjamin Franklin Bridge South Walkway Bicycle and Pedestrian Ramp Project (TAP)	$800,000
2014	Merchantville, Pennsauken	Pennsauken-Merchantville Multiuse Trail (Circuit)(TAP)	$755,000
2015 – 2016	Camden City, Cherry Hill, Collingswood, Haddon, Pennsauken	Cooper River Park Access Improvements (Circuit)[4]	$600,000[4]
2017	Camden County	Camden County Grove Street Trail Connector(TE)	$255,000
2017	City of Camden	North Camden Waterfront Park Development Project(TE)	$825,000
2017	Merchantville	Merchantville Pedestrian Street(TE)	$861,000
2019	Audubon, Haddon Heights	Atlantic Avenue Trail	$1,220,000
2019	City of Camden	River Birch Trail	$680,000
2019	Gibbsboro	Phase 5 Bikeway and Streetscape Improvements along Lakeview Drive from Kresson Road to Silver Lake	$408,000
2019	Gloucester	Lakeland Road Connector Trail	$540,000

Table 5 (Continued): TE and TA Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
GLOUCESTER COUNTY			
2001	Glassboro	Pedestrian Streetscape Enhancement Program (TE)	$124,000
2001	Wenonah	Creating a Heart for Wenonah (TE)	$350,000
2002	Paulsboro	Pedestrian, Bus, and Bicycle Enhancement in Central Business District(TE)	$150,000
2002	Westville	Westville Pedestrian Transportation Enhancement Program(TE)	$500,000
2003	Glassboro	Glassboro's Streetscapes Project—Phase V(TE)	$300,000
2005	Glassboro	Paving the Way to Glassboro's Downtown-Streetscapes Phase VI(TE)	$150,000
2005	Swedesboro	Swedesboro Pedestrian Transportation(TE)	$200,000
2009	Glassboro	Rebuilding Glassboro's Historic Train Station[1] (ARRA-TE)	$1,101,400[1]
2009	Paulsboro	Paulsboro Pedestrian Streetscape, Phase 2 – Central Business District(TE)	$425,000
2009	Woodbury	Pedestrian Safety and Wayfinding Signage(ARRA-TE)	$194,000
2012	Merchantville, Pennsauken	West Maple Avenue Streetscape Improvement Project(TE)	$51,000
2012	Woodbury	Pedestrian Path to Connect Woodbury Neighborhoods, Retail and Recreation Areas(TE)	$310,000
2014	Wenonah	Multimodal Transportation Improvements to Mantua Avenue, from Monroe Avenue to Marion Avenue (TAP)	$900,000
2015–2016	Monroe, Washington	Washington Township and Monroe Township Bikeway[4]	$1,500,000[4]
MERCER COUNTY			
2000	Hamilton	Delaware & Raritan Canal State Park—Bordentown Outlet, Phase 1(TE)	$948,000
2000	Trenton	Roebling Phase 3, Rehabilitation for the Invention Factory(TE)	$250,000
2001	Lawrence	Route 1 Pedestrian Overpass—D & R Canal State Park(TE)	$1,250,000
2001	Trenton	Inventory Factory Bridge Exhibit(TE)	$1,609,823
2002	Hamilton	South Broad Street Streetscape(TE)	$985,000
2002	Princeton	Regional Bicycle and Pedestrian Bridge at Stoney Brook(TE)	$500,000
2003	Lawrence	Lawrenceville Main Street Transportation Streetscape Improvement(TE)	$190,000
2004	Hightstown	Hightstown TE(TE)	$444,000
2005	Hopewell	Streetscape Improvements to the Intersection of Broad Street and Greenwood Ave.(TE)	$154,000
2009	Hightstown	Stockton Street Historic District Streetscape Infrastructure Project[2] (ARRA-TE)	$994,646[2]
2009	Hopewell	Hopewell Borough Streetscape Improvements Project, Phase II[3] (ARRA-TE)	$935,000[3]
2012	East Windsor	Route 571 Sidewalks to Transit(TE)	$124,000
2012	Hopewell	Hopewell Borough—Streetscape Phase 3 and Final(TE)	$235,000
2014	Hightstown	Peddie Lake Dam Pedestrian Bridge (TAP)	$331,000

Table 5 Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC NJ Region Notes:

1. The original award amount for the project, Rebuilding Glassboro's Historic Train Station, is $250,000 ARRA-TE. ARRA-TE funds are from the federal American Recovery and Reinvestment Act of 2009 (ARRA), which are also known as 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.

4. In 2015–2016, through conversations with member agencies, DVRPC identified project candidates to submit to NJDOT for consideration of unobligated TE and TAP funds from SAFETEA-LU and MAP-21 in order to expend such funds. Of the projects submitted, NJDOT approved four projects in the DVRPC region to utilize such funds.

Sources: DVRPC, NJDOT Local Aid, 2019

Table 6: SRTS Projects (DB #99358) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY			
2008	Riverton	Riverton Safe Crossings Project	$23,000
2009	Maple Shade	Maple Shade Safe Routes to Maude Wilkins School at Cutler Avenue	$200,000
2009	Mount Holly	Ensuring a Safe Route to School in Mount Holly	$125,000
2012	Edgewater Park	Stevenson Avenue & East Franklin Avenue Multiuse Path	$113,000
2014	Southampton	Pedestrian Infrastructure Upgrades (Access & Safety). Campus—Schools 1, 2, 3	$92,000
2016	Eastampton	SRTS: Eastampton Community School—Pedestrian Multiuse Path and Walking Route Improvements	$429,000
2016	Maple Shade	Phase 1: SRTS Pedestrian Safety Improvements. Frederick Avenue & S. Clinton Avenue	$257,000
2016	Pemberton	Phase 1: Busansky/Emmons Schools Multimodal Improvements	$466,000
CAMDEN COUNTY			
2008	Chesilhurst	New Jersey Safe Routes to School Program for Chesilhurst Borough	$256,000
2008	Magnolia	Magnolia Safe Routes to School—Infrastructure and Non-Infrastructure Programs	$156,000
2018	Voorhees	Echelon Road Pedestrian Improvements	$370,000
2009	Clayton	Clayton SRTS Sidewalk Extension and Warning Beacons	$130,000
2009	East Greenwich	Township of East Greenwich—Construction of Crosswalks at Various Locations: Construction Phase	$20,000
2012	Haddonfield	FY2012 Safe Routes to School Pedestrian Safety Infrastructure Improvements	$300,000
2012	Lindenwold	Concrete Sidewalk Installation: School #5, School #4, and High School	$330,000
2012	Voorhees	Kresson Road Sidewalk Improvements	$74,000
2014	City of Camden	Morgan Village Safe Routes to School Project	$317,200
2014	Collingswood	Collingswood Safe Routes to School and Traffic Calming	$241,000
2016	Gloucester City	Gloucester City Middle School Improvements and Pedestrian Safety Improvement Program	$343,000
2018	National Park	National Park Borough Safer Routes to National Park School	$156,000
MERCER COUNTY			
2009	Hightstown	Summit Street Sidewalk Improvements	$147,000
2009	Pennington	S. Main Street and W. Delaware Avenue Crosswalk—Sidewalk Improvements	$220,000

Table 6 (Continued): SRTS Projects (DB #99358) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
MERCER COUNTY (CONTINUED)			
2012	Hamilton	Klockner, Morgan, and University Heights Pedestrian Safety Improvements	$275,000
2014	Hightstown	Improvements to Stockton Street and Joseph Street	$275,000
2014	Princeton	Pedestrian Upgrades to Two Harrison Street Traffic Signals	$300,000
2018	Hamilton	Klockner Elementary School Pedestrian Safety Improvements	$342,000
2019	Princeton	Rosedale Road (CR-604) and General Johnson Drive Intersection and Pathway Improvements	$1,000,000

Sources: Safe Routes to School National Partnership, DVRPC, NJDOT Local Aid, 2019

Table 7: DVRPC CMAQ Competitive Program Awards in New Jersey

YEAR	PROJECT SPONSOR/ APPLICANT	PROJECT NAME (DB #)	DB #	AWARD AMOUNT
BURLINGTON COUNTY				
2015	Burlington County	BurLINK Bus Replacements	X065	$450,000
CAMDEN COUNTY				
2012	City of Camden/ Cooper's Ferry Partnership	Haddon Avenue Roadway Improvements	D1407	$880,000
2012	CSX Transportation	CSX Clean Diesel Locomotive	D1306	$1,000,000
2012	New Jersey Department of Environmental Protection (NJDEP)	Gloucester Marine Terminal Truck Engine Retrofits	X065	$300,000
2015	Camden County	South Jersey Port Corporation Fleet Modernization Program in (City of Camden)	X065	$1,000,000
2015	Voorhees Township	Voorhees Township Senior Bus Replacement	X065	$110,000
2015	Voorhees Township	Somerdale Road (CR 678), Burnt Mill Road (CR 670) to Echelon Road (Pedestrian Enhancements)	D1702	$515,000
2018	Gloucester Township	Gloucester Township Bicycle Trail, Oak Avenue to Evesham Road (for Construction) (Circuit Trail)	D1907	$958,500
GLOUCESTER COUNTY				
2012	Gloucester County	Gloucester County CNG Transit Vehicles	X065A	$160,000
MERCER COUNTY				
2012	Lawrence Township	Province Line Road Bike Trail	D1408	$360,000
2015	Princeton	Princeton Township Bike Share Expansion	D1703	$196,000
2018	Lawrence Township	Maidenhead Meadows Trail (for Construction) (Circuit Trail)	D1909	$1,214,400
2018	Mercer County	Hamilton Avenue (CR 606) and Kuser Road (CR 619)/Ward Avenue and Hamilton Avenue and Liberty Street (for Construction)	D1908	$1,185,000

Table 7 (Continued): DVRPC CMAQ Competitive Program Awards in New Jersey

YEAR	PROJECT SPONSOR/ APPLICANT	PROJECT NAME (DB #)	DB #	AWARD AMOUNT
VARIOUS COUNTIES				
2018	NJDEP	It Pay$ to Plug In: New Jersey's Electric Vehicle Charging Grants Program	X065	$200,000
2018	NJDEP	Emergency Medical Services (EMS) Idle Reduction Grant Program	X065	$216,000
2018	NJDEP	Electric Vehicle Ride and Drive Events	X065	$124,440

Note: A DB # may be assigned to a project when the project is ready to break out of the program line item, Local CMAQ Initiatives (DB #X065), for obligation.

Source: DVRPC, 2019

Table 8: DVRPC Regional Trails Program Awards in New Jersey

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY			
2	FS	Kinkora Trail Mansfield Township Community Park Connector (Circuit)	$40,000
3	CON	Kinkora Trail Mansfield Township Community Park Connector (Circuit)	$500,000
4	Design	Rancocas Creek Greenway (Circuit)	$300,000
7	FS, PE	Pemberton Rail Trail to Brendan Byrne State Forest Connector Trail in Pemberton Township (Circuit)	$105,000
7	FS, PE	Rancocas Creek Greenway (Rowan Estate to Smithville Park Segment) in Westampton, Mount Laurel, Hainesport, and Mount Holly Townships (Circuit)	$165,000
CAMDEN COUNTY			
1	Design	Baldwin's Run Tributary Trail in City of Camden (Circuit)	$150,000
1	CON	Kaighn's Avenue to Route 130 Connector Trail (Circuit)	$125,000
3	CON	DRPA/PATCO Ben Franklin Bridge Walkway Bicycle and Pedestrian Ramp (Circuit)	$400,000
4	Design	Cooper River Trail, Pub Connector (Circuit)	$37,820
4	Design	Gloucester Township Bike Path (Circuit)	$217,000
5	Design	Riverbirch Trail in City of Camden (Circuit)	$50,000
5	PE	Cross Camden County Trail (Upper Great Egg Harbor Segment) in Winslow Township (Circuit)	$200,000
5	FS	Bridge over US 130 in Pennsauken Township (Circuit)	$14,575
7	Design	Bridge over US 130 and adjoining trail in Pennsauken Township (Circuit)	$175,000
GLOUCESTER COUNTY			
4	Design	Harrison Trail (Circuit)	$400,000
MERCER COUNTY			
1	CON	Lawrence-Hopewell Trail: Lewisville Road Section (Circuit)	$248,000
3	CON	Lawrence-Hopewell Trail: Carter Road East and West (Circuit)	$250,000
4	CON	Trenton Wellness Loop in City of Trenton (Circuit)	$195,000

Table 8 (Continued): DVRPC Regional Trails Program Awards in New Jersey

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
MERCER COUNTY (CONTINUED)			
4	FS, CD	Trenton Wellness Loop—D&R Canal Gap (Circuit)	$110,000
5	FS, PE	Union Transportation Trail—East Windsor Township Segment (Circuit)	$135,000
5	AA	Lawrence-Hopewell Trail—Dyson Tract Segment (Circuit)	$15,600
5	CON	The Watershed Institute Spur in Hopewell Township (Circuit)	$64,968
6	CON	D&R Canal Towpath Trail Rehabilitation in City of Trenton, Ewing Township, and Princeton (Circuit)	$300,000
7	CON	D&R Canal Towpath Trail Rehabilitation in City of Trenton (Circuit)	$27,000
7	CON	Lawrence Hopewell Trail (Mt. Rose Distillery Segment) in Hopewell Township (Circuit)	$363,200
7	Design	Lawrence Hopewell Trail (Pretty Brook Road Segment) in Lawrence Township (Circuit)	$130,000
7	Design	Trenton Wellness Loop to Union Street (Circuit)	$150,000

Notes: Alternatives Analysis (AA), Feasibility Study (FS), Conceptual Design (CD), Preliminary Engineering (PE), Construction (CON)

Source: DVRPC, 2019

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CHAPTER 3:

RESPONDING TO ENVIRONMENTAL JUSTICE (EJ) AND TITLE VI CONCERNS

The TIP is the agreed-upon list of priority projects for the region that can affect every resident of the Delaware Valley. As the region's MPO, DVRPC is mandated to ensure non-discrimination in all its programs and projects, including the TIP, as well as respond to federal guidance on EJ. There are two primary federal non-discrimination guidelines DVRPC follows in its planning efforts: Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898).

The programming process that DVRPC facilitates during the update of the FY2020 TIP for New Jersey is dynamic, and complex, and must realistically address diverse needs and requirements in addition to Title VI and EJ considerations. These needs all influence how the region's resources are allocated in the TIP to address the needs throughout the region and include:

- balancing funds across various areas, such as consistency with DVRPC's Long-Range Plan vision, goals, and objectives;
- resource distribution to different geographic areas;
- different geographic needs;
- technical needs;
- political realities;
- competing transportation modes (transit, bicycle, pedestrian, freight, road);
- capital expansion;
- asset preservation;
- varying degrees of agency capacity levels to implement/sponsor a project;
- eligibility requirements of various funding sources (e.g. HSIP versus CMAQ)
- number of project candidates that meet funding eligibility requirements
- level of funding sources that the region expects; and
- performance-based planning and programming measures.

3.1 What Are EJ and Title VI?

EJ and Title VI are required components in the metropolitan planning process due to legislative and executive actions: the President's Executive Order 12898 from 1994, Title VI of the Civil Rights Act of 1964, and the USDOT Order on EJ in Minority Populations and Low-Income Populations 5610.2(a).

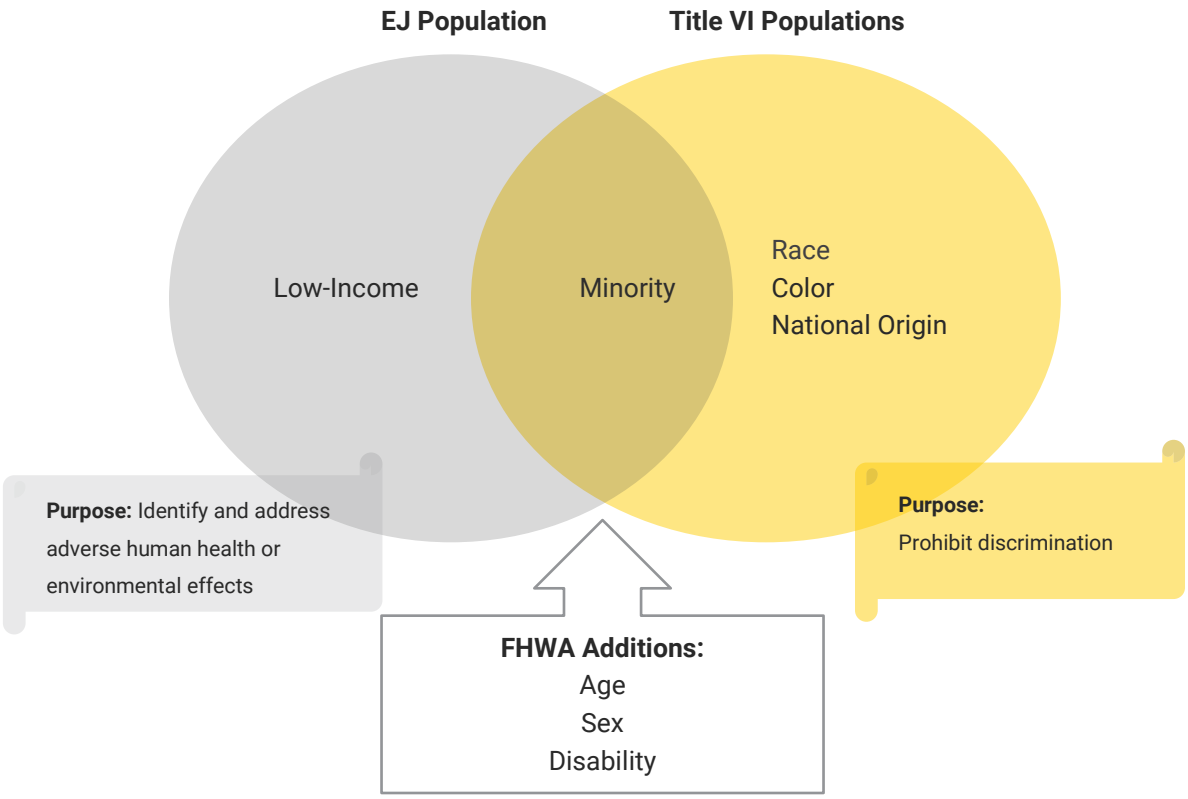
The 1994 President's Executive Order 12898 on Environmental Justice ensures that each agency receiving federal financial assistance will make EJ its mission "by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States." The principle of EJ in transportation ensures that projects, such as highway expansion, do not have a disproportionately negative impact on communities that have historically been isolated from and disregarded in the planning process.

Title VI of the Civil Rights Act of 1964, which served as the foundation for the EJ Executive Order, is a non-discrimination statute that states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Additional guidance from the FTA and

the FHWA encourage transportation agencies to follow non-discrimination guidelines based on sex, age, and disability.

In the transportation realm, the USDOT Order on Environmental Justice in Minority Populations and Low-Income Populations 5610.2(a) requires that transportation agencies fully consider EJ principles throughout planning and decision-making processes in the development of programs, policies, and activities. See Figure 3 for the overlap in populations and intent of Title VI and EJ. All transportation agencies must strive to offer the opportunity for people to be meaningfully involved in the development of transportation plans; all persons shall experience an equitable distribution of benefits and costs from transportation projects, programs, and policies; a person or population group should not be denied the benefits of the TIP; and agencies should avoid, minimize, or mitigate disproportionate burdens (high and adverse impacts) resulting from a program or project, especially for minority and low-income populations.

Figure 3: Populations and Purpose of EJ and Title VI



Source: DVRPC, 2019

DVRPC is committed to responding to the federal guidance on Title VI and EJ and has designated the Transportation Programs Unit and Office of Communications and Engagement to address technical and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of the federal guidance, DVRPC has and will continue to conduct the following activities:

- Enhance its analytical capabilities to ensure that the Long-Range Plan and the TIP comply with Title VI;

- Identify residential, employment, and transportation patterns of low-income and minority populations, so their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed;
- 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 involves the evaluation of Title VI and EJ issues through quantitative and qualitative analyses and mapping. In 2001, DVRPC developed a technical assessment to identify populations of concern that may be directly and disparately impacted by the Commission's plans, programs, and planning processes. This assessment, now called Indicators of Potential Disadvantage (IPD), was significantly revised in 2010 and 2018. The IPD analysis is utilized in a variety of DVRPC plans and programs, including the TIP, and is available online at www.dvrpc.org/webmaps/IPD. For more information about DVRPC's Title VI Compliance Program and Public Involvement opportunities, please visit www.dvrpc.org/GetInvolved/TitleVI and www.dvrpc.org/GetInvolved/PublicParticipation.

3.2 Equity Analysis of the TIP

DVRPC evaluated the FY2020 TIP for New Jersey in two ways in order to understand if investments could potentially impact protected population groups and/or communities of concern:

- program evaluation by mapping the projects; and
- program evaluation of the allocation of investments.

DVRPC evaluated each project during the project selection process and designated an IPD score (see Section 2.2 Project Selection and Evaluation Process in this document for more details). After TIP projects were selected, the entire program of investments that can be mapped ("mappable") was evaluated by census tract by using the IPD analysis. This is called Program Evaluation. Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement (e.g., DB #D1601, New Jersey Regional Signal Retiming Initiative). Table 9 lists all 86 TIP projects in the Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data.

Table 9: Unmappable TIP Projects and Projects Located in Census Tracts without Statistically Significant Residential Census Data ("No Data")

PROGRAM	DB #	PROJECT TITLE	COUNTY
Highway	D0302	Burlington County Roadway Safety Improvements	Burlington
Highway	D1401	Burlington County ATMS Upgrade & CR 656 DMS Deployment	Burlington
Highway	D1510	Burlington County Bus Purchase	Burlington
Highway	D9903	Smithville Road Bridge over Rancocas Creek, CR 684	Burlington
Highway	D0410	Camden County Roadway Safety Improvements	Camden
Highway	D0601	Camden County Bus Purchase	Camden
Highway	D1402	Grove Street (CR 644), Reconstruction	Camden
Highway	D1505	ADA Improvements	Camden
Highway	D0401	Gloucester County Roadway Safety Improvements	Gloucester
Highway	D1203	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail	Gloucester
Highway	D1508	Holly Avenue (CR 624), Lambs Road (CR 635) to Rt 47 (Delsea Drive)	Gloucester

Table 9 (Continued): Unmappable TIP Projects and Projects Located in Census Tracts without Statistically Significant Residential Census Data ("No Data")

PROGRAM	DB #	PROJECT TITLE	COUNTY
Highway	D1509	CR 553/CR553 Alt, East Ave to Lambs Rd (CR 635) and Lambs Road, CR 635 to CR 553	Gloucester
Highway	D1805	CR610 (Clayton-Williamstown Road), Scotland Run Avenue to CR 555 (Tuckahoe Road)	Gloucester
Highway	D9807	Gloucester County Bus Purchase	Gloucester
Highway	D0412	Mercer County Roadway Safety Improvements	Mercer
Highway	D0702	Mercer County Signal Project, CR 533	Mercer
Highway	D1011	Mercer County Bus Purchase	Mercer
Highway	D1507	Signal Upgrades	Mercer
Highway	D1511	Mercer County Guiderail Inventory and Condition Assessment	Mercer
Highway	D1901	Mercer County's Electronic Traffic Control Devices Inventory	Mercer
Highway	1300	Transportation Systems Management and Operations (TSMO)	Various
Highway	3304	Bridge Deck/Superstructure Replacement Program	Various
Highway	4314	Local Safety/ High Risk Rural Roads Program	Various
Highway	6326	Local Concept Development Support	Various
Highway	10347	Local Aid Consultant Services	Various
Highway	11383	Transportation Management Associations	Various
Highway	99327A	Resurfacing, Federal	Various
Highway	D0204	Transportation and Community Development Initiative (TCDI) DVRPC	Various
Highway	D026	DVRPC, Future Projects	Various
Highway	D0406	RideECO Mass Marketing Efforts--New Jersey	Various
Highway	D0407	Ozone Action Program in New Jersey	Various
Highway	D1601	New Jersey Regional Signal Retiming Initiative	Various
Highway	X065	Local CMAQ Initiatives	Various
Highway	X107	Transportation Alternatives Program	Various
Highway	X30A	Metropolitan Planning	Various
Highway	X35A1	Rail-Highway Grade Crossing Program, Federal	Various
Highway	X41C1	Local County Aid, DVRPC	Various
Highway	X51	Pavement Preservation	Various
Highway	X98C1	Local Municipal Aid, DVRPC	Various
Transit (DRPA/PATCO)	DR1803	PATCO Station Platform Rehabilitation	Camden
Transit (DRPA/PATCO)	D1305	Pedestrian Bridge and Tunnel Rehabilitation	Various
Transit (DRPA/PATCO)	D1911	PATCO Track Resurfacing & Rail Profile Grinding	Various
Transit (DRPA/PATCO)	D1912	Rehabilitation of PATCO Bridges	Various
Transit (DRPA/PATCO)	DR008	Electrical Cable Replacement	Various
Transit (DRPA/PATCO)	DR015	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	Various
Transit (DRPA/PATCO)	DR019	Smoke and Fire Control	Various
Transit (DRPA/PATCO)	DR034	Preventive Maintenance	Various
Transit (DRPA/PATCO)	DR036	Transit Enhancements	Various
Transit (DRPA/PATCO)	DR046	DRPA - Rebuild PATCO Cars	Various

Table 9 (Continued): Unmappable TIP Projects and Projects Located in Census Tracts without Statistically Significant Residential Census Data ("No Data")

PROGRAM	DB #	PROJECT TITLE	COUNTY
Transit (DRPA/PATCO)	DR1501	PATCO Interlocking & Track Rehabilitation	Various
Transit (DRPA/PATCO)	DR1802	Subway Structures Renovation	Various
Transit (NJ TRANSIT)	T05	Bridge and Tunnel Rehabilitation	Various
Transit (NJ TRANSIT)	T06	Bus Passenger Facilities/Park and Ride	Various
Transit (NJ TRANSIT)	T08	Bus Support Facilities and Equipment	Various
Transit (NJ TRANSIT)	T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	Various
Transit (NJ TRANSIT)	T106	Private Carrier Equipment Program	Various
Transit (NJ TRANSIT)	T111	Bus Acquisition Program	Various
Transit (NJ TRANSIT)	T112	Rail Rolling Stock Procurement	Various
Transit (NJ TRANSIT)	T120	Small/Special Services Program	Various
Transit (NJ TRANSIT)	T121	Physical Plant	Various
Transit (NJ TRANSIT)	T122	Miscellaneous	Various
Transit (NJ TRANSIT)	T13	Claims support	Various
Transit (NJ TRANSIT)	T135	Preventive Maintenance-Bus	Various
Transit (NJ TRANSIT)	T143	ADA--Platforms/Stations	Various
Transit (NJ TRANSIT)	T150	Section 5310 Program	Various
Transit (NJ TRANSIT)	T151	Section 5311 Program	Various
Transit (NJ TRANSIT)	T16	Environmental Compliance	Various
Transit (NJ TRANSIT)	T199	Job Access and Reverse Commute Program	Various
Transit (NJ TRANSIT)	T20	Immediate Action Program	Various
Transit (NJ TRANSIT)	T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	Various
Transit (NJ TRANSIT)	T300	Transit Rail Initiatives	Various
Transit (NJ TRANSIT)	T34	Rail Capital Maintenance	Various
Transit (NJ TRANSIT)	T37	Rail Support Facilities and Equipment	Various
Transit (NJ TRANSIT)	T39	Preventive Maintenance-Rail	Various
Transit (NJ TRANSIT)	T42	Track Program	Various
Transit (NJ TRANSIT)	T43	High Speed Track Program	Various
Transit (NJ TRANSIT)	T50	Signals and Communications/Electric Traction Systems	Various
Transit (NJ TRANSIT)	T500	Technology Improvements	Various
Transit (NJ TRANSIT)	T508	Security Improvements	Various
Transit (NJ TRANSIT)	T509	Safety Improvement Program	Various
Transit (NJ TRANSIT)	T515	Casino Revenue Fund	Various
Transit (NJ TRANSIT)	T53E	Locomotive Overhaul	Various
Transit (NJ TRANSIT)	T53G	Rail Fleet Overhaul	Various
Transit (NJ TRANSIT)	T55	Other Rail Station/Terminal Improvements	Various
Transit (NJ TRANSIT)	T68	Capital Program Implementation	Various
Transit (NJ TRANSIT)	T88	Study and Development	Various

Source: DVRPC, 2019

DVRPC's Program Evaluation of the TIP covered two aspects: the number of mappable projects (see the TIP Equity Analysis: Project Locations section below) and the amount of proposed investment (see the TIP Equity Analysis: Economic Investment section below). Although a handful of projects were left out of the analysis due to the inability to be represented geographically (e.g., the number of signals that would be retimed across multiple locations throughout a county), utilizing geographic information systems (GIS) in equity analyses is a best practice for identifying potential impact to communities of concern by the FTA and FHWA.

Federal regulation requires that the TIP covers a minimum of four federal fiscal years of programming (FY20–FY23 for this TIP), but the DVRPC FY2020 TIP for New Jersey demonstrates a longer planning and programming horizon in order to provide better information about expected resources and projects that will advance over time. The FY2020 TIP for New Jersey details the four required federal fiscal years (FY20–FY23), and projects an additional six years for a total of 10 years of project programming from FY20–FY29. DVRPC analyzed mappable transportation projects in the Highway and Transit Programs for the next 10 years (FY20–FY29) with DVRPC's IPD analysis (see the TIP Equity Analysis: Project Locations section below). IPD uses the set of nine demographic indicators, which are population groups identified by Title VI and EJ guidance and listed in the subsequent section, IPD methodology, to identify the concentrations of communities of concern in each census tract throughout the region. For the economic investment portion of the analysis, 78 (72 from the Highway Program and six from the Transit Program) out of 134 projects in the Highway and Transit Programs over 10-years (FY20–FY29) were mapped and compared to IPD GIS layers (see the TIP Equity Analysis: Economic Investment section below).

DVRPC could not map 86 out of 134 projects in the Highway and Transit Programs over 10 years of the FY2020 TIP for New Jersey; they are therefore excluded from overall Program Evaluation (listed in Table 9). In the FY2020 TIP for New Jersey, 78 out of 134 projects in the Highway and Transit Programs were mapped as lines and/or points. These projects include those from the Highway Program, Transit Program, and "pre-TIP" project studies in the Study and Development Program. A 50-foot buffer was applied to the mapped features (points and lines) in order to capture potentially impacted census tracts.

Note that EJ and Title VI are also considered early and continuously in the project delivery process before a project can authorize construction. Local agencies and project sponsors are additionally required to evaluate projects under the National Environmental Policy Act (NEPA) process to address potential environmental impacts of a transportation project. A transportation project (or program as a whole) can benefit communities, such as by improving existing or adding new transportation infrastructure. Transportation infrastructure, for instance, can support economic growth and reduce poverty within a community by providing residents and businesses safer and faster access to essential goods and services and by reducing transportation costs (e.g., travel time, vehicle operating and parking costs). In return, additional job creation, tax revenues, new businesses or business expansion, higher property values, and better air quality can result. Yet the same project (or program) can result in unintended burdens or negative externalities for the same and/or other communities. Improved vehicle access and reduced cost per vehicle mile may make it more difficult for pedestrians to travel and access goods and services, reduce property values, or lower business revenue by exposing them to more competition (e.g., easier for customers to access other businesses that they could not before).

IPD Methodology

The TIP Selection Process and Program Evaluation use DVRPC's IPD methodology to analyze projects that can be mapped. There are nine population groups that are currently analyzed via the IPD, all of which have been identified as communities of concern under Title VI and/or EJ:

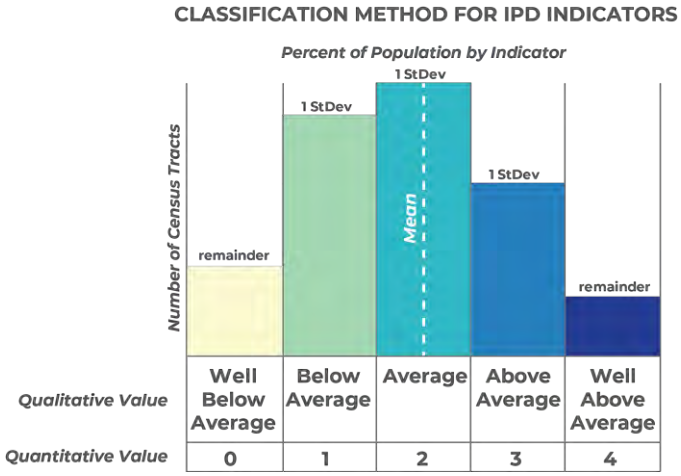
- Youth;
- Older Adults;
- Female;
- Racial Minority;
- Ethnic Minority;
- Foreign Born;
- Persons with Disabilities;
- Limited English Proficiency; and
- Low-Income.

The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above. 78 out of 134 projects in the Highway and Transit Programs of the FY2020 TIP for New Jersey are mapped onto the IPD map to help understand the distribution of projects in regards to EJ and Title VI guidance. The distribution of projects may indicate if communities of concern could potentially experience disproportionate impact or become excluded from possible benefits of TIP projects.

The data for each of the indicators in the IPD analysis is split into five categories, which are determined by using the regional average to create standard deviations for each indicator. A score is correlated with each of the five categories to create a system for comparing the concentrations of populations within TIP project areas. As Figure 4 below illustrates, a census tract's "cumulative score" (an IPD score ranging from 0 to 36) is determined by each of the indicator's individual scores:

- Well below average (score of 0);
- Below average (score of 1);
- Average (score of 2);
- Above average (score of 3); and
- Well above average (score of 4).

Figure 4: IPD Scoring Methodology



Source: DVRPC, 2019

For the purpose of the TIP, these summary scores are then again organized into five categories from "well below average" to "well above average," to allow for regional comparisons and evaluation:

- Well below average (scores from 0 to 11);
- Below average (scores from 12 to 16);
- Average (score from 17 to 20);
- Above average (scores from 21 to 24); and
- Well above average (scores from 25 to 36).

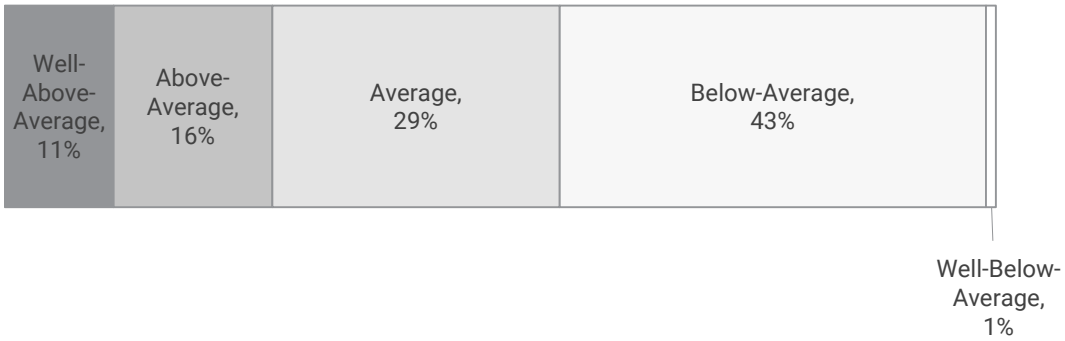
Please visit www.dvrpc.org/webmaps/IPD for further details about the IPD.

TIP Equity Analysis: Project Locations

To better understand the association between transportation project locations and communities of concern, projects were mapped in GIS and compared to the IPD GIS layer.

Figure 5 portrays the total number of census tracts with mappable projects (194 tracts out of 380 tracts in the DVRPC New Jersey region) and how those projects are distributed among the five IPD categories used in the IPD analysis (from well below average to well above average). This figure indicates that a slight majority (56 percent) of the FY2020 TIP for New Jersey's mappable projects are located in tracts that have average (29 percent), above-average (16 percent), and well-above-average (11 percent) concentrations of communities of concern.

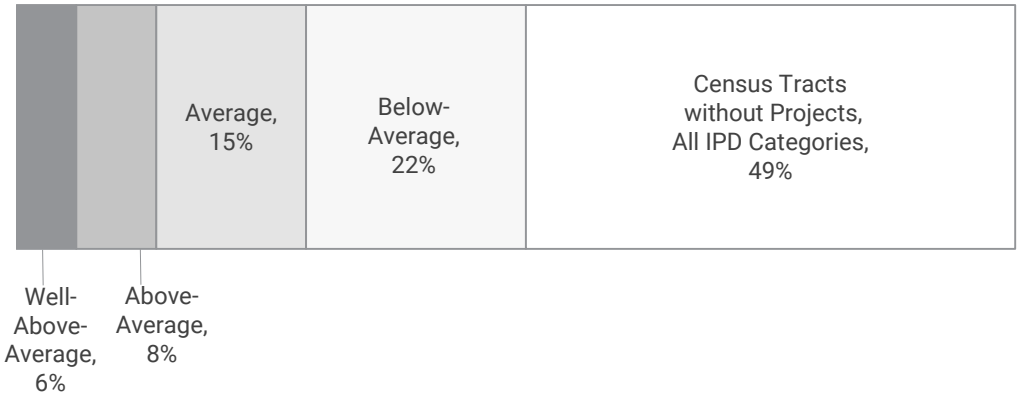
Figure 5: Census Tracts Containing Mappable TIP Projects by IPD Category (Percentages)



Source: DVRPC, 2019

Figure 6 portrays how many census tracts in the four New Jersey counties contain mappable projects (194 out of 380 total tracts) and how those projects are distributed among the five IPD categories used in the IPD analysis. This figure indicates that essentially half of all the 380 census tracts in the DVRPC New Jersey region in each IPD category are being served by mappable TIP projects (at 51 percent) and the other half are not.

Figure 6: Census Tracts with Mappable Projects Compared to DVRPC New Jersey Region (Percentages)



Source: DVRPC, 2019

Table 10 shows DVRPC's Equity Analysis of the TIP to understand the proportion of the total number of census tracts in Burlington, Camden, Gloucester, and Mercer Counties (380 tracts) that contain TIP mappable

projects (194 tracts) and how those projects are distributed among the five IPD communities of concern categories. This table indicates that the majority of census tracts in each IPD category are being served by mappable TIP projects. All IPD categories have at least 51 percent of the census tracts in the DVRPC New Jersey counties served by a TIP project.

Table 10: TIP Project Locations by Census Tracts

IPD CATEGORY (CONCENTRATIONS OF COMMUNITIES OF CONCERN)	NUMBER OF CENSUS TRACTS IN DVRPC'S REGION	NUMBER OF CENSUS TRACTS WITH MAPPABLE PROJECTS	IPD CATEGORY TRACTS WITH MAPPABLE PROJECTS
WELL BELOW AVERAGE (IPD SCORE 0—11)	5	1	20 percent
BELOW AVERAGE (IPD SCORE 12—16)	173	84	49 percent
AVERAGE (IPD SCORE 17—20)	113	56	50 percent
ABOVE AVERAGE (IPD SCORE 21—24)	57	32	56 percent
WELL ABOVE AVERAGE (IPD SCORE 25—36)	32	21	66 percent
TOTAL	**380**	**194**	**51 percent**

Note: 86 unmappable projects were excluded from this analysis.
Source: DVRPC, 2019

TIP Equity Analysis: Economic Investment

The same IPD methodology detailed in the previous section, TIP Equity Analysis: Project Locations, is used. Table 11 illustrates 68 total mappable projects (62 in the Highway Program and six in the Transit Program) with funding totaling $1.432 billion over 10 years of the FY2020 TIP for New Jersey. The table also shows how projects in the Highway and Transit Programs are distributed among the five IPD categories of census tracts. If a project touched multiple census tracts with multiple IPD scores, the highest IPD score was assigned to the entire project. As shown in Table 11, the majority of projects (79 percent) and the majority of investment (89 percent) are located in areas with average or higher-than-average concentrations of communities of concern.

DVRPC is not able to assign IPD scores to projects that are unmappable or that are located in census tracts that lack statistically significant residential census data, so those projects were excluded from the analysis (see Table 12). Additionally, projects that are within line items or that are studies listed in the Study and Development Program that typically have no funding programmed between FY20 and FY29 in the Highway or Transit Programs are excluded from the analysis to avoid skewing the data (see Table 12).

Table 11: TIP Project Economic Investments by IPD Category

Total number of mappable TIP projects in the Highway and Transit Programs: 68
Total funding for mappable projects over 10 years (in millions): $1.432 Billion

IPD Categories	MAPPED HIGHWAY PROJECTS		MAPPED TRANSIT PROJECTS	
	AMOUNT	10-YEAR FUNDING (IN MILLIONS)	AMOUNT	10-YEAR FUNDING (IN MILLIONS)
All IPD CATEGORIES (SCORES 0—36)				
TOTAL	**62**	**$1,336.080**	**6**	**$96.130**
PERCENTAGE*	**92%**	**93%**	**8%**	**7%**
WELL BELOW AVERAGE (SCORES 0—11)				
TOTAL	0	$0.000	0	$0.000
PERCENTAGE*	0%	0%	0%	0%
BELOW AVERAGE (SCORES 12—16)				
TOTAL	13	$130.350	1	$30.000
PERCENTAGE*	19%	9%	2%	0%
AVERAGE (SCORES 17—20)				
TOTAL	16	$243.370	0	$0.000
PERCENTAGE*	24%	17%	0%	0%
ABOVE AVERAGE (SCORES 21—24)				
TOTAL	22	$710.960	2	$3.500
PERCENTAGE*	32%	50%	3%	0.002%
WELL ABOVE AVERAGE (SCORES 25—36)				
TOTAL	11	$251.390	3	$62.630
PERCENTAGE*	16%	18%	4%	4%

Notes:
*(1) *Denotes percentage of all projects in the TIP Highway or Transit Program.*
(2) 86 unmappable projects were excluded from this analysis.
Source: DVRPC, 2019

Table 12: Mappable TIP Project Listings with "$0" Programmed in the Study and Development Program or Part of Line Item

PROGRAM	DB #	PROJECT TITLE	COUNTY
Highway Program	04314	Systemic Roundabout: CR 541 (Stokes Road) and CR 648 (Willow Grove Road)	Burlington
Highway Program	04314	Systemic Roundabout: CR 583, US 206 (Princeton Avenue) and Brunswick Circle Extension	Mercer
Highway Program	X065	Gloucester Township Bicycle Trail, Oak Avenue to Evesham Road (for Construction) (Circuit Trail)	Camden
Highway Program	X065	Maidenhead Meadows Trail (for Construction) (Circuit Trail)	Mercer
Highway Program	X065	Hamilton Avenue (CR 606) and Kuser Road (CR 619)/Ward Avenue and Hamilton Avenue and Liberty Street (for Construction)	Mercer
Study and Development	16335	Route 206, Bridge over Springers Brook	Burlington
Study and Development	17411	CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)	Burlington
Study and Development	18326	Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)	Burlington
Study and Development	191A	Route 295/38, Missing Moves, Mount Laurel	Burlington
Study and Development	TBD2	Mill Street Bridge Rehabilitation/Replacement	Burlington
Study and Development	TBD7	Parkers Creek Bridge on Centerton Road	Burlington
Study and Development	15375	Route 30, Cooper Street to Grove Street	Camden
Study and Development	TBD8	Broadway Roadway Improvements	Camden (Camden City)
Study and Development	18386	Route 44, Barker Avenue to Billingsport Road/Swedesboro (CR 653)	Gloucester
Study and Development	TBD4	Hunter Street Bridge over Conrail (Bridge 2-I-14)	Gloucester
Study and Development	TBD5	Algonkin Lake Bridge, Commissioners Road (CR 581) over Oldmans Creek	Gloucester
Study and Development	TBD9	Almonesson Creek Bridge	Gloucester
Study and Development	15301	Route 206, Hilltop Drive	Mercer
Study and Development	15317	Route 64, Bridge over Amtrak	Mercer
Study and Development	18350	Clarksville Road (CR 638), Bridge over Amtrak	Mercer
Study and Development	18353	Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)	Mercer
Study and Development	TBD6	North Olden Avenue (CR 622) Access & Safety	Mercer
Study and Development	17412	North Olden Avenue (CR 622), Bridge over Amtrak	Mercer (Trenton City)
Study and Development	TBD1	Trenton Transit Center Circulation Improvement	Mercer (Trenton City)

Source: DVRPC, 2019

3.3 Benefits and Burdens

While transportation infrastructure investments form the backbone of a healthy and prosperous region, their impacts may involve changes to traveler costs, accessibility, community cohesion, air quality, noise, visual quality, etc., that can affect one community more than another and at different times of the project process (before, during, and after construction). Hence, EJ and Title VI are vital components of developing and evaluating the TIP.

Returning to the transportation context of EJ and Title VI of the Civil Rights Act of 1964, all people should be treated fairly and offered the opportunity to be meaningfully involved in transportation projects, programs, and policies; no one person or group should be denied the benefits of the TIP based on one's race, color, or national origin; and MPOs should avoid, minimize, or mitigate disproportionate burdens resulting from a program (or project), especially for minority and low-income populations. The analysis above demonstrates the following findings:

- **Location of Projects Analysis Finding**:
  Of the 194 census tracts in the New Jersey region that have one or more mappable projects within them, 56 percent of those tracts have average, above-average, or well-above-average IPD scores i.e., higher concentrations of communities of concern. This means that those communities may receive potential benefits and burdens of the proposed improvements. Title VI, EJ, and other non-discrimination mandates will be important considerations during project development and delivery, especially during the NEPA stage that typically occurs in a project's Preliminary Engineering phase before it can advance to Final Design or Construction.

- **Location of Economic Investment Analysis Finding:**
  The majority of mappable projects (79 percent) are located within census tracts with average, above-average or well-above-average IPD scores. The majority (89 percent) of funds programmed over the 10-year horizon for mappable projects are located within census tracts with average, above average, or well above average IPD scores. This is likely due to the region's priority to maintain, preserve, and modernize the existing transportation network; much of that infrastructure is located in urbanized areas throughout the region. This also illustrates the need to continuously record benefits and mitigate burdens during the project development and delivery phases of a project.

- **Findings from Both Analyses**:
  The two analyses, Location of Projects and the Location of Economic Investment, show that DVRPC FY2020 TIP for New Jersey is prioritizing projects in census tracts with high concentrations of communities of concern out of all projects that can be mapped. On one hand, the areas may reap the benefits of transportation improvements. There may also be temporary or permanent burdens associated with the improvement. A large portion of projects in the FY2020 TIP for New Jersey are maintenance and preservation that extend the useful life of existing facilities, such as roads and bridges, or upgrading transit facilities with ADA-compliant features. Many of these projects may benefit vulnerable populations, where there are individuals who tend to rely more on walking, bicycling, and transit.

The programming process that DVRPC facilitates is dynamic, and complex, and must realistically address diverse needs and requirements. It includes the need to balance funds across various areas and by established priorities, including the value of "equity" projects that directly benefit Title VI and EJ communities and increase regional mobility. Through its Title VI Compliance Program, DVRPC will continue to explore the benefits and burdens associated with transportation projects, particularly those that can be identified during

the programming phase, in an effort to avoid, minimize, or mitigate disproportionate burdens. For NJDOT-managed projects, NJDOT's Division of Civil Rights and Affirmative Action staff attends scoping meetings to discuss and define each project's purpose and need. Division of Civil Rights staff participates in field visits and evaluates data to understand concentrations of communities of concern in each project area, then develops and implements outreach strategies to engage with members of the community. Civil Rights staff then works with staff from the NJDOT Office of Constituent Relations to understand the potential benefits and burdens of a project and develop mitigation strategies if needed. NJDOT evaluates benefits and burdens on a project by project basis.

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CHAPTER 4:

PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP)

MAP-21 and the subsequent FAST Act require state DOTs and MPOs to establish and use performance-based planning and programming in transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The FAST Act also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

The goal of PBPP is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals:

- safety;
- infrastructure preservation;
- congestion reduction;
- system reliability;
- freight movement and economic vitality;
- environmental sustainability; and
- reduced project delivery delays.

Regulations required by FHWA have established final rules on performance measures that address the seven goals, accordingly:

- fatalities and serious injuries, both number and rate per VMT, on all public roads;
- pavement condition on the Interstate system and on the remainder of the NHS;
- performance (system reliability) of the Interstate system and the remainder of the NHS;
- bridge condition on the NHS;
- traffic congestion;
- freight movement on the Interstate system; and
- on-road mobile source emissions.

The regulations required by FTA have established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their lifecycle. The performance management requirements are a minimum standard for transit operators and involve measuring and monitoring the following:

- transit safety;
- transit rolling stock;
- transit equipment;
- transit infrastructure; and
- transit facilities.

For more information about the development and implementation of Transportation Performance Management (TPM) policy and rulemaking, see www.fhwa.dot.gov/tpm for Highway and www.transit.dot.gov/performance-based-planning for Transit. For the TPM implementation timeline for all performance measures, see www.fhwa.dot.gov/tpm/rule/timeline.pdf for Highway and www.transit.dot.gov/regulations-and-guidance/transportation-planning/timeframes-performance-based-planning for Transit.

4.1 Highway Safety Performance Measures ("PM1")

Highway safety is the first national goal identified in the FAST Act and has the earliest deadline for addressing progress toward meeting targets in the TIP. In March 2016, the FHWA HSIP and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires state DOTs and MPOs to set annual targets for five safety-related performance measures with the understanding that reaching zero fatalities on all public roads will require time and significant effort. A *target* is defined in 23 CFR 490.101 as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FHWA. The federal safety performance measures are consecutive five-year rolling averages for:

- number of fatalities;
- rate of fatalities per 100 million VMT ;
- number of serious injuries;
- rate of serious injuries per 100 million VMT; and
- number of non-motorized fatalities and non-motorized serious injuries (combined).

State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. MPOs may either establish quantitative targets for their metropolitan planning area or agree to adopt the statewide targets. FHWA requires DOTs and MPOs to establish safety targets on an annual basis, beginning with targets for calendar year (CY) 2018. The DVRPC Board adopted a resolution on January 25, 2018, supporting NJDOT's statewide safety targets for CY2018.

FHWA will determine whether a state has met or made significant progress toward its safety performance targets. A state is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Statewide Safety Targets and Goals

In 2015, NJDOT published its SHSP (www.state.nj.us/transportation/about/safety/sshsp.shtm). The SHSP was developed in collaboration with the New Jersey Division of Highway Traffic Safety (NJDHTS) and New Jersey's three MPOs to focus on activities that will be most effective in reducing fatalities and serious injuries. This document adopted a goal to support the national vision for highway safety—*Toward Zero Deaths: A National Strategy on Highway Safety*. The SHSP is data driven, sets long-term goals, and is a coordinated statewide plan that identifies the most significant infrastructure and behavioral safety issues on New Jersey's public roads. It identifies 16 key safety emphasis areas, including Lane Departure, Drowsy and Distracted Driving, Aggressive Driving, Intersections, Pedestrians and Bicyclists, and Mature Drivers, and the supporting strategies that are likely to have the largest impact on improving safety on public roadways. The SHSP also guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on New Jersey's public roadways. Development of a new SHSP has started and is expected to complete in the summer of 2020 at the time of this publication.

The SHSP sets a statewide goal to reduce serious injuries and fatalities by 2.5 percent annually. Various agencies, including FHWA, NJDOT, NJDHTS, and the MPOs, recognize that reaching zero fatalities will require time and significant effort by many different partner agencies. Therefore, annual targets must be data driven, realistic, and achievable. Targets are important for agencies to make interim progress toward the long-term goal of Toward Zero Deaths in the SHSP. The goal of setting data-driven, realistic, and achievable performance targets each year will help agencies better utilize their safety resources in ways that can result in the greatest reduction in fatalities and serious injuries over time.

NJDOT and the MPOs in New Jersey adopted targets legislated as part of the previous MAP-21 federal transportation authorization, which has involved a great deal of coordination and analysis among these agencies. These agencies aim to reduce the number of fatalities, serious injuries, and non-motorized fatalities in New Jersey. Table 13 details New Jersey's statewide safety targets for FY2019. At the time of writing, target setting for FY2020 safety targets are under development.

Table 13: New Jersey's FY2019 Statewide Safety Targets

SAFETY PERFORMANCE MEASURE	FIVE-YEAR ROLLING AVERAGE	
	BASELINE CY2013–2017	TARGET CY2015–2019
Number of Fatalities	577.6	605.0
Fatality Rate per 100 million VMT	0.761	0.780
Number of Serious Injuries	1,092.5	1,101.4
Serious Injury Rate per 100 million VMT	1.439	1.422
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	379.1	393.9

Source: DVRPC, 2019

FY2019 targets were established after careful consideration of previous trends, recently constructed projects, and the current socioeconomic environment. The targets are based on five-year rolling average of fatalities and serious injuries and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is to achieve zero deaths on all public roads over time. This long-term safety vision requires time to change attitudes and behaviors and to construct infrastructure improvements to reduce the frequency and severity of crashes.

Using a five-year rolling average and projected numbers in the target calculation, as required, can result in a higher target number than baseline number in the short term. As a result of these uncertainties, NJDOT and other states took a cautious approach to setting targets, and DVRPC supported the state targets to align regional efforts with state goals. DVRPC is open to establishing regional targets in the future, if it is particularly helpful for the region.

NJDOT and the MPOs are committed to directing resources to infrastructure-related safety strategies as we diligently strive to drive down fatalities and serious injuries with an ultimate safety vision of zero deaths. There are various federal funding flavors (e.g., Surface Transportation Block Grant Program–Philadelphia [STBGP-PHILA]) besides HSIP funds that can also support safety goals, but HSIP-funded projects must adhere to performance-based goals focusing resources on areas of greatest need and potential for the highest rate of return on the investment of HSIP funds on all public roads.

Coordination on Highway Safety Targets Setting

To strengthen communication and coordination efforts, various technical safety experts and planning staff from the MPOs and NJDOT meet regularly to discuss HSIP project advancement and performance measure targets and goals.

Progress toward Highway Safety Targets

NJDOT develops an annual safety investment strategy for all HSIP-funded activities and projects. The annual investment strategy demonstrates the linkage between the objectives of the SHSP and the projects being implemented to focus on the most effective safety improvements. For this reason, the DVRPC FY2020 TIP for

New Jersey aims to make progress toward target achievement that will ultimately result in zero fatalities. At the NJDOT statewide and DVRPC regional levels, projects and programs are selected for HSIP funding in New Jersey to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads to support achieving safety targets. The DVRPC FY2020 TIP includes various HSIP-funded safety projects and programs in the DVRPC Regional Highway Program and the Statewide Program that total close to $95 million HSIP funds over the TIP's First Four Years (FY20–FY23) and approximately $149 million in the LFYs (FY24 – FY29).

HSIP funds are set aside every federal FY in the DVRPC TIP and New Jersey's STIP to advance projects that are evaluated and ranked based on Benefit/Cost analysis, *Highway Safety Manual* analysis, fatal and injury crashes, application of systemic improvements, improvements on local roads, and deliverability. In the TIP, the DVRPC region is allocated $3 million of HSIP funds annually as part of the state's Financial Guidance for locally sponsored, HSIP-eligible projects on New Jersey HSIP-eligible High Risk Rural Roads (see DB #04314). The list of locations results from a data-driven analysis prepared by NJDOT that prioritizes fatal and serious injury crash concentrations in four categories: intersections, high risk rural roads, pedestrian corridors, and pedestrian intersections. Appropriate design and construction projects at these roadway locations are eligible for HSIP.

Table 14: HSIP-Funded Projects in the TIP

SPONSOR	DB #	PROJECT TITLE AND MUNICIPALITY	SHSP EMPHASIS AREA	PHASE	Fiscal Year	COST ($000)	FUND CODE
BURLINGTON COUNTY							
County	04314	Systemic Roundabout at CR 541 (Stokes Road) & CR 648 (Willow Grove Rd) in Shamong Township	Intersections	DES	20	0.199	HSIP
				CON	21	2.652	HSIP
CAMDEN COUNTY							
NJDOT	16319	Route 30, Gibbsboro Road (CR 686) in Clementon and Lindenwold Boroughs	Intersections	CON	26	6.500	HSIP
County	D1913	Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout in Winslow Township	Intersections	DES	20	0.101	HSIP
				CON	21	1.349	STBGP-PHILA
County	D1914	Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) in the City of Camden	Pedestrians and Bicyclists	PE	20	1.721	STBGP-PHILA
				DES	21	0.738	STBGP-PHILA
				CON	22	9.835	STBGP-PHILA
MERCER COUNTY							
County	04314	CR 583, US 206 (Princeton Ave) and Brunswick Circle extension in Lawrence Township	Intersections	DES	20	0.122	HSIP
				CON	22	1.632	HSIP
County	D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) in Ewing Township	Pedestrians and Bicyclists	PE	20	1.613	HSIP
				DES	22	0.691	HSIP
				CON	23-26	$9.219	HSIP

Source: DVRPC, 2019

DVRPC, county and city partners, and NJDOT staff work together to develop safety projects at these locations. These projects are noted in Table 14 on the previous page. Potential projects are evaluated by using the *Highway Safety Manual* to ensure the identified safety improvement will have a positive benefit/cost ratio that meets NJDOT standards. In July 2015, NJDOT provided a Systemic Pilot Program for Roundabouts to provide counties an opportunity to implement at least one modern roundabout on local roadways in each county. Counties in the DVRPC region have taken this opportunity.

The Statewide Program includes the following programs to improve safety throughout the State of New Jersey, such as but not limited to, the following:

- **Highway Safety Improvement Program Planning (DB #09388)** is a $4 million annual statewide program for Safety Management System and Rail-Highway safety improvement projects across New Jersey. Through the guidance of the HSIP (23 CFR 924), it 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.
- **Motor Vehicle Crash Record Processing (DB #X233)** is a $2.5 million annual statewide program that 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.
- NJDOT's **Rail-Highway Grade Crossing Program, Federal (DB #X35A1)** and **Rail-Highway Grade Crossing Program, State (DB #X35A)** are statewide programs to eliminate rail-highway grade crossings, rehabilitate grade crossing surfaces, and install protective warning devices for roadways both on and off the federal-aid system.
- **Safety Programs (DB #19370)** is an annual $14.25 million statewide program to support HSIP eligible Safety Engineering Projects and pedestrian safety improvement projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways.
- **Utility Pole Mitigation (DB #15344)** is a $175,000 annual statewide program that seeks to identify and mitigate locations with incidents of high recurring utility pole accidents throughout New Jersey.

DVRPC has the TIP Project Benefit Criteria, a set of criteria based on regional priorities that DVRPC staff use to evaluate new projects that are added to the TIP. The criteria were developed with New Jersey and Pennsylvania members of a working subcommittee of the DVRPC RTC and were designed to align directly with the multimodal goals of the Long-Range Plan and to reflect the increasingly multimodal nature of projects in the TIP. After defining the criteria, the working subcommittee weighted them, with higher weights equaling higher priorities for the DVRPC region.

In the TIP Project Benefit Criteria, safety is rated as the second-highest priority, following only facility/asset condition. Facility/asset condition considers whether a project will bring a facility or asset (e.g., bridge) into an State of Good Repair (SGR), extend its useful life, or remove a functionally obsolete bridge rating. Each project is evaluated for how it impacts safety-critical elements for transit projects and high-crash road locations, or whether it incorporates one or more FHWA-proven safety countermeasures. See Appendix F of this document for further information about the TIP Project Benefit Criteria.

Many other TIP projects funded with federal non-HSIP funds will provide safety benefits to the roadway system, such as Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914) in the City of Camden where Concept Development was funded with local HSIP funds and

originated from DVRPC's Local Safety Program (recall Section 2.8 Special Programs); and subsequent phases (because No-Build was not selected as the Preliminary Preferred Alternative at the end of Concept Development) are advanced with HSIP or local STBGP-PHILA or STBGP-TRENTON funds (whichever appropriate). Resurfacing, guiderail and vegetation maintenance, and bridge improvement projects are all expected to provide safety improvements and help decrease fatality and serious injury crashes.

4.2 Infrastructure (Pavement and Bridge) Performance Management Measures Rule ("PM2")

The FHWA final rule for the National Performance Management Measures: Assessing Pavement Condition for the National Highway Performance Program and Bridge was published in the *Federal Register* (82 FR 5886) on January 18, 2017, and became effective on February 17, 2017. It established performance measures for all state DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on the Interstate system, pavements on the NHS (excluding the Interstate system), and bridges carrying the NHS that include on- and off-ramps connected to the NHS. The NHPP is a core federal-aid highway program that provides support for the condition and performance of the NHS and the construction of new facilities on the NHS. The NHPP also ensures that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets as established in a state's Transportation Asset Management Plan for the NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

The pavement and bridge performance measures include:

- percentage of Interstate pavements in good condition;
- percentage of Non-Interstate NHS pavements in good condition;
- percentage of Non-Interstate NHS pavements in poor condition;
- percentage of NHS bridges by deck area classified in good condition; and
- percentage of NHS bridges by deck area classified in poor condition.

Like PM1 (Highway Safety), MPOs must establish targets by either agreeing to support the state targets or establishing their own quantifiable targets no later than 180 days after a state DOT establishes (or amends) its targets. On October 23, 2018, the DVRPC Board agreed to support NJDOT's statewide Pavement and Bridge Infrastructure Performance targets and NJDOT's efforts at achieving those targets shown in Table 15 and Table 16 below. Note that two-year targets (FY18–FY19) for the Interstate are not required for the first performance period (hence "n/a"). The "Baseline" in the tables is based on CY2017 of data.

Pavement Performance Targets

The PM2 rule requires the state DOT to report and manage performance of the NHS, regardless of ownership or maintenance responsibility, for the full extent of the Interstate and Non-Interstate NHS. In New Jersey, almost 40 percent of the NHS is owned by 83 other owners, including authorities, counties, and municipalities.

Federal rulemaking 23 U.S.C. 119 requires that all distress component information be collected for one-tenth-mile increments. Pavement condition is measured by four distress components (International Roughness Index [IRI], Cracking, Rutting, and Faulting), which are then translated to good, fair, or poor condition scores per FHWA criteria and then broken out into separate values for the Interstate and Non-Interstate NHS.

- **International Roughness Index**—quantifies how rough the bituminous and concrete pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile;
- **Cracking**—measures the percentage of bituminous and concrete pavement surface that is cracked;
- **Rutting**—measures the depth of ruts (surface depression) in bituminous pavement in inches; and
- **Faulting**—quantifies the difference in elevation across transverse concrete pavement joints in inches.

NJDOT used information from the 2016 Highway Performance Monitoring System supplement report card and preliminary data for 2017 to approximate the baselines (estimated current conditions) and develop targets (the desired SGR) by the May 2018 deadline. NJDOT then used its own pavement management system and its own measures, metrics, and budget information to predict performance on the State Highway System. A correlation analysis was developed and then applied to the State Highway System performance, which showed a gradually declining trend on both the Interstate and Non-Interstate NHS pavements at current funding levels. NJDOT also sent a survey to all NHS owners requesting past and future expenditures on NHS routes and qualitative information regarding future funding and pavement performance to help validate results of the correlation analysis. This analysis led to the baseline and targets in Table 15 that the DVRPC Board unanimously supported on October 23, 2018.

Table 15: State Pavement Infrastructure Performance Targets

PAVEMENT INFRASTRUCTURE	CONDITION	BASELINE	2-YEAR TARGET	4-YEAR TARGET
Interstate Pavement Lane Miles	Good	61.25%	n/a	50.00%
	Poor	1.01%	n/a	2.50%
Non-Interstate NHS Pavement Lane Miles	Good	32.45%	25.00%	25.00%
	Poor	2.38%	2.50%	2.50%

Source: DVRPC, 2019

Although the two-year and four-year targets assume pavement condition worsening, NJDOT and DVRPC are committed to a long-term goal of improving pavement conditions, achieving a sustainable SGR. Further, less than 5 percent of the NHS Interstate pavements are rated in poor condition, per federal requirement.

Bridge Performance Targets

Similar to pavement, the PM2 rule requires the state DOT to report and manage performance of all bridges on the NHS, regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. Statewide, NHS bridges are owned and maintained by various entities, including NJDOT (52 percent by deck area); transportation authorities and commissions (38 percent); and counties, municipalities, NJ TRANSIT, various other agencies, and private owners (10 percent). FHWA's performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS. A structure's overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is deemed poor. 23 CRF 490.411(a) requires that no more than 10 percent of a state's total NHS bridges by deck area be in poor condition. It is important to note that poor does not correlate to the safety rating of the bridge. The bridge condition performance measures are calculated by summing the deck area of bridges in "good" and "poor" condition and dividing by the total deck area of all NHS bridges.

As with the pavement condition measures, DVRPC relied upon NJDOT for calculation of bridge condition metrics and supported NJDOT's statewide targets (the desired SGR) in Table 16. Due to potential tool enhancements and limited available information, NJDOT has established conservative targets. In some respects, these may be more appropriately referred to as benchmarks.

Table 16: State National Highway System Bridge Infrastructure Performance Targets

BRIDGE INFRASTRUCTURE	CONDITION	BASELINE	2-YEAR TARGET	4-YEAR TARGET
NHS Bridge Deck Area	Good	21.70%	19.40%	18.60%
	Poor	6.50%	6.50%	6.50%

Source: DVRPC, 2019

The *poor* condition inventory is flat because the New Jersey Turnpike Authority is responsible for two-thirds of remaining NHS bridges in *poor* condition, and they have recently completed a major upgrade to their system and increased funding for bridge maintenance. Additionally, there was a recent increase of funding, from $25 million to $44+ million per year, for county bridge owners for local aid projects, where the distribution formula favors *poor* condition bridges. NJDOT projects a gradual decrease of bridges in *good* condition.

NJDOT established the state-maintained National Bridge Inspection Standards (NBIS) Bridge targets based on available National Bridge Inventory (NBI) data, current project delivery process, project pipeline capacity, and current practices adopted by NJDOT, including available financial information, lifecycle planning strategies, and capital investment strategies. Then NBI historical data from calendar year (CY) 2012 to CY2018 was analyzed to develop trends on the NHS bridge conditions. Targets were adjusted to incorporate data on other owners' NHS bridges, federally owned NBIS bridges, and border NBIS bridges reported by neighboring states. NJDOT assumed that bridges owned by others will remain stable. Moving forward, NJDOT intends to collect more information and implement AASHTOWare's BrM as their main data analysis tool to develop better targets for the population of NHS bridges rated as *good* and *poor*.

Coordination on Pavement and Bridge Performance Targets Setting

NJDOT held a series of stakeholder meetings and workshops that included the assessment and analyses of the state NHS network pavement and bridges, as well as the State Highway System pavement and bridges; and discussions related to performance measures, targets and target setting approach, SGR objectives, issues, and challenges. Since a significant amount of the NHS in the state is owned by other jurisdictions, stakeholders included these non-NJDOT NHS owners. The MPOs in New Jersey assisted NJDOT with the collection and dissemination of data to the non-NJDOT NHS owners. The MPOs also agreed to use the infrastructure targets that NJDOT established and adopt the statewide federal TPM infrastructure targets.

Progress towards Pavement and Bridge Performance Targets

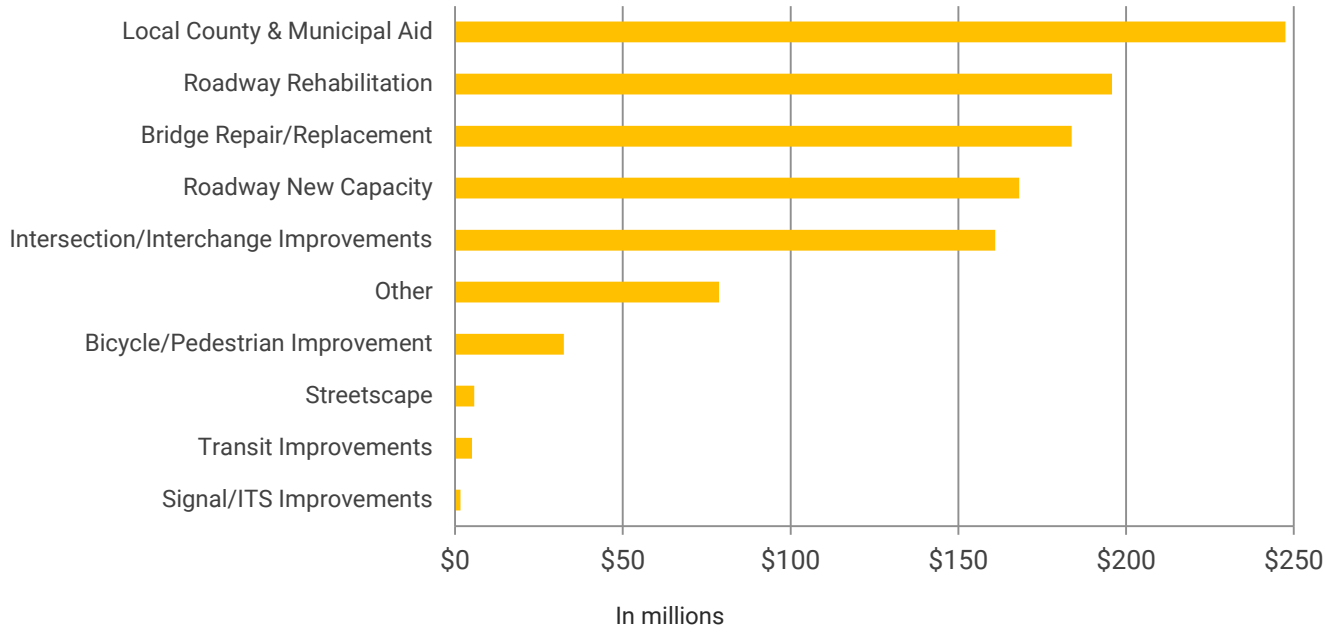
DVRPC is dedicated to system preservation for pavement and bridges. The DVRPC Long-Range Plan places an increased emphasis on analysis related to transportation system preservation needs and funding, which in turn informs the fiscally constrained list of projects included in the Long-Range Plan and TIP. In the DVRPC New Jersey region, the Long-Range Plan identified $11.3 billion needed for pavement and bridge preservation projects. Of this total need, $10.1 billion is programmed in the TIP for system preservation, but there is also $1.2 billion of need that is currently unfunded unless there is additional revenue.

Per Table 12 in the Long-Range Plan, system preservation is funded the most of all highway project types. Of the entire $13.7 billion allocated to all roadway improvements in the Long-Range Plan, 48.5 percent or $6.7 billion is allocated to roadway preservation, followed by 25 percent or $3.4 billion for bridge preservation. Table 13 in the Long-Range Plan lists all major regional system preservation projects needed to maintain the existing system. The two major regional system preservation projects funded in the TIP are as follows:

- Route 70 from Route 38 to Cropwell Road (DB #11338); and
- Route 130, Bridge over Big Timber Creek (DB #14426).

In the First Four Years of the DVRPC FY2020 TIP for New Jersey, 35 percent of the funding programmed (excluding STATE-DVRPC funds) are primarily roadway or bridge repair/replacement/rehabilitation projects (see Figure 7). Further, the state funded Local County and Municipal Aid category in Figure 7 below are programs managed by NJDOT for local municipal and county bridge or roadway projects. System preservation was and continues to stay one of the top priorities in the DVRPC TIP Project Benefit Criteria.

Figure 7: Four-Year (FY20-23) Highway Program by Primary Project Category



Source: DVRPC, 2019

Roadway maintenance is a major focus area of NJDOT's Capital Investment Strategy. According to NJDOT's Statewide Capital Investment Strategy FY2013–2022, more than $260 million (approximately 8 percent) of the annual investments go toward road assets. The New Jersey Transportation Trust Fund (TTF) provides $400 million annually to all local governments in New Jersey for the funding of road, bridge, and other transportation projects. Some of these programs include the following below.

In the TIP, the **Local Municipal Aid, DVRPC (DB #X98C1)** is an annual program for municipal road improvement projects, such as resurfacing, rehabilitation or reconstruction, and signalization. Projects involving bridge improvements, pedestrian safety improvements and bikeway improvements are also eligible to receive funds under Municipal Aid. Annual funds increased slightly from almost $27 million to $29 million in the TIP.

NJDOT's **County Aid (DB #X41C1)** program covers roads and bridges under county jurisdiction. Public transportation and other transportation projects are also included. In the TIP, the level slightly increased from $30 million to almost $33 million per year.

The NJDOT **Local Bridges, Future Needs Fund (DB #08387)** is an annual $47.3 million statewide program for the entire state. This program provides funding for improvements on county bridges. Currently, the state focuses on preventive maintenance, rehabilitation, and selective replacement of bridges.

The NJDOT **Local Aid Infrastructure Fund (DB #X186)** provides for various emergency and regional needs throughout the state at the county or municipal level, which includes the replacement or rehabilitation of orphan bridges. In the STIP, this program is programmed at $7.5 million per year for the entire state.

The STIP will continue the annual **Local Freight Impact Fund (LFIF) (DB #17390)** in the amount of $30.1 million to assist counties and municipalities throughout the state with the impacts associated with the freight industry's use of infrastructure. Pavement and bridge preservation projects are LFIF eligible.

Finally, the recently established **NJDOT Transportation Infrastructure Bank (DB #X186B)** appears in the Statewide Program for the first time at an annual level of $22.6 million. It will provide financial loans to public or private entities for the planning, acquisition, engineering, construction, reconstruction, repair, and rehabilitation of a transportation project or for any other purpose at a low interest rate. Camden County was the first in the State of New Jersey to receive financing from the NJDOT Transportation Infrastructure Bank for the Westfield Avenue (CR 610) milling and overlay road reconstruction project that costs approximately 2.1 million.

4.3 System (NHS, Freight, CMAQ) Performance Management Measures ("PM3")

The FHWA final rule for the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program was published in the Federal Register (82 FR 5970) on January 18, 2017, and became effective on May 20, 2017.

This final rule is the third in a series of three related rulemakings that together establish a set of performance measures for state DOTs and MPOs to use as required by MAP-21 and the FAST Act. The measures in this third final rule will be used by state DOTs and MPOs to assess the performance of the Interstate and Non-Interstate NHS for the purpose of carrying out the NHPP, to assess freight movement on the Interstate system; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ Program. These system performance measures are collectively referred to as PM3 measures.

PM3 system performance measures include the following listed below that are divided into three categories: Travel Time Reliability (TTR), Congestion, and Emissions Reduction. Each category has its own measures.

TTR

- Percentage of Person-Miles Traveled (PMT) on the Interstate system that are Reliable;
- Percentage of PMT on the Non-Interstate NHS that are Reliable; and
- Interstate system Truck TTR Index.

CMAQ Congestion

- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita; and

- Percentage of Non-SOV Travel.

CMAQ Emissions Reduction

- On-Road Mobile Source Emissions Reduction for CMAQ-Funded Projects.

Like PM1 and PM2, MPOs must establish targets by either agreeing to support the state targets or establishing their own quantifiable targets no later than 180 days after a state DOT establishes (or amends) its targets. On October 23, 2018, the DVRPC Board agreed to support NJDOT's statewide NHS System Performance and Freight System Performance targets and NJDOT's efforts at achieving those targets shown in Table 17 and Table 18. The DVRPC Board agreed to support NJDOT's CMAQ Congestion targets on May 24, 2018, and the CMAQ Emissions Reductions targets on September 27, 2018. These are not annual targets unlike PM1 (Highway Safety).

TTR Targets

The first major performance area under system performance is TTR. Reliability refers to the variability of travel times on road segments experienced by travelers. The less variability there is for any given set of roadway segments, the more reliable those segments are. TTR does not mean eliminating traffic congestion but reducing its extremes to maintain consistent traveler expectations.

The measures for TTR are the percentage of PMT on the Interstate on the NHS with reliable travel times, and the percentage of PMT on the Non-Interstate NHS with reliable travel times. The measures are calculated by using the Level of TTR metric, defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile).

TTR is assessed by using archived real-time vehicle probe data contained in the National Performance Management Research Data Set (NPMRDS) and then calculated with the assistance of the Probe Data Analytics Suite. The Probe Data Analytics Suite was created and maintained by the University of Maryland Center for Advanced Transportation Technology Laboratory (UMD CATT Lab), following FHWA guidance. Only current and some historical data is available through the Probe Data Analytics Suite; forecasts for these measures are not. The NJDOT Complete Team, which consists of planning and operations staff from NJDOT, all New Jersey MPOs, NJ TRANSIT, Port Authority of New York and New Jersey, New Jersey Turnpike Authority, and FHWA-NJ, had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches.

Long-term policies for the agencies support improvements to reliability. Given traffic growth and near-term projects and programs, the consensus was to have the required targets represent maintenance of current values for each TTR measure, as shown in Table 17.

Table 17: State TTR Targets

NHS SYSTEM	CONDITION	BASELINE	2-YEAR TARGET	4-YEAR TARGET
PMT on Interstate with Reliable Travel Times (%)	Good	82.00%	82.00%	82.00%
PMT on Non-Interstate NHS with Reliable Travel Times (%)	Good	84.10%	n/a	84.10%

Source: DVRPC, 2019

In order to observe future trends going forward and to revisit and adjust targets appropriately as a result of a more reliable NPMRDS v2 database that is expected to be available over the next four to six years, NJDOT and the MPOs have collaboratively decided to keep the future two-year and four-year TTR targets for Interstate and Non-Interstate the same as the 2017 baseline values.

Freight/Truck TTR Targets

The national system performance measure for freight is the Truck TTR Index and is required for Interstate highways on the NHS only. This measure is like the TTR measure and metric described above, but it is focused primarily on truck traffic. Truck TTR is the ratio between the "congested" (95th percentile) and "average" (50th percentile) truck travel times. This metric is averaged for all Interstate road segments in the state, weighted by distance, resulting in the Truck TTR Index for the state. Unlike the TTR measures, there is no "threshold" that determines whether a segment is reliable or unreliable for trucks.

As with the TTR measures, the Truck TTR Reliability performance measure was based on the NPMRDS data source and calculated by using the UMD CATT Lab NPMRDS Analytics Suite tool but uses travel times specifically reported from trucks (where available). As with the previous TTR measures, the NJDOT Complete Team met several times to discuss and agree on the underlying data, calculation tools and methods, baseline results, and target-setting approaches. Again, long-term policies for the agencies support improvements to freight travel time reliability.

Table 18: State Freight Performance Targets on the NHS Interstate System

FREIGHT	CONDITION	BASELINE	2-YEAR TARGET	4-YEAR TARGET
Truck TTR	Good	1.82%	1.90%	1.95%

Source: DVRPC, 2019

As Table 18 shows, the identified targets for freight performance on the NHS Interstate system represent a slightly worsening value in both the two-year and four-year targets compared to baseline (2017) due to anticipated increase in traffic (both overall and trucks specifically) and near-term projects and programs in the DVRPC FY2020 TIP for New Jersey.

Coordination on TTR and Freight/Truck TTR Targets

DVRPC is committed to improving reliability on roadways within its region in New Jersey, as well as working with its county, city, and transit partners, and NJDOT staff to develop projects that will inevitably improve TTR and help meet state targets. As mentioned before, DVRPC proactively seeks to include freight as a primary planning factor through its Long-Range Plan, TIP development, and the conduct of technical studies. DVRPC's goal is to serve the region's freight stakeholders and 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, a broad-based freight advisory committee that provides a forum for the private- and public-sector freight community to interject its unique perspectives on regional plans and specific projects.

In addition to NJDOT's statewide projects and programs, DVRPC had programmed a local, county-sponsored intersection and operational CMAQ-funded congestion relief project in Hamilton Township via the FY2018 Competitive CMAQ Program (see DB #X065). These projects are described in more detail in the subsequent section, "Progress toward CMAQ Congestion and Emissions Reductions Targets"; and Table 3 shows a sampling of TIP projects that support freight mobility and TTR as part of promoting goods movements and

economic development. In the FY2020 TIP for NJ, there are projects programmed within a DVRPC-designated Freight Center that supports Truck TTR, such as Route 130, Plant Street to High Hill Road (CR 662) (DB #11414).

The FAST Act established the NHFP to improve the efficient movement of freight on the NHFN. NHFP's eligibility criteria require that a project contribute to the efficient movement of freight and be identified in the state's freight investment plan. States may use up to 10 percent of NHFP funding each year for public or private freight rail, water facilities (including ports), and/or intermodal facilities. In the TIP, projects programmed with federal NHFP funds in the DVRPC New Jersey region are as follows:

- **Route 295/42/I-76, Direct Connection (DB #s 355A and 355E)** to relieve an existing bottleneck at interchange and improve safety by providing direct connections among multiple highways;
- **Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) (DB #18313)** is a new project in the TIP that may relocate access to NJ 42 ramps further down CR 753 and provide sufficient lane configurations to accommodate freight movement.

Further, the **New Jersey Rail Freight Assistance Program (DB #X34)** in the Statewide Program provides State TTF funding for the rehabilitation and improvement of key elements of the New Jersey rail freight network. The DVRPC TIP Project Benefit Criteria (Appendix F) also prioritizes congestion reduction, investing in Centers (including Freight), and facility/asset use (including truck volume) for new project candidates. NJDOT and NJ TRANSIT sponsor numerous statewide programs that improve TTR. Many of these are funded through the CMAQ Program further detailed in this document's section 4.3 System (NHS, Freight, CMAQ) Performance Management Measures ("PM3"), under Progress toward CMAQ Congestion and Emissions Reductions Targets.

NJDOT's Statewide Freight Plan (published in 2017) identifies improving reliability and efficiency as one of its goals. This plan provides a well-defined blueprint for NJDOT investment, identifying discrete projects that immediately address critical freight system improvements. It also includes a fiscally constrained freight investment plan that identifies and prioritizes freight-related transportation projects. The Truck TTR Index was one of four factors that were used for project prioritization.

In addition to the Statewide Freight Plan cited above, NJDOT continues to spearhead various initiatives with the specific intent of improving infrastructure conditions for goods movement in New Jersey. These include:

- Freight Management System;
- Freight Performance Measures; and
- Truck Monitoring Program.

NJDOT is also developing an internal Freight Management System that would be used to advance freight-specific concerns into NJDOT's capital programming process.

DVRPC is an active participant in NJDOT's Freight Advisory Committee and the I-95 Corridor Coalition and served on the stakeholder group for the development of the 2017 NJDOT Statewide Freight Plan. The I-95 Corridor Coalition provides a forum for state, local, and regional transportation agencies and organizations from Maine to Florida to work together to improve transportation mobility, safety, efficiency, and system performance. Coalition members facilitate more efficient network operations through regional incident management planning, coordination, communication, and improved information management across jurisdictions and modes. DVRPC and the other two MPOs in New Jersey are also involved in the Metropolitan

Area Planning Forum of the Greater New York Metropolitan Transportation Management Area, which identified regional freight initiatives as one of the key items to work on.

Finally, there are also several grant programs (outside of DVRPC) administered by the state and federal governments specifically targeting freight. NJDOT's Local Freight Impact Fund assists counties and local municipalities with the mitigation of impacts on the local transportation system associated with the State's freight industry. USDOT's Better Utilizing Investments to Leverage Development (BUILD) grant program (formerly known as TIGER) and the INFRA grant program (formerly known as the FASTLANE program) provide for major investments in roads, rail, transit, and port infrastructure. The projects awarded with NJDOT's Local Freight Impact Fund, USDOT's BUILD, or USDOT's INFRA grants in the DVRPC New Jersey region that directly support TTR, including freight, are:

- $18.5 million from the 2011 USDOT TIGER round for the South Jersey Port Corporation's South Jersey Port Rail Improvements to repair the DelAir Bridge, a critical link to rail networks in Pennsylvania and New Jersey, and upgrade the rail network from the bridge to the Ports of Salem, Paulsboro, and Camden to accommodate anticipated demand in rail/port traffic; the DelAir Bridge is currently completed and open to traffic;
- $2.1 million from the 2018 NJDOT Local Freight Impact Fund for the Rising Sun Road-Dunns Mill Road Connector Road in Bordentown Township, Burlington County;
- $850,000 from the 2018 NJDOT Local Freight Impact Fund for Charles Street Roadway Improvements in Gloucester City, Camden County;
- $4 million from the 2018 NJDOT Local Freight Impact Fund for Route 44 Truck Bypass and Du-Pont Port Access Road in Gloucester County;
- $2 million from the 2018 NJDOT Local Freight Impact Fund for the Paulsboro Marine Terminal Spine Road Grading, Paving and Striping Project in Gloucester County;
- $300,000 from the 2018 NJDOT Local Freight Impact Fund for the reconstruction of Commerce Boulevard in Logan Township, Gloucester County; and
- $740,000 from the 2018 NJDOT Local Freight Impact Fund for the Paulsboro-Greenwich Township Truck Route Improvements in Paulsboro Borough, Gloucester County.

CMAQ Congestion Targets

Federal CMAQ Program funds projects that reduce congestion and improve air quality. The CMAQ Congestion and Emissions Reduction Targets are specifically intended to reduce congestion, directly related to attributes of CMAQ-funded projects, and unlike other federally required performance measures, they specifically apply to urbanized areas with a population over one million. Note that traffic congestion occurs when the amount of traffic far exceeds the physical capacity of the system, generally measured by the number of travel lanes on the roadway, the number of intersections, access points, and numerous other factors. Reliability is used in reference to the level of consistency in the transportation service provided by a roadway. For example, a roadway can be heavily congested, but if the amount and time of day when the congestion occurs on it is consistent, then it is considered reliable. USDOT established performance measures pertaining to reliability because empirical evidence exists to suggest that the traveling public values reliability more than straight travel times. *Traffic Congestion and Reliability: Linking Solutions to Problems* is available on the FHWA website at ops.fhwa.dot.gov/congestion_report_04/ chapter2.

CMAQ Congestion has two measures for the applicable urbanized area, which are:

- **PHED Per Capita on the NHS**: The threshold for excessive delay is based on the travel time at 20 miles per hour or 60 percent of the posted speed limit travel time, whatever is greater, and is

measured in 15-minute intervals. The actual rule containing all the details is found in 23 CFR 490.707(a). The "excessive" part of the PHED name indicates that some level of congestion is recognized as not possible or desirable to eliminate and thus not counted. For example, some congestion can accompany economic activity in thriving places. The "per capita" implies that the total delay is shared by all residents, so some trips can be avoided or shifted to non-vehicular modes out of the peak period. This measure sums up the delay experienced by travelers throughout an entire year on NHS roads, specifically during peak periods.

- **Non- SOV travel on the NHS**: Non-SOV travel may include travel via carpool, vanpool, public transportation, commuter rail, walking, or bicycling, as well as telecommuting. The actual rule containing all the details is found in 23 CFR 490.707(b).

For the PHED per capita measure, only a four-year target is required at this time, while both two- and four-year targets are required from the base year for the Percentage of Non-SOV measure. The CMAQ Congestion Performance Targets that are established by NJDOT and supported by the DVRPC Board are shown in Table 19.

Table 19: CMAQ Congestion Measures Targets on the NHS

DVRPC URBANIZED AREAS	CMAQ CONGESTION MEASURES	BASELINE	2-YEAR TARGET	4-YEAR TARGET
Philadelphia PA-NJ-DE-MD	Non-SOV Travel	27.90%1	28.00%	28.10%
	PHED per Capita	16.8	n/a	17.2 Hours per Capita
New York-Newark NY-NJ-CT	Non-SOV Travel	51.60%1	51.60%	51.70%
	PHED per Capita	20.0	n/a	22.0 Hours per Capita

Notes:

1. Baseline for Non-SOV Travel is based on 2012–2016 American Community Survey (ACS).

2. PHED per Capita Four-Year Target assumes a growth of +0.6 percent per year.

3. See DVRPC's CMAQ Performance Plan for 2018–2021 (Publication #TM19003).

Source: DVRPC, 2019

The DVRPC region is part of the Philadelphia PA-NJ-DE-MD Urbanized Area with a population of almost 5.6 million (per the 2016 one-year ACS and includes a small portion of the New York-Newark NY-NJ-CT Urbanized Area in Mercer County, New Jersey. The New York-Newark Urbanized Area has a population of almost 19 million, according to the 2016 one-year ACS.

Coordination on CMAQ Congestion Targets

Pursuant to the FAST Act and MAP-21, and the ensuing requirements of 23 CFR Part 490, the National Performance Management Measures Final Rule, all state DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network within the urbanized area must establish a single unified target for the congestion measures. In other words, all performance areas require single statewide targets or their own regional target, except for the two CMAQ congestion measures (PHED per Capita and Percentage of Non-SOV), where requirements apply to urbanized areas with a population over one million. DVRPC staff collaborated with multiple agencies in developing and agreed on a single realistic target for each of the two measures.

In the case of the Philadelphia PA-NJ-DE-MD Urbanized Area ("Philadelphia Urbanized Area"), this means that DVRPC collaborated with the Lancaster County Transportation Coordinating Committee, NJTPA, SJTPO, Wilmington Area Planning Council, Pennsylvania Department of Transportation (PennDOT), NJDOT, Delaware

Department of Transportation (DelDOT), and Maryland Department of Transportation in developing and agreeing on a common congestion measure baseline and targets for the Philadelphia Urbanized Area. Since there is a portion of the New York-Newark NY-NJ-CT Urbanized Area ("New York Urbanized Area") in Mercer County, New Jersey, within the DVRPC region, DVRPC also collaborated with the NJTPA, the New York Metropolitan Transportation Council, NJDOT, the New York State Department of Transportation, and others to adopt a common congestion measure baseline and targets for that urbanized area.

On May 24, 2018, the DVRPC Board agreed to support CMAQ Congestion performance measure targets for PHED per Capita and Percentage of Non-SOV travel for the Philadelphia and New York urbanized areas.

DVRPC is an MPO that serves a Transportation Management Area with a population greater than one million that includes a non-attainment or maintenance area. As such, DVRPC was required to develop a CMAQ Performance Plan for 2018–2021 to support the implementation of these CMAQ congestion measures. In the CMAQ Performance Plan, which is required to be updated biennially through the performance period, the MPO must describe how they plan to meet the targets, detail their progress toward achieving the targets over the course of the Performance Plan, and include a description of projects identified for funding that will contribute to achieving targets. The DVRPC Board approved the submission of the DVRPC's CMAQ Performance Plan for 2018–2021 (Publication #TM19003) to NJDOT for submission to FHWA on September 27, 2018. The other MPOs in New Jersey (SJTPO and NJTPA) were also required to submit a CMAQ Performance Plan for the same period.

CMAQ Emissions Reduction Targets

DVRPC coordinated efforts with NJDOT and other MPOs in the state to develop cumulative On-Road Mobile Source Emissions two-year and four-year targets as daily kilograms. MPO regional targets in Table 20 were used to develop NJDOT's statewide on-road mobile emissions reductions targets displayed in Table 21. Page 15 of DVRPC's CMAQ Performance Plan for 2018–2021 (Publication #TM19003) describes the process in developing the regional targets.

Table 20: CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms) in the DVRPC New Jersey Region

CMAQ EMISSION REDUCTION	2-YEAR TARGET	4-YEAR TARGET
VOC	1.45	2.864
NOX	7.453	14.861
PM2.5	2.627	5.253
CO	n/a	n/a

Source: DVRPC, 2019

Table 21: NJDOT Statewide CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms)

CMAQ EMISSION REDUCTION	2-YEAR TARGET	4-YEAR TARGET
VOC	17.682	36.324
NO_X	114.401	231.850
$PM_{2.5}$	4.29	8.52
CO	31.927	63.010

Source: DVRPC, 2019

Coordination on CMAQ Emissions Reduction Targets

DVRPC has coordinated emissions reduction target setting with both PennDOT and NJDOT to establish emissions reduction targets from CMAQ-funded projects in the relevant portions of the DVRPC planning areas. Each state has developed state-level emissions reductions targets that account for emissions reductions at the MPO level. On September 27, 2018, the DVRPC Board agreed to support NJDOT's statewide CMAQ Emission Reduction Targets and NJDOT's efforts at achieving those targets mentioned above, as well as to adopt the MPO regional targets, and approve DVRPC to submit the CMAQ Baseline Report and Performance Plan for 2018–2021 (Publication #TM19003) to NJDOT for submission to FHWA.

Progress toward CMAQ Congestion and Emissions Reductions Targets

There are projects in the TIP that will help the MPO and state meet two- and four-year targets for traffic congestion and on-road mobile source emissions. Table 10 in DVRPC's CMAQ Performance Plan for 2018–2021 (Publication #TM19003) identifies all TIP projects in the New Jersey portion of the DVRPC region from FY18 to FY21. In addition, the most recent Competitive CMAQ Program that DVRPC administered throughout CY2018 to utilize CMAQ funds included various projects that will support the CMAQ Congestion and Emissions Reductions Targets (see Table 7 in this document for a full list of projects). The projects selected were approved by the DVRPC Board on December 5, 2018 (after publication and submission of the DVRPC CMAQ Performance Plan), are expected to be authorized by or before FY2021, and like all CMAQ-funded projects, will have congestion mitigation and air quality/emission reduction benefits. DVRPC will continue to select projects and programs that have a positive air quality benefit in terms of reducing mobile source emissions.

DVRPC will also continue to promote and develop projects and programs with air quality benefits to its counties and planning partners. As part of the DVRPC CMP, DVRPC facilitates a CMP Planning Advisory Committee and generates a list of the top 10 bottlenecked locations for both State and Authority roadways, and County and Local roadways. The objectives for DVRPC's CMP are to (1) minimize growth in recurring congestion and improve reliability of the transportation system; (2) provide transit where it is most needed for accessibility; (3) maintain the existing core transportation network; (4) improve safety and reduce non-recurring congestion by reducing crashes; (5) maintain movement of goods by truck; (6) maintain transportation preparedness for major events, especially ones that call for inter-regional movements far beyond normal and serve routine needs; and (7) at the end of the day, ensure that all transportation investments support DVRPC Long-Range Plan principles. Section 2.4 of this document explains more about the CMP. Lastly, DVRPC works with its counties, cities, and NJDOT to develop problem statements for future congestion relief projects that will hopefully also result in improved TTR, congestion mitigation, and improved air quality.

Besides the DVRPC local CMAQ Program, NJDOT and NJ TRANSIT have several statewide programs that help reduce emissions (as well as congestion), throughout the state. These are listed below.

Active Traffic Management System (DB #13303) will continue to provide funding for the deployment program for the first Active Traffic Management System throughout the state, including all phases of design. This program will include funding for the complete delivery of the Final Design document for the Active Traffic Management System 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. Funding is provided in the amount of $3 million CMAQ in FY2020 and $1 million CMAQ in FY2021.

Bicycle and Pedestrian Facilities/Accommodations (DB #X185) continues to be a comprehensive statewide 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 systems either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users. Funding is provided annually from three sources: CMAQ, State, and TA-FLEX.

Intelligent Traffic Signal Systems (DB #15343) will continue to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70 percent of total congestion that occurs in New Jersey. This statewide program will focus on dynamically managing New Jersey's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically, and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real-time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection, and communication. This is a plan to upgrade most of the signals on NJDOT-owned highways only. CMAQ funding is provided annually between $10 and $15 million CMAQ.

Transportation Demand Management Program Support (DB #X43) will 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. This statewide program is allocated $250,000 CMAQ annually.

Rail Rolling Stock Procurement (DB #T112) provides Section 5307, Section 5337, and state 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 10 years in the DVRPC region. 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 multilevel rail car lease payments, and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for multilevel vehicles and other rolling stock.

Small/Special Services Program (DB # T120) is allocated $416,000 state funds annually for NJ TRANSIT efforts in the DVRPC region that initiate or promote transit solutions to reduce congestion, manage transportation demand, and improve air quality. Included are state funds for the Vanpool Sponsorship Program and Transportation Management Association Program, and federal funds for the 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.

Much of the congestion within the DVRPC region occurs on state-owned and maintained highways, which are part of the NHS. Therefore, NJDOT has invested a significant amount of resources in congestion relief programs statewide. Congestion relief is also one of the focus areas in NJDOT's Capital Investment Strategy. Per the Statewide Capital Investment Strategy FY13–FY22, almost $480 million (approximately 15 percent), of annual capital investments goes toward congestion relief projects. Progress is being made toward meeting the congestion relief and on-road mobile emissions reductions targets.

4.4 Transit Asset Management (TAM) Rule

TAM is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their lifecycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain an SGR. In short, TAM uses asset condition to guide the optimal prioritization of funding at transit properties.

Based on the mandate in MAP-21 (and continued in the FAST Act), FTA developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public transit capital assets effectively through their entire lifecycles. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, increase reliability and performance, and establish performance measures. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database.

The TAM rule established the following national TAM performance measures (49 CFR Part 625 Subpart D):

- **Rolling stock:** The percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB). ULB is the measure agencies will use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. ULB means either the expected lifecycle of a capital asset or the acceptable period of use in service determined by FTA. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in an SGR. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs;
- **Equipment**: The percentage of non-revenue service vehicles (by type) that meet or exceed the ULB;
- **Facilities**: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale. Under the TERM scale, an asset in need of immediate repair or replacement is scored as one (1), whereas a new asset with no visible defects is scored as five (5); and
- **Infrastructure**: The percentage of track segments (by mode) that have performance restrictions.

Under the provisions of the Transit Asset Transportation Performance Management rulemaking, transit operators are required to set performance targets for their transit asset portfolio. MPOs are then required to set their own targets or adopt the transit operators targets for the transit asset portfolio in their region, beginning in CY2017, based on measures mandated by the rule. The performance measures were selected by FTA and include:

- average revenue fleet age;
- average non-revenue fleet age;
- percentage of facilities that are below a condition rating of 3 on the TERM scale; and
- percentage of the track system under a performance restriction.

Transit agencies are required to upload their performance targets, as well as a supporting narrative, in their annual National Transit Database submission, and report progress against these targets. They are also required to develop a TAM Plan that adheres to the following nine elements to ensure assets are in an SGR:

- Inventory of Capital Assets;
- Condition Assessment;
- Decision Support Tools;

- Investment Prioritization;
- TAM and SGR Policy;
- Implementation Strategy;
- List of Key Annual Activities;
- Identification of Resources; and
- Evaluation Plan.

There are two Tier 1 agencies providing public transit service and subject to this FTA TAM performance management rule in the DVRPC New Jersey region. The agencies are NJ TRANSIT and DRPA/PATCO.

TAM Coordination, Targets, and Goals

The MPOs have 180 days after the transit agencies set their targets, to decide either to adopt the transit operators' targets or to develop their own metropolitan targets. In January 2019, DVRPC took formal action to adopt the same set of targets as NJ TRANSIT and DRPA/PATCO. DVRPC has also worked with NJ TRANSIT, DRPA/PATCO, and NJDOT to develop a set of written procedures that outline the coordination process for TAM. At the time of writing, the FTA has not approved both agencies' FY2019 targets, and target setting for FY2020 is expected to occur later in CY2019 with potential DVRPC Board adoption.

DVRPC's Long-Range Plan prioritizes the preservation and maintenance of the existing transportation infrastructure. This includes maintaining the transit system in an SGR and operating it in a safe and secure manner by replacing buses, railcars, and locomotives as they age, as well as attending to rail bridges, track, signal systems, stations, and other infrastructure. An asset is in an SGR if: (1) it is able to perform its designed function; (2) it does not pose a known unacceptable safety risk; and (3) its lifecycle investments have been met or recovered.

NJ TRANSIT TAM Targets and Goals

NJ TRANSIT operates and maintains a large fleet of buses, railroad cars, locomotives, and light rail vehicles (LRVs) in the DVRPC New Jersey region. To ensure these assets are in an SGR, NJ TRANSIT has budgeted funds to permit regular ongoing replacement of equipment as it approaches the end of its useful life. This approach also permits NJ TRANSIT to procure newer propulsion and fuel systems for vehicles and railroad equipment as they are proven to be feasible, reliable, and cost effective. This maintenance strategy creates a sustainable financial replacement program and is expected to continue into the future.

NJ TRANSIT has prepared an Enterprise Asset Management Program TAM Plan, dated October 1, 2018. In this plan, NJ TRANSIT sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency's assets in an SGR. The plan presents a summary inventory of assets, describes the current condition of the assets, sets near-term targets for the required performance measures, and explains how NJ TRANSIT managers develop and present requests for operating/maintenance budgets and capital asset replacements. The plan also identifies NJ TRANSIT programs and projects aimed at helping to achieve their TAM targets. Tables 3.9 to 3.14 in the NJ TRANSIT TAM Plan provide details for the following TAM performance targets for the State of New Jersey.

(1) Rolling Stock (Percentage of revenue vehicles that have met or exceeded their useful life benchmark)
NJ TRANSIT owns and maintains a fleet of 200 locomotives, 160 self-propelled cars, and 953 locomotive-hauled cars to serve the State of New Jersey. In addition, the agency maintains and operates 15 diesel locomotives and 65 single-level passenger cars owned by the Metro-North Railroad that are configured to operate with NJ TRANSIT's fleet. All locomotives and loco-hauled cars are operated in push-pull service. NJ TRANSIT's commuter rail ULB for locomotives, passenger cars, and self-propelled passenger cars is 30 years,

which is lower than FTA's ULB of 39 years. By 2023, the entire self-propelled passenger car fleet is expected to be retired and replaced by new multilevel vehicles. In the DVRPC New Jersey region, the heavy commuter rail lines include the Northeast Corridor from the City of Trenton to Hamilton Township, Princeton Junction, and to New York City's Penn Station; and the Atlantic City line between Philadelphia's 30th Street Station and Atlantic City, New Jersey.

The RiverLINE is the only light rail system in the DVRPC New Jersey region. Its 20 LRVs are diesel powered, built in 2003, and are maintained by Bombardier at the 36th Street facility in the City of Camden. NJ TRANSIT has established 31 years as the ULB for LRVs, which is the FTA default value.

NJ TRANSIT owns a fleet of over 3,000 buses consisting of two types: (1) over-the-road for longer-haul commuting services and (2) transit. The active bus fleet in daily service is considered to be in an SGR. NJ TRANSIT has determined that the ULB for buses should be 12 years for those in transit service. These include articulated buses, transit buses, and suburban buses. NJ TRANSIT's ULB for over-the-road for commuter service is 14 years. See percentage targets per measure for 2019 in Table 22.

(2) Equipment (Percentage of service vehicles that have met or exceeded their useful life benchmark)
NJ TRANSIT's non-revenue service vehicle inventory includes ordinary automobiles and locomotives that also include police cruisers and specialized track machinery (e.g., light duty trucks, heavy duty trucks, and rubber tire construction equipment and trailers). The current work train locomotive fleet includes five MP-20 locomotives and four GP-40 locomotives. The fleet of work train freight cars totals 81 cars. Of these 81 cars, 68 of them are able to be interchanged with freight railroads. There are also 80 pieces of steel-wheel maintenance-of-way equipment and 158 pieces of construction equipment that include trailers and back hoes, loaders, or similar, not driven on highways. There are 68 automobiles for management and supervisory use, 275 light trucks for maintenance, and 106 heavy duty trucks. The bus non-revenue vehicle inventory consists of 58 automobiles for management and supervisory use, 75 light trucks for service calls, and 34 trucks to retrieve buses back to the maintenance garage. Further, NJ TRANSIT has a fleet of corporate non-revenue service vehicles (police, technology, maintenance, and administration); and Information Systems equipment, such as radio towers, radio repeater equipment, ticket vending machines, and a drone. The 2019 targets for automobiles, trucks, and other rubber tire vehicles, as well as steel wheel vehicles, are listed in Table 23.

(3) Facility (Percentage of facilities rated below 3 on the condition scale)
NJ TRANSIT takes a geographic approach (north, central, and south regions) to condition of all facilities over a three-year period: North in FY2018, Central in FY2019, and South in FY2020. For 2019, it is estimated that no passenger stations facilities and parking lots, and no administration and maintenance facilities will have a performance rating of less than 3 on the TERM scale (Table 24).

(4) Infrastructure (Percentage of track segments with performance restrictions)
NJ TRANSIT will implement the principles of its TAM policy by adopting an SGR policy to maintain capital assets to the level where the asset operates at full performance, in order to provide a safe, reliable, convenient, and cost-effective transit service to its customers. NJ TRANSIT has committed to improving the resiliency of its systems to prevent future damage and to prepare for possible future extreme weather events and security threats. This includes significant new investments in a series of hardening projects, such as new rail vehicle storage, upgraded power systems, maintenance facilities, emergency control centers, security improvements and signal and communications systems resilience upgrades. Table 25 shows that for 2019, less than 1 percent of the RiverLINE's track segments and 1 percent of NJ TRANSIT's statewide commuter rail track segment are expected to experience performance restrictions (Table 25).

Table 22: NJ TRANSIT Rolling Stock Performance Targets

PERFORMANCE MEASURE	2019 TARGET (%)
Articulated Bus	100.00
Automobile	28.89
Over-the-road Bus	26.80
Bus	44.83
Cutaway	13.19
LRV	0.00
Minivan	4.35
Commuter Rail Locomotive	11.70
Commuter Rail Passenger Coach	16.97
Commuter Rail Self-Propelled Passenger Car	100.00
Van	1.53

Source: NJ TRANSIT, 2019

Table 23: NJ TRANSIT Equipment Performance Targets

PERFORMANCE MEASURE	2019 TARGET (%)
Automobiles	39.00
Trucks and Other Rubber Tire Vehicles	47.00
Steel Wheel Vehicles	25.00

Source: NJ TRANSIT, 2019

Table 24: NJ TRANSIT Facility Performance Targets

PERFORMANCE MEASURE	2019 TARGET (%)
Passenger/Parking Facilities	0.00
Administrative/Maintenance Facilities	0.00

Source: NJ TRANSIT, 2019

Table 25: NJ TRANSIT Infrastructure Performance Targets

PERFORMANCE MEASURE	2019 TARGET (%)
Commuter Rail	1.00
RiverLINE Light Rail	0.42

Source: NJ TRANSIT, 2019

DRPA/PATCO TAM Targets and Goals

The DRPA is a bistate corporation that owns and operates four major toll bridge crossings of the Delaware River. Its transit subsidiary, PATCO, operates and maintains a 14.2-mile rapid public transit line between Philadelphia and southern New Jersey, including an administrative and maintenance facility at Lindenwold, New Jersey. The DRPA owns nine stations in DVRPC's New Jersey region and leases four stations in Philadelphia from the City of Philadelphia.

DRPA/PATCO's TAM Plan was published on October 1, 2018. Similar to NJ TRANSIT, DRPA/PATCO's TAM Plan adheres to the nine federally required elements to ensure assets are in an SGR. It also sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency's assets in an SGR. The plan also identifies their programs and projects aimed at helping to achieve their TAM targets.

(1) Rolling Stock (Percentage of revenue vehicles that have met or exceeded their useful life benchmark)
DRPA/PATCO's rolling stock includes all revenue vehicles. The ULB of a self-propelled heavy rail car is 39 years. The DRPA/PATCO had 75 Budd rail cars installed in 1969 (50 years old) and 45 Vickers cars installed in 1980 (39 years old). PATCO completed a car overhaul project in April 2019 (Table 26). The transit car overhaul project for the PATCO High Speed Line will result in a 25-year ULB, which is stricter than FTA's ULB of 39 years; therefore, the target is zero percent for FY2019 as Table 26 displays.

(2) Equipment (Percentage of service vehicles that have met or exceeded their useful life benchmark)
For 2019, it is estimated that 24 percent of non-revenue service vehicles will be over their ULB (Table 27). Most of the non-revenue service vehicles over their ULB pertain to maintenance, such as trailers or loaders.

(3) Facility (Percentage of facilities rated below 3 on the condition scale)
For 2019, it is estimated that no passenger stations facilities and parking lots, and no administration and maintenance facilities, will have a performance rating of less than 3 (Table 28).

(4) Infrastructure (Percentage of track segments with performance restrictions)
The slow zone restrictions are calculated over the 14.2-mile (74,976 feet) track of the PATCO High Speed Line. Projects that impact track (either through slow zone or track outages) are considered. The percentage of track miles in slow zone restrictions is calculated out over 365 days (Table 29). For 2019, there are Capital Projects scheduled, such as the Ben Franklin Bridge Bike Ramp, PATCO Interlocking Rehabilitation, PATCO Elevator Installation, Fourth Street Garage Cathodic Protection, and PATCO Track Resurfacing, in addition to routine maintenance and inspections and resurfacing and maintenance projects that are expected to impact 1.44 percent, or 1,080 feet, of track outages and/or slow zone restrictions over the year (Table 29).

Table 26: DRPA/PATCO Rolling Stock Performance Target

PERFORMANCE MEASURE	2019 TARGET (%)
Rolling stock cars over their ULB	0.00

Source: DRPA/PATCO, 2019

Table 27: DRPA/PATCO Equipment Performance Target

PERFORMANCE MEASURE	2019 TARGET (%)
Non-revenue service vehicles over their ULB	24.00

Source: DRPA/PATCO, 2019

Table 28: DRPA/PATCO Facility Performance Targets

PERFORMANCE MEASURE	2019 TARGET (%)
Passenger stations facilities and parking lots with a performance rating <3	0.00
Administration and maintenance facilities with a performance rating <3	0.00

Source: DRPA/PATCO, 2019

Table 29: DRPA/PATCO Infrastructure Performance Target

PERFORMANCE MEASURE	2019 TARGET (%)
Track miles in slow zone restrictions	1.44

Source: DRPA/PATCO, 2019

NJ TRANSIT'S Progress toward TAM Targets

The Transit Asset Transportation Performance Management rule requires MPOs to describe how the region's TIP will help to achieve the TAM targets. The TIP was developed to ensure progress toward target achievement. Transit operators have taken steps to ensure that projects selected for TIP funding help to achieve the TAM targets.

A few of NJ TRANSIT's projects and programs that have been allocated resources over the First Four Years of the TIP to help achieve TAM Targets include the following:

- preventive maintenance of the bus system (DB #T135);
- rail preventive maintenance program (DB #T39), which is used for the overhaul of rail cars and locomotives, and other preventive maintenance costs; and
- replacement of rail cars and locomotives that have reached the end of their useful life (DB #T112), and the Bus Acquisition Program to replace buses (DB #T111).

NJ TRANSIT's State Capital Program calls for continued investment in the state's transit infrastructure to maintain an SGR and provide reliable transit service. An emphasis on better preparing NJ TRANSIT to withstand, and recover from, future extreme weather events through building a more resilient system remains a key focus of the Capital Program, which invests in railroad bridge rehabilitation, track replacement, signal upgrades, repairs to overhead power lines and electric substations, improvements to rail stations, and bus shelter upgrades.

DRPA/PATCO'S Progress toward TAM Targets

DRPA/PATCO has programmed most of their funding for system preservation and maintenance over the First Four Years of the DVRPC FY2020 TIP for New Jersey. DRPA/PATCO's system preservation projects include the following:

- Complete the rebuilding of all existing PATCO cars. There are 120 rail cars in PATCO's fleet that were refurbished to include new interiors, better communications, security, and mechanical improvements. The project is the largest rolling stock capital expenditure since PATCO's inception in 1969 and one of the largest capital improvement projects in DRPA's history. As of April 2019, the entire fleet, or 120 cars out of a fleet of 120, have been refurbished (DB #DR046);
- Preventive maintenance on vehicles and facilities (DB #DR034);
- Rehabilitate and replace interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions (DB #DR1501);
- Replace electric cables throughout the PATCO High Speed Line System (DB #DR008);
- Renovate subway structures, such as pedestrian bridges, tunnels, subway stations, pump rooms, and tunnel leakage mitigation (DB #DR1802);
- Rehabilitate or replace embankment (e.g., fencing, retaining wall) for erosion and drainage control (DB #DR015); and
- Rehabilitate platforms at various PATCO stations (DB #DR1803).

DRPA/PATCO has adopted the TAM policy to support and complement their Five-Year Strategic Plan "Roadmap to World-Class Stewardship: 2018–2022," Five-Year Capital Program, and the Annual Budget Process in order to realize the agency's vision as a "World-Class Stewardship" organization. Further, the operator will continue to utilize biennial inspections (that serve as the basis of the agency's budget program), an integrated budget and strategic plan process, and solutions derived from the asset management to continuously evaluate and update the asset management plan.

4.5 Public Transportation Agency Safety Plans (PTASP)

On July 19, 2018, the FTA published the PTASP Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP rule is effective July 19, 2019. The plan must include safety performance targets, and transit operators, such as NJ TRANSIT and the DRPA/PATCO, must also certify they have a safety plan in place meeting the requirements of the rule by July 20, 2020. The transit agency must update and certify this plan each year. At this time, the PTASPs for NJ TRANSIT and the DRPA/PATCO are under development and will be included in the final, printing of the TIP document when available.

CHAPTER 5:

PUBLIC INVOLVEMENT

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 those who are 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.

Every citizen is responsible for becoming involved in regional issues and playing a role in the decision-making process; therefore, DVRPC strives 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.

5.1 Public Comment Period

The public comment period for the Draft DVRPC FY2020 TIP for New Jersey opened on Tuesday, July 9, 2019, at 5:00 PM (EST) and closed on Friday, August 9, 2019, at 5:00 PM (EST). DVRPC invited the public to attend the meeting/information session listed below to learn more about the Draft FY2020 TIP for New Jersey and share with DVRPC, NJDOT, NJ TRANSIT, and DRPA/PATCO their comments about the Draft TIP and Draft STIP.

MONDAY, JULY 29, 2019
6:00 PM–8:00 PM (EST)
ROOM 211
JOYCE McDADE ADMINISTRATION BUILDING
640 SOUTH BROAD STREET
TRENTON, NJ 08650
The meeting location was transit-accessible near the Hamilton Avenue Light Rail Station.

Although not required, those interested in joining the meeting were encouraged to RSVP by contacting 215-592-1800 or public_affairs@dvrpc.org. The meeting was conducted jointly with NJDOT, NJ TRANSIT, and the DRPA/PATCO. It served as an opportunity to also comment on the Draft FY20–FY29 STIP that was available at www.state.nj.us/transportation/capital. NJDOT, NJ TRANSIT and DRPA/PATCO do not hold a separate public comment period or meeting for the Draft STIP and rely on DVRPC and other MPOs to serve as the vehicle for this federal requirement. Public comments on both the Draft TIP and STIP documents were addressed to the MPO, which the MPO then coordinated with the agency that is in the best position to respond to such comments (MPO, NJDOT, NJ TRANSIT, DRPA/PATCO, county, city, or one of the remaining independent authorities). As in past years, a representative from NJDOT, NJ TRANSIT, and DRPA/PATCO were available at the above-referenced public meeting on the Draft TIP and Draft STIP.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document was available on the DVRPC website, including the date and location of the public meeting and other general information. Individuals could also download or access TIP materials at any time. The best way for the public to submit comments was online by using DVRPC's enhanced web-based Draft TIP public comment application located at www.dvrpc.org/TIP/Draft. Users could

click on the "Submit a Comment on Draft DVRPC FY2020 TIP for NJ" button to make general and project-specific comments. DVRPC staff then gathered responses from appropriate agencies. Responses provided were only to comments submitted in writing during the public comment period. In addition, the public could submit comments via email (tip@dvrpc.org) during the public comment period, or forward written comments via U.S. mail to:

TIP COMMENTS
OFFICE OF COMMUNICATIONS AND ENGAGEMENT
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106-1520

DVRPC employed social media (Facebook, Twitter, and Instagram) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts about the Draft TIP via social media posts. For those without internet access, Draft TIP documents were available at selected area libraries (Table 30), including the DVRPC Resource Center at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. Users could also submit comments by sending a fax transmittal to (215) 592-9125.

5.2 Public Comment Guidance

In an effort to facilitate the public comment process, DVRPC offered some extended guidance. Listed below are some questions that DVRPC asked the public to consider during the review of the Draft TIP and Draft STIP documents.

- Given the projects in this Draft TIP or Draft STIP, are we heading in the right direction? Are we meeting the needs of the region or state? Are we following the intent of the FAST Act?
- Does the Draft TIP or Draft STIP 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; non-traditional projects (such as pedestrian, bicycle, or operational improvements); or freight improvements, 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, is this region investing money in the right types of projects?
- Is the Draft TIP or Draft STIP document easy to use? How can they further improve?

Of course, comments were not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the TIP or STIP, the TIP development process, or any other topic of concern. However, we reminded 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 and STIP in some future year.

Table 30: Libraries Displaying the Draft TIP During Public Comment Period

BURLINGTON COUNTY		
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Moorestown Library 111 West Second Street Moorestown, NJ 08057	Burlington County Library– Bordentown Branch 18 East Union Street Bordentown, NJ 08505
CAMDEN COUNTY		
Camden County Library– M. Allan Vogelson Regional Branch 203 Laurel Road Voorhees, NJ 08043	Camden County Library– Gloucester Twp.-Blackwood Rotary Branch 15 South Blackhorse Pike Blackwood, NJ 08012	Camden County Library– Rutgers–Camden Branch 300 North 5th 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	
GLOUCESTER COUNTY		
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
MERCER COUNTY		
Mercer County Library– Lawrence Branch 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638	
PHILADELPHIA, PENNSYLVANIA		
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped of Philadelphia 919 Walnut Street Philadelphia, PA 19107	

Source: DVRPC, 2019

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CHAPTER 6:

MAPPING APPLICATION AND LISTINGS OVERVIEW

6.1 Mapping Application and GIS

This TIP does not contain printed static maps in the document. Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the TIP is printed and distributed, or is modified or amended throughout the life of the TIP. For this reason, DVRPC recommends using the TIP Web Map Search Tool found at www.dvrpc.org/TIP_ as the primary mapping function to show the location of mappable projects for Highway and Transit projects.

Different project types, such as intersection improvements, bridge replacements, or new transit facilities, are shown by using various colors and symbols in the TIP Web Map Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, reserve line items, or preliminary studies, are not mapped. These projects are listed in a drop-down list under the heading "TIP Projects Not Mapped" and are listed on the map by their unique project identification number (DB #) under the same heading.

The TIP Web Map Search Tool continues to include robust data sets, besides TIP projects, that include overlays, such as Planning Centers, Freight Centers, CMP Corridors, and IPD, as well as a "search by address or location" function. To go along with the more robust TIP Web Map Search Tool, DVRPC has made TIP GIS data available as well. GIS is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or for analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Downloadable GIS point and line location features for TIP projects, projects in the current adopted Pennsylvania and New Jersey TIPs, as well as projects with formal TIP Actions that the DVRPC RTC and Board vote on are available via the Transportation section of DVRPC's GIS Data web page, www.dvrpc.org/Mapping/Data. This web page also contains links to DVRPC's GIS Portal, interactive maps, and a map gallery, in addition to other data resources. The *GIS Portal* contains boundaries, demographic, planning, and transportation data, which is helpful for obtaining data that provides context for the TIP.

DVRPC Regional Highway and Transit Programs

This document includes various project listings. The project listings include the New Jersey Highway, Transit (NJ TRANSIT and DRPA/PATCO), Statewide, and the Study and Development 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 Center, NJDOT Capital Investment Strategies program category, CMP category, EJ IPD 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 STIP document is online at www.state.nj.us/transportation/capital.

Note that all projects within the formal First Four Years of the TIP period (FY20–FY23) are considered funded and 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 state and region developed a 10-year constrained programming horizon for Highway and Transit projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the First Four Years (FY20–FY23) also have phases (such as Construction) that may be out between LFY24 and LFY29. This 10-year constrained programming horizon is illustrated on the project listings within the TIP and STIP documents.

Statewide Program

Following the DVRPC region Highway and Transit project lists are lists of Highway projects in the Statewide Program. These Statewide projects are primarily highway programs 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

There is a subset of Highway proposals referred to as Study and Development projects. 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 Study and Development Program is to make candidate projects ready for consideration in a future TIP update cycle for potentially TIP-funded phases: Preliminary Engineering (PE), Final Design (DES), Right-of-Way Acquisition (ROW), and Construction (CON). Projects in the Study and Development Program have been identified as priorities for further advancement but have not reached formal approval for advancement into PE or DES. In other words, these projects are in the "pre-TIP" phase. Reasonable strategies and alternatives that address the purpose and need are identified for Study and Development projects during the pre-TIP Concept Development phase.

6.2 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 (AQ) Codes

An alphanumeric AQ coding scheme has been developed for all projects in the Long-Range Plan and the TIP. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes. For non-exempt projects, the project's AQ code is identified by the first conformity "analysis year" that follows the project's last year of programmed funds for construction that are expected for authorization (hence, projected year of project opening to the public or completion year): 2025, 2035, or 2045. 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). If a non-exempt project in the TIP, for example, has the last year of funding programmed for construction in 2023, its AQ code would be 2025M.

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 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 indicates 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. Table 31

and Table 32 provide a complete list of exempt and non-exempt categories and corresponding AQ codes. The AQ code "TBD" (To be Determined) indicates that projects selected and funded via a program line item could be exempt or non-exempt, depending on project's scope of work.

Study and Development projects are those that are still in the conceptual phase and are not yet part of the TIP. However, they are likely to be included in future TIPs; therefore, they are assigned AQ codes that begin with "SDX" for projects likely to be exempt from air quality conformity, or "SDN" for projects not likely to be exempt from air quality conformity. 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).

Table 31: DVRPC AQ Codes for 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 2025 network and all subsequent analysis years	2025M
	Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years	2035M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years	2045M
STUDY AND DEVELOPMENT PROJECTS	Project in the Study and Development Program expected to result in an exempt project	SDX
	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

Source: DVRPC, 2019

Table 32: DVRPC AQ Codes for 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 IS 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, 2019

Long-Range Plan ID

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

TIP Project Status Codes

DVRPC has developed a coding scheme to highlight certain projects in the TIP by denoting them with the following status codes: NEW, NEW-B, NEW-G, NEW-LG, NEW&SD, NEW-CD, SD, or RETURN. As a result of the TIP being updated every two years, these status codes help establish the origin of the projects by distinguishing them from other projects within the TIP and by tracking in which TIP document they first appear.

Projects determined as "new" projects in the TIP are denoted with a status codes of NEW, NEW-B, NEW-G, NEW-LG, NEW-M, NEW&SD, or NEW-CD. NEW 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. NEW-G projects have "graduated" from the Study and Development Program and are advancing into the TIP for Design to Construction phases. Similarly, NEW-LG projects are locally sponsored projects that have "graduated" from DVRPC's Local Concept Development Program to advance into the TIP's Local Program, or the project's Concept Development phase was locally led by a county or municipality. NEW-M projects include at least two existing TIP projects merged into one of the existing DB #s or combined into a newly established DB #.

Furthermore, as a result of funds being programmed over a 10-year horizon, projects may be included in both the TIP's Study and Development Program and Highway Program. Such projects are denoted as NEW&SD. NEW-CD projects are those that are programmed for Concept Development in the DVRPC Highway or NJDOT Statewide Program.

A project denoted with an SD status indicates that it is not a new project but is in the TIP Highway or Statewide Program and Study and Development Program. Finally, projects indicated as RETURN, such as the Burlington County Bus Purchase (DB #D1510) in DVRPC's Local Program, have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the FY2020 TIP for New Jersey.

Planning Center Notations

The Greater Philadelphia region is a mosaic of 352 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify community types and corresponding long-range planning policies, DVRPC assigned each municipality a Planning Center type associated with the long-range planning policies that will be most beneficial to the community as a whole. At the regional scale, Planning Centers guide the direction of policy.

Planning Centers include the following types:

- **Metropolitan Center** (Center City/University City/Camden Central Business District);
- **Metropolitan Subcenters**, which reflect their magnitude of jobs and commercial activity;
- **Neighborhood Centers**, which have varying characteristics, assets, challenges, and needs, and for which specific approaches and strategies for improving and revitalizing these neighborhoods will differ;
- **Suburban Centers**, which are regionally significant and defined primarily by a concentration and variety of office, retail, professional, and light industrial uses, and generally have more jobs than residents, and are generally auto dependent;

- **Town Centers**, which have a mixture of high-density residential and commercial land use, are pedestrian friendly, are often transit oriented, and are surround by suburban land uses;
- **Rural Centers**, which have a minimum density of six people and three employees per developed acre and are surrounded by rural and agricultural land uses; and
- **Planned Centers**, which are planned town-center-type developments on greenfields in Growing Suburbs or Rural Areas or through redevelopment on grayfields and/or brownfields in developed communities. "Planning Center" is a notation in the TIP project description.

IPD Codes

DVRPC uses the IPD 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 include Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign Born, Persons with Disabilities, Limited English Proficiency, and Low-Income. The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above to understand the distribution of FY2020 TIP mappable projects in regard to EJ and Title VI guidance. The distribution of projects may indicate if communities of concern are experiencing disproportionate impact or possibly being excluded from benefits of TIP projects.

The data for each of the indicators in the IPD analysis are split into five "bins," and a census tract's "score" is determined by standard deviations relative to an indicator's regional average: well below average (score of 0), below average (score of 1), average (score of 2), above average (score of 3), and well above average (score of 4) (see Figure 4). A summary score of all nine indicators for each census tract (ranging from 0 to 36) is used to show regional concentrations of populations of interest as defined by Title VI and EJ. These summary scores are then organized into five categories—from "well below average" to "well above average"—to allow for regional comparisons and evaluation: well below average (scores from 0 to 11), below average (scores from 12 to 15), average (scores from 16 to 19), above average (scores from 20 to 23), and well above average (scores from 24 to 36). Refer to Chapter 3 for full details.

CMP Notation

Certain projects are determined to be major capacity or operational improvements and found consistent with DVRPC's CMP. They 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-Adding Projects refers to projects that add capacity or improve operations in a way that affects regional travel patterns. This review considers, although is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

NHFN

The Delaware Valley is a premier freight transportation gateway and is made up of a multifaceted, interconnected freight network. Projects that have a direct, significant impact on the flow of goods along strategic freight corridors or that would improve NHS connector routes to intermodal facilities are noted as integral to the federally designated NHFN. This system designation is intended to improve the performance of highway portions of the U.S. freight transportation system through strategic use of federal resources. The NHFN has four subsystems: (1) the PHFS; (2) those portions of the Interstate system not part of the PHFS; (3) CRFCs, which DVRPC does not have; and (4) CUFCs. Projects that are in the NHFN and Interstates are eligible for NHFP funding.

Phase of Work Abbreviations

Note that an "L" preceding any phase means Local Agency Lead (MPO, county, or municipality); otherwise, the state DOT is the lead agency.

CAP (Capital Acquisition): Used to denote NJ TRANSIT's acquisition of rolling stock.

CD/LCD (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 based on environmental impact, constructability, and cost effectiveness to address the problem. CD is the phase for projects in the Study and Development Program. Projects marked with an "L" preceding "CD" indicate a Local Agency Lead; otherwise, the state DOT is the lead agency. For information about NJDOT's Concept Development phase, please visit www.state.nj.us/transportation/capital/pd/phase_cd.shtm.

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

DES (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 and construction contract documents to solicit bids from prospective contractors.

DS (Debt Service): Involves scheduled payments due for principal and interest on bonds for transit operator.

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

ER (Engineering/Right-of-Way): Funding can be used for both design and right-of-way costs.

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

FA/LFA (Feasibility Assessment): The purpose is to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs. LFA indicates feasibility assessment by a local sponsor (MPO, county, or municipality). FA indicates feasibility assessment by NJDOT.

OP (Operations Phase): Funding can be used for any activity required for the operation of a transit system.

PE/LPE (Preliminary Engineering): The process of advancing Preliminary Engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative. Projects marked with an "L" preceding "PE" indicate a Local Agency Lead; otherwise, the state DOT is the lead agency.

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

PRA (Planning, Research and Administration): Involves planning, research, or administrative projects.

PUR (Purchase of Equipment): Involves the purchasing of equipment.

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 addresses a specific mobility issue.

UTL (Utilities): Utility relocation work associated with a project.

Federal Highway Funding Sources Abbreviations

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

BRIDGE-OFF: Provided 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 funding category was merged into NHPP in MAP-21.

BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant Program: This program was previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants. Projects are awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. In 2019, the Consolidated Appropriations Act, 2019 (''FY2019 Appropriations Act'') appropriated $900 million to be awarded by USDOT; and in the FY2019 round of BUILD Transportation grants, the maximum grant award is $25 million, and no more than $90 million can be awarded to a single state, as specified in the FY2019 Appropriations Act. Per statute, the FY2019 selection criteria are the same as under the FY2017 TIGER program, although the description for each criterion has been updated. Additionally, the FY2019 Appropriations Act allows for up to $15 million (of the $900 million) to be awarded for the planning, preparation, or design of eligible projects referred as "BUILD Transportation planning grants."

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. This is a type of Highway funding that can flex (transfer) from the Highway Program via FHWA to the Transit Program.

CTDG (Competitive TIGER [Transportation Investment Generating Economic Recovery] Discretionary Grants): Special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. In 2018, TIGER was rebranded into the BUILD Transportation Discretionary Grant program. To learn more, visit the website at www.transportation.gov/BUILDgrants.

DEMO (Demonstration Funds): Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU. Project earmarks were discontinued in MAP-21. Funding also includes TIGER/CTDG, or what is now known as BUILD.

EB (Equity Bonus Program): Provided funding to states based on equity considerations. This program was discontinued in 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 FHWA for approval as an advance construction project.

HPP10 (High-Priority Projects): Provided special federal funding from congressional earmarks under SAFETEA-LU.

HPP20 (High-Priority Projects): Provided special federal funding from congressional earmarks under SAFETEA-LU.

HSIP (Highway Safety Improvement Program): Provides funding for projects or strategies included in the state's SHSP that correct or improve a hazardous road location or feature or addresses a highway safety problem.

I-MAINT or IM (Interstate Maintenance): Provided funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the Interstate system. This funding category was merged into NHPP in MAP-21.

INFRA (Infrastructure for Rebuilding America): A federal discretionary grant program that was established in July 2017 to replace the FASTLANE program that was newly authorized under the FAST Act. It provides INFRA grants or credit assistance to nationally and regionally significant freight and highway projects.

NHFP-HWY, **NHFP-RAIL (National Highway Freight Program)**: Funding for this program provides for the efficient movement of freight on the NHFN and supports the freight investment plan in the state's freight plan. The NHFN consists of four components: PHFS, CRFCs, CUFRs, and portions of the Interstate system that are not part of the PHFS.

NHPP (National Highway Performance Program): Provides funding used to support the condition and performance of the NHS, and to construct new facilities on the NHS that support national performance goals. Three programs from the previous authorization, SAFETEA-LU, were merged into NHPP under MAP-21: BRIDGE and BRIDGE-OFF, I-MAINT, and the NHS. The FAST Act continued this program. 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.

NHS (National Highway System): Provided funding for projects that improve and support the Interstate Highway System and other key highway links. This funding category was merged into NHPP in MAP-21.

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

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

REC TRAILS or RTP (Recreational Trail Program): Provided 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 was incorporated into TAP in MAP-21.

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 HSIP. Eligible activities include:

signing and pavement markings at crossings; active warning devices; crossing surface improvements; sight distance improvements; grade separations; and the closing and consolidation of crossings.

RHC-PHILA (Rail Highway Grade Crossing-Philadelphia): RHC funds designated for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area.

RHC-TRENTON (Rail Highway Grade Crossing-Trenton): RHC funds designated for the "Trenton, NJ" Urbanized Area.

SCENIC BYWAYS (Scenic Byways Program): Provided funding for byway-related projects. This category 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): Provided funding that could be used for programs and projects that encourage children and their parents to walk and bicycle safely to school. This was merged into MAP-21's TAP. In the FY2014 round, the State of New Jersey elected to competitively select only SRTS infrastructure projects and partnered with New Jersey Transportation Management Associations to administer a new statewide education and encouragement program using SRTS federal SAFETEA-LU funds.

STP/STP-STU/STBGP (Surface Transportation Block Grant Program): Federal flexible funding that may be used on any federal-aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities. It was previously known as STP until the FAST Act renamed it as STBGP. In general, STBG projects may not be used on local roads or rural minor collectors. "STU" indicated STP or STBGP funds in the DVRPC New Jersey region's urbanized area (hence "STBGP-STU"), which comprised most of the funds in the DVRPC Local Program. However, for the first time in the TIP, the fund code STBGP-STU is broken out by urbanized area (e.g., STBGP-PHILA, STBGP-TRENTON). To view a map of all urbanized areas in New Jersey, visit www.state.nj.us/transportation/gis/maps/urbanized.pdf.

STBGP-B5K200K (**Surface Transportation Block Grant Program in areas with a population between 5,000 and 200,000):** STBGP funds for areas with a population greater than 5,000 but not more than 200,000. The state DOT is to identify projects in these areas for funding, in consultation with the MPOs.

STBGP-FLEX (**Surface Transportation Block Grant Program Flexible):** STBGP funds that can be used anywhere in the State of New Jersey under NJDOT's discretion.

STBGP-L5K (**Surface Transportation Block Grant Program in areas with a population of less than 5,000):** STBGP funds for areas with a population of less than 5,000.

STBGP-OS/BRDG (**Surface Transportation Block Grant Program for Off-System Bridges):** Funding from the state's STBGP apportionment for bridges not on federal-aid highways ("off-system bridges").

STBGP-PHILA (Surface Transportation Block Grant Program for the Philadelphia Urbanized Area with a population of 200,000 or more): STBGP funds for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area, which makes up most of the DVRPC Local Program. In current and previous TIPs and STIPs, STBGP-PHILA and STBGP-TRENTON were combined as "STBGP-STU" or "STP-STU" depending on the federal legislation. Visit the interactive TIP web map to view this urbanized area.

STBGP-TRENTON (Surface Transportation Block Grant Program for the Philadelphia Urbanized Area with a population of 200,000 or more): STBGP funds for the "Trenton, NJ" Urbanized Area, which makes up a smaller part of the DVRPC Local Program. In current and previous TIPs and STIPs, STBGP-PHILA and STBGP-TRENTON were combined as "STBGP-STU" or "STP-STU" depending on the federal legislation. To view a map of all urbanized areas in New Jersey, visit www.state.nj.us/transportation/gis/ maps/urbanized.pdf.

STP-TE (Surface Transportation Block Grant Program-Transportation Enhancement): Provided 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 was incorporated into TAP in MAP-21. Funds may be flexed from the Highway Program via FHWA to the Transit Program.

TIGER (Transportation Investment Generating Economic Recovery): Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants are special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. See CTDG, DEMO, and BUILD. In 2018, the program became BUILD.

TA Set-Aside (Transportation Alternatives Set-Aside): Previously known as Transportation Alternatives Program (TAP), TA funds are a portion of STBGP funding set aside under the FAST Act. A competitive process for selection of projects must take place. The fund code was previously designated as TAP, and for the first time in the TIP, the fund code is broken out by urbanized area (e.g., TA-PHILA, TA-TRENTON) like STBGP funds. To view a map of all urbanized areas in New Jersey, visit the interactive TIP web map.

TA-PHILA (Surface Transportation Block Grant Programs Transportation Alternatives Set-Aside for the Philadelphia Urbanized Area with a population of 200,000 or more): STBGP TA Set-Aside funds for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area. .

TA-TRENTON (Surface Transportation Block Grant Programs Transportation Alternatives Set-Aside for the Trenton Urbanized Area with a population of 200,000 or more): STBGP TA Set-Aside funds for the "Trenton, NJ" Urbanized Area.

State Highway Funding Sources Abbreviations

STATE or TTF (State Transportation Trust Fund): Provides the disposition of funding received from the New Jersey Transportation Trust Fund for Highway and Statewide Programs.

STATE-DVRPC: Provides STATE funding from the TTF for use by DVRPC for locally sponsored projects. Various levels of STATE funds were appropriated by the New Jersey State Legislature between FY14 and FY18 as a result of the MPO exchange of program funds with NJ TRANSIT and NJDOT. In the DVRPC TIP, two digits associated with this fund code indicate the year that STATE-DVRPC funds were appropriated by the state legislature (e.g., 18-STATE-DVRPC denotes STATE-DVRPC funds that were appropriated in FY18). See Appendix E for detailed information. In this document, STATE-DVRPC funds are excluded in the program summary as they were previously appropriated by the state legislature (to avoid double-counting).

Federal Transit Funding Sources Abbreviations

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): Provided funding for the rehabilitation and/or development of ferry facilities throughout the state. It was discontinued in MAP-21.

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

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

Sections 5303, 5304, & 5305 (FTA Metropolitan & Statewide and Nonmetropolitan Transportation Planning): Provides funding and procedural requirements for the state and MPOs to develop transportation plans and programs; plan, design, and evaluate a public transportation project; and conduct technical studies related to public transportation.

SEC 5307 (FTA Urbanized Area Formula Grants Program): Provides funding to a census-designated urbanized area of 50,000 people or more for the planning, engineering, design, and evaluation of transit projects and technical transportation-related studies; capital investments in bus and bus-related activities, such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

SEC 5309 (FTA Fixed Guideway Capital Investment Grant): Provides discretionary funding for fixed guideway investments, such as new and expanded rail, and corridor-based bus rapid transit investments that follow the features of rail. The four categories of eligible projects under this program are New Starts, Small Starts, Core Capacity, and Programs of Inter-Related Projects.

SEC 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program): Provides funding for transportation services planned, designed, and implemented to support special transportation needs of seniors and individuals with disabilities in all areas.

SEC 5311 (FTA Non-Urbanized Rural Area Formula Program): Provides funding for rural public transportation programs and training and technical assistance to states and federally recognized Indian tribes with populations fewer than 50,000 according to the census.

Sec 5312 (FTA Public Transportation Innovation): Provides funding for public transportation research and development.

Sec 5316 (FTA Job Access and Reverse Commute Program, JARC): Provided funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements. This program expired under MAP-21 and the FAST Act.

Sec 5317 (FTA New Freedom Program): Provided funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the ADA Act of 1990. This program expired under MAP-21 and the FAST Act, and was replaced by FTA's Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Sec 5318 (FTA Bus Test Facility): Provides funding for a bus testing facility to ensure new models offered for purchase will meet performance standards.

Sec 5324 (FTA 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 that have suffered serious damage in the event of an emergency, including natural disasters.

SEC 5326 (FTA TAM): Provides TAM and reporting requirements across FTA's grant programs to promote accountability.

SEC 5337 (FTA State of Good Repair Program): Provides funding for capital asset maintenance, rehabilitation, and replacement, as well as projects that implement TAM plans.

SEC 5339 (FTA Bus and Bus Facilities Program): Provides funding for capital projects that will replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. This program also replaces the expired Alternative Analysis Program.

SEC 5340 (FTA States/High Density States Programs): Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21, as in authorizations prior to MAP-21.

State Transit Funding Sources Abbreviations

CASINO REVENUE: By state law, provides state transit funding from the annual allocation of 8.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.

Other Funding and Phase Abbreviations

Advance Construction (AC): Procedure to advance a federally funded project phase into the current FY 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. DRPA is a the DRPA/PATCO's local match for federal funds.

LTAP: Funding provided for the New Jersey Local Technical Assistance Program.

Multiyear 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.

N/A: Funding source not available or identified yet.

OPER or Operating: Funding from fare box revenues

OTHER: Funds from a third-party source other than federal or state transportation funds, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.

TBD: To be determined.

CHAPTER 7:

PROGRAMS

The DVRPC FY2020 TIP for New Jersey categorizes projects into these programs: DVRPC Highway Program and DVRPC Transit Program (by NJ TRANSIT and DRPA/PATCO). Additionally included in this document are the NJDOT-managed, non-MPO specific Statewide Program and the Study and Development Program. Although Figure 8 offers a sample project listing in the Highway Program, the listings in other Programs follow the same format.

7.1 DVRPC Regional Highway and Transit Programs

The Highway and Transit programs for Burlington, Camden, Gloucester, and Mercer Counties, and Cities of Camden and Trenton, include 126 projects that are funded in the TIP over the First Four Years (FY20–FY23). These projects total $1.680 billion for the phases to be advanced over the next four years (FY20–FY23), averaging $420 million per year. The project listings within the Highway and Transit programs that follow this chapter are grouped by county and transit operator/agency. 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 name.

The DVRPC Regional Highway Program includes $1.079 billion over the next four years for 73 projects primarily addressing the highway system.

The DVRPC Regional Transit Program contains 53 projects (38 by NJ TRANSIT and 15 by the DRPA/PATCO) that are primarily programs or reserve line items. Programmed funds include $600.3 million over the next four years for projects addressing the transit system by NJ TRANSIT and the DRPA/PATCO.

7.2 Statewide Program

The TIP lists 108 NJDOT-managed programs that are for the entire State of New Jersey and worth slightly over $4.5 billion in the First Four Years. 71 percent of the Statewide Program is state funded. The remaining 29 percent is federally funded. These Statewide Highway projects are not specific to any particular MPO region but would benefit all or provide direct support to NJDOT.

7.3 Study and Development Program

There are eleven NJDOT sponsored projects and six DVRPC Local Concept Development locally sponsored projects in the Study and Development Program. These projects are currently in a conceptual, “pre-TIP” phase (Concept Development) and not yet ready to enter the design phase. Local sponsored projects are selected from DVRPC’s Local Concept Development Program and typically have a temporary “TBD#” assigned as their DB # until they are ready to “graduate” from this stage into the TIP.

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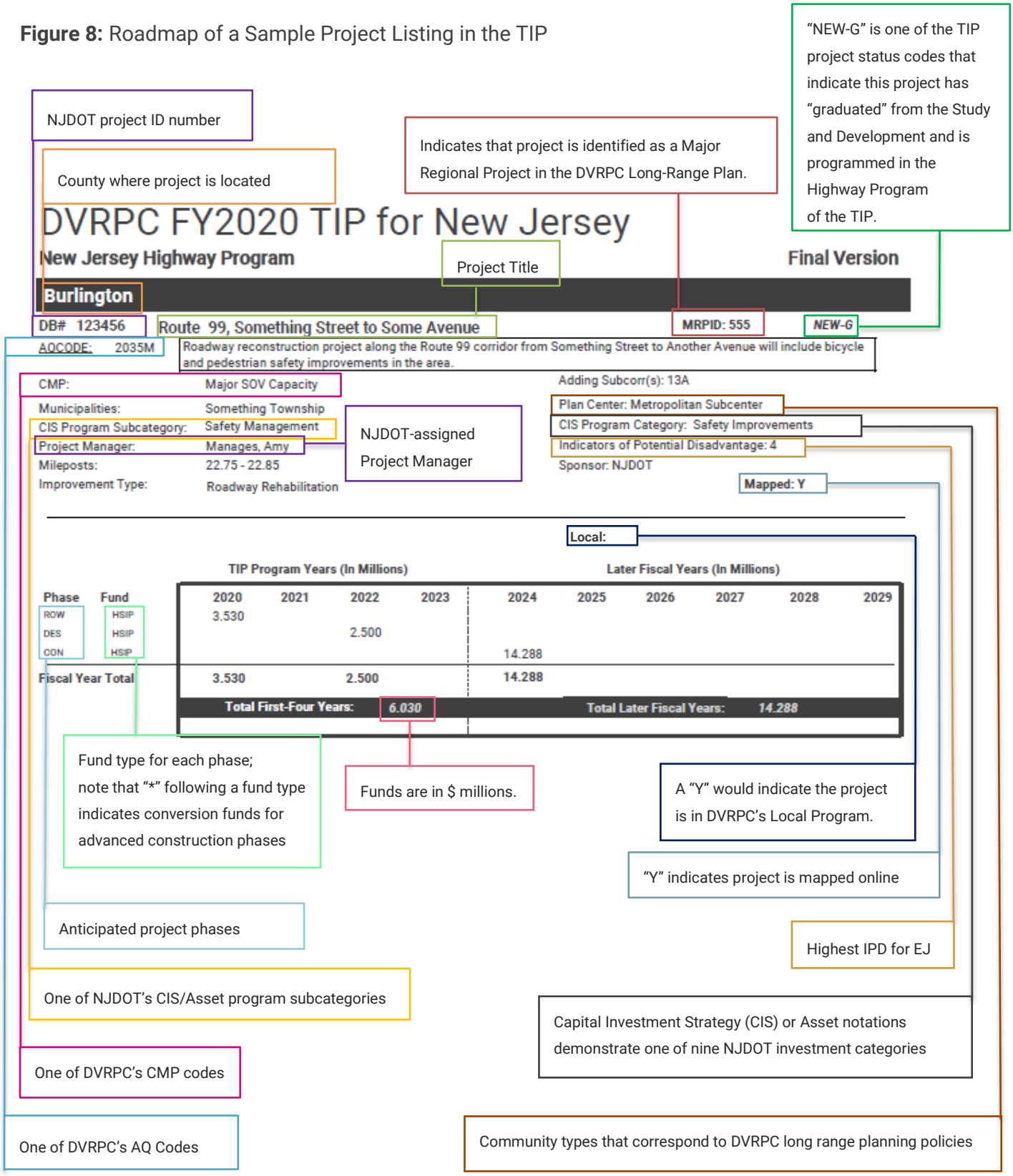
Figure 8: Roadmap of a Sample Project Listing in the TIP



Source: DVRPC, 2019

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CHAPTER 8:

PROJECT LISTINGS BY PROGRAM

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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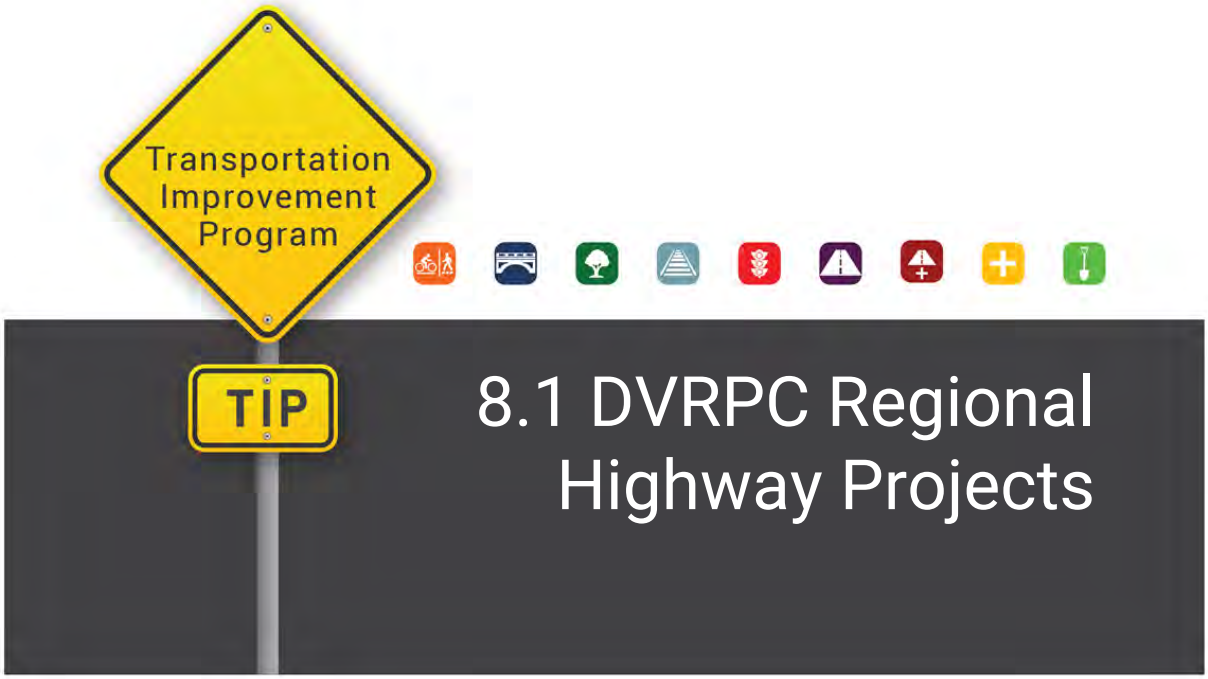

8.1 DVRPC Regional Highway Projects

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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PROJECT LISTING AND INDEX
(in order by project name)

DB #	Program	County/Agency	Project Name	Page
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15385	Highway	Burlington	Route 38, Nixon Drive to Pemberton Road	107
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15321	Highway	Burlington	Route 70, Bridge over Mount Misery Brook	108
12380	Highway	Burlington	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	109
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D0410	Highway	Camden	Camden County Roadway Safety Improvements	114
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DB #	Program	County/Agency	Project Name	Page
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12413	Highway	Gloucester	Route 40, Elmer Lake to Elmwood Avenue	128
15302	Highway	Gloucester	Route 41 and Deptford Center Road	128
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DB #	Program	County/Agency	Project Name	Page
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07319B	Highway	Mercer	Route 29, Cass Street to Calhoun Street, Drainage	139
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03304	Highway	Various	Bridge Deck/Superstructure Replacement Program	142
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Burlington

DB# D1510 **Burlington County Bus Purchase** *RETURN*

AQCODE: M10

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Burlington County, such as providing for the purchase of buses and capital equipment for BurLink. The Burlink bus system is a deviated fixed route service that is operated by the South Jersey Transportation Authority (SJTA) and provides transportation to county residents, employees and visitors. BurLink bus routes connect with many NJ TRANSIT bus routes and the River LINE.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Magri, Anna

IPD:

Mileposts: N/A

Sponsor: Burlington County

Improvement Type: Transit Improvements

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	CMAQ			0.476		0.476		0.476		0.476	
Fiscal Year Total				**0.476**		**0.476**		**0.476**		**0.476**	
		Total First Four Years:		***0.476***		**Total Later Fiscal Years:**				***1.428***	

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

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Darji, Vijesh

IPD:

Mileposts: N/A

Sponsor: Burlington County

Improvement Type: Roadway Rehabilitation

Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-PHILA	0.800		0.800		1.000		1.000		1.000	
Fiscal Year Total		**0.800**		**0.800**		**1.000**		**1.000**		**1.000**	
		Total First Four Years:		***1.600***		**Total Later Fiscal Years:**				***3.000***	

Burlington

DB# D1804 **CR 537, CR 628, and CR 660 Guiderail Installation**

AQCODE: S9

This project will upgrade existing guiderail with end treatments and guiderail attachments to county structures. Additional work will include piping ditch by using reinforced concrete pipe with new manholes and minor regrading.

Hainesport Locations:
Marne Hwy (CR 537) & New York Ave (M.P. 15.34)
Marne Hwy (CR 537) & South Branch Rancocas Creek (M.P. 16.15)

Mansfield Locations:
Jacksonville-Hedding Rd (CR 628) (M.P. 5.62)
Jacksonville-Hedding Rd (CR 628) (M.P. 5.85)

Florence/Mansfield Locations:
Old York Rd (CR 660) & NJTP Bridge (M.P. 4.32) Guiderail Replacement
Old York Rd (CR 660) & East of Brookside Dr

Chesterfield Location:
Old York Rd (CR 660) (M.P. 4.32)

CMP: Not SOV Capacity Adding

Municipalities: Hainesport Township; Mansfield Township; Florence Township; Chesterfield Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Darji, Vijesh

IPD:

Mileposts: 15.34

Sponsor: DVRPC

Improvement Type: Roadway Rehabilitation

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	15-STATE-DVRPC	0.872									
CON	16-STATE-DVRPC	0.276									
CON	17-STATE-DVRPC	0.552									
Fiscal Year Total		**1.700**									
		Total First Four Years:			***1.700***		**Total Later Fiscal Years:**				

Burlington

DB# 15353 **Route 38 and Lenola Road (CR 608)**

AQCODE: X1

Initiated from the Congestion Management System, this study will examine ways to improve the intersection.

CMP: Minor SOV Capacity

Adding Subcorr(s): 10A

Municipalities: Moorestown Township

Planning Center: Metropolitan Subcenter

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Colquitt, Willie

IPD:

Mileposts: 6.12

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP								9.000		
DES	NHPP				1.500						
ROW	NHPP					1.000					
Fiscal Year Total					**1.500**	**1.000**			**9.000**		

Total First Four Years: ***1.500*** **Total Later Fiscal Years:** ***10.000***

DB# 15385 **Route 38, Nixon Drive to Pemberton Road** ***NEW***

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface within the project limits.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2C

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

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Campi, John

IPD:

Mileposts: 6.55-9.56

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP					6.603					
Fiscal Year Total						**6.603**					

Total First Four Years: **Total Later Fiscal Years:** ***6.603***

Burlington

DB# 12307 **Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements**

AQCODE: 2035M

The purpose of this project is to reconfigure the Route 38 and South Church Street/Fellowship Rd. intersection layout, improve congestion, improve safety, and ensure ADA compliance throughout the intersection. In addition the existing S. Church St. Bridge will be replaced and widened, deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with NJDOT standards.

CMP: Minor SOV Capacity

Adding Subcorr(s): 10B

Municipalities: Moorestown Township

Planning Center: Town Center

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Maevsky, Andrew

IPD:

Mileposts: 7.53-7.59

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP					16.270					
Fiscal Year Total						**16.270**					
		Total First Four Years:				**Total Later Fiscal Years:**				***16.270***	

DB# 15321 **Route 70, Bridge over Mount Misery Brook**

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the bridge, built in 1931.

CMP: Not SOV Capacity Adding

Municipalities: Pemberton Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Marcellus, Evens

IPD:

Mileposts: 30.6

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP					6.700					
ROW	NHPP				0.200						
DES	STATE		0.890								
Fiscal Year Total			**0.890**		**0.200**	**6.700**					
		Total First Four Years:			***1.090***	**Total Later Fiscal Years:**				***6.700***	

Burlington

DB# 12380 **Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections** **LRPID: 210** ***NEW-G***

AQCODE: 2035M

This study will examine alternatives that will improve operational and safety conditions within the Route 73 corridor. A focus will be placed on improvements at the intersections of Route 73/Church Road and Rt 73/Fellowship Road.

CMP: Major SOV Capacity

Adding Subcorr(s): 2C, 13A

Municipalities: Mount Laurel Township

Planning Center: Metropolitan Subcenter

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Marcellus, Evens

IPD:

Mileposts: 26.47 - 27.42

Sponsor: NJDOT

Improvement Type: Roadway New Capacity
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP							33.200	33.000		
ROW	NHPP					17.800					
Fiscal Year Total						**17.800**		**33.200**	**33.000**		
		Total First Four Years:				**Total Later Fiscal Years:**				***84.000***	

DB# 13319 **Route 73, CR 544 (Evesham Rd/Marlton Parkway)** **LRPID: 209** ***NEW-G***

AQCODE: 2035M

This study will examine improvement alternatives to the intersection of Route 73 and Evesham Road. Numerous problems associated with capacity, operations and safety have been reported in the area.

CMP: Major SOV Capacity

Adding Subcorr(s): 13A

Municipalities: Evesham Township

Planning Center: Metropolitan Subcenter

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Kennard, Amy

IPD:

Mileposts: 22.75 - 22.85

Sponsor: NJDOT

Improvement Type: Roadway New Capacity
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ROW	NHPP						3.530				
CON	NHPP									14.288	
DES	STATE			2.500							
Fiscal Year Total				**2.500**			**3.530**			**14.288**	
		Total First Four Years:			***2.500***	**Total Later Fiscal Years:**				***17.818***	

Burlington

DB# 12346A **Route 130, CR 545 (Farnsworth Avenue)**

AQCODE: A2

Initiated from the Office of Bicycle and Pedestrian Programs, this project, a breakout from "Route 130/206, CR 528 (Crosswicks Rd) to Route 206 at Amboy Rd", will address pedestrian and bicycle deficiencies within the project limits.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6B

Municipalities: Bordentown Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Multimodal Programs

Project Manager: Colquitt, Willie

IPD:

Mileposts: 55.46

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP			3.000							
Fiscal Year Total				**3.000**							
		Total First Four Years:		***3.000***		**Total Later Fiscal Years:**					

DB# 12346 **Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd**

AQCODE: A2

Initiated from the Office of Bicycle and Pedestrian Programs, this project will address pedestrian and bicycle deficiencies within the project limits.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6B

Municipalities: Bordentown Township

Planning Center: Town Center

CIS Program Subcategory:

CIS Program Category: Multimodal Programs

Project Manager: Colquitt, Willie

IPD:

Mileposts: 35.61-36.76; 55.97-56.44

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	NHPP	1.000									
CON	NHPP				2.200						
ROW	STATE			0.350							
Fiscal Year Total		**1.000**		**0.350**	**2.200**						
		Total First Four Years:		***3.550***		**Total Later Fiscal Years:**					

Burlington

DB# 9212C **Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)**

AQCODE: R1

This project, a breakout of "Route 206, Burlington/Atlantic County, Route 30 to Route 68", will provide operational and safety improvements. The project will provide head to head left turn lanes at all 4 approaches, improved signal timing and geometric improvements (including shoulder widening and approach work). In addition, the existing four-lane section will be extended through both intersections to provide more of a safe distance to tie back into the two-lane section. This project will also incorporate recommendations made in the Route 206 Bicycle/Pedestrian Compatibility Study.

CMP: Minor SOV Capacity

Municipalities: Springfield Township

Planning Center: None

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Marcellus, Evens

IPD:

Mileposts: 26.37 - 27.33

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP			4.200							
ROW	NHPP	2.500									
Fiscal Year Total		**2.500**		**4.200**							
		Total First Four Years:		***6.700***		**Total Later Fiscal Years:**					

DB# 15324 **Washington Turnpike, Bridge over West Branch of Wading River**

AQCODE: S19

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete adjacent bridges, built in 1944.

CMP: Not SOV Capacity Adding

Municipalities: Washington Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Dhulesia, Babulal

IPD:

Mileposts: 30.893

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	STBGP-OS-BRDG	1.250									
ROW	STBGP-OS-BRDG		0.100								
CON	STBGP-OS-BRDG			2.850							
Fiscal Year Total		**1.250**	**0.100**	**2.850**							
		Total First Four Years:		***4.200***		**Total Later Fiscal Years:**					

Burlington

Total for Burlington (amount includes STATE-DVRPC funding from previous FY14 to FY18 that are programmed on projects that anticipate authorization between FY20 and FY29):

5.550	0.990	14.176	3.900	49.849	3.530	34.676	42.000	15.764
Total First Four Years:			*24.616*	Total Later Fiscal Years:				*145.819*

Camden

DB# 15423 ADA South, Contract 4

AQCODE: A2

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame. Locations will include: Rt 30 Grove St to Brand Ave.

CMP: Not SOV Capacity Adding

Municipalities: Barrington Borough; Somerdale Borough; Clementon Borough

Planning Center: Town Center

CIS Program Subcategory:

CIS Program Category: Multimodal Programs

Project Manager: Dhulesia, Babulal

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	STBGP-FLEX				7.900						
ROW	STBGP-FLEX		5.700								
Fiscal Year Total			**5.700**		**7.900**						
		Total First Four Years:			***13.600***	**Total Later Fiscal Years:**					

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 the 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

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Magri, Anna

IPD:

Mileposts: N/A

Sponsor: Camden County

Improvement Type: Transit Improvements

Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	CMAQ	1.694		0.924		0.924		0.924		0.924	
Fiscal Year Total		**1.694**		**0.924**		**0.924**		**0.924**		**0.924**	
		Total First Four Years:			***2.618***	**Total Later Fiscal Years:**				***2.772***	

Camden

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
CIS Program Subcategory: Local Aid
Project Manager: Gonzales, Nenebert
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Camden County
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-PHILA	0.600	0.200	0.600	0.300	0.700	0.300	0.700	0.300	0.700	0.300
Fiscal Year Total		**0.600**	**0.200**	**0.600**	**0.300**	**0.700**	**0.300**	**0.700**	**0.300**	**0.700**	**0.300**

Total First Four Years: *1.700* **Total Later Fiscal Years:** *3.000*

DB# D1807 **Federal and Market Street Feeder Road Improvements** ***NEW-M***

AQCODE: R1

This project provides operational improvements to Federal Street (County Route 537) and Market Street (County Route 537 Spur) located in Downtown Camden by converting the existing one-way traffic operation on both streets into two-way operation on both streets in the areas between Haddon Avenue and Delaware Avenue. Existing traffic signals will be replaced with new equipment and controllers. Dynamic Message Signs will also be installed. The interchange at Flanders Avenue and Federal Street, which provides access to and from Route 30, will be reconfigured to improve operations and safety. The current westbound Route 30 off-ramp will be realigned and reconstructed, and the westbound Route 30 on-ramp from Flanders Avenue will be moved approximately 500 feet west to the other side of Federal Street to provide safer and improved access to Route 30 westbound.

CMP: Not SOV Capacity Adding
Adding Subcorr(s): 5A

Municipalities: Camden City
CIS Program Subcategory:
Project Manager:
Mileposts: N/A
Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Camden County
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	5.000									
Fiscal Year Total		**5.000**									

Total First Four Years: *5.000* **Total Later Fiscal Years:**

Camden

DB# D1709 **Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)**

AQCODE: S19

The project will make roadway improvements to Kaighn Ave. (CR 607) from Euclid St. to North Park Dr. (CR 628) and include complete bridge replacement of the Kaighn Ave. Bridge. These improvements will decrease travel time, alleviate flooding, reduce annual maintenance costs and provide for a multi-modal connection to The Circuit, Greater Philadelphia's Regional Trail Network.

Kaighn Avenue is a heavily traveled regionally significant corridor that transects the Parkside Neighborhood of Camden City and is prone to tidal flooding and plagued by road closings during regular rainfall and high tide events. Flooding is the result of a 40 year old hurricane event that breached a nearby earthen dam and subsequently allows the Cooper River to inundate a low lying area of Farnham Park which is directly adjacent to a 1/3 mile stretch of Kaighn Avenue. Road closing events due to flooding number between 15 – 18 times annually. In addition, the vertical alignment of Kaighn Avenue, as a result of topography, plays a role in the continued flooding. Over time high tides and regular rain fall have led to total washout, undermining the road structure and severe ice wedging. Non-motorized transportation challenges include the sidewalk and multiuse trail being in severe disrepair or continually washed out. This trail provides access to Farnham Park and The Circuit connecting users to Philadelphia and the region's trail.

CMP: Not SOV Capacity Adding

Municipalities: Camden City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts: 0.12 - 0.5

Sponsor: Camden County

Improvement Type: Bridge Repair/Replacement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	STBGP-PHILA		8.051								
DES	STBGP-PHILA	0.755									
Fiscal Year Total		**0.755**	**8.051**								
		Total First Four Years:			***8.806***	**Total Later Fiscal Years:**					

Camden

DB# D1914 **Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)** ***NEW-B***

AQCODE: R1

The goal of the HSIP funded study is to recommend preferred alternatives that will significantly improve the safety for all modes of travel within the project's study area, with special attention given to vulnerable users: pedestrians and bicyclists. Funding for this project was made available through Delaware Valley Regional Planning Commission's (DVRPC) FY 2016 Local Capital Project Delivery (LCPD) Program for Camden County. This study will comply with the Federal Highway Administration's Highway Safety Improvement Program (HSIP), from which one of the project deliverables will include a Highway Safety Manual (HSM) analysis completed to the specifications of NJDOT's Bureau of Transportation Data and Safety.

CMP: Not SOV Capacity Adding

Municipalities: Camden City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: safety management

Project Manager:

IPD:

Mileposts:

Sponsor: Camden County

Improvement Type: Bicycle/Pedestrian Improvement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	STBGP-PHILA		0.738								
PE	STBGP-PHILA	1.721									
CON	STBGP-PHILA			9.835							
Fiscal Year Total		**1.721**	**0.738**	**9.835**							
		Total First Four Years:		***12.294***		**Total Later Fiscal Years:**					

DB# 11416 **Route 30, Atco Avenue to Route 206**

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface within the project limits. The project will include guiderail replacement, installation of handicapped ramps and crosswalks and upgrading of traffic signals.

CMP: Not SOV Capacity Adding

Municipalities: Waterford Township; Chesilhurst Borough; Winslow Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Alam, Muhammad

IPD:

Mileposts: 19.51 - 29.70

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP	7.896									
Fiscal Year Total		**7.896**									
		Total First Four Years:		***7.896***		**Total Later Fiscal Years:**					

Camden

DB# 16319 — **Route 30, Gibbsboro Road (CR 686)** — ***NEW-G***

AQCODE: R1

Initiated from the Safety Management System, the project will improve traffic safety at the intersection as part of the Intersection Improvement Program (IIP). Widening should address the need for dedicated left-turn lanes, and also address the need to improve the level of service by having two through-lanes that will be unencumbered by left-turning vehicles at the intersection.

CMP: Minor SOV Capacity

Municipalities: Clementon Borough; Lindenwold Borough

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Safety Management

Project Manager: Colquitt, Willie

IPD:

Mileposts: 13.55

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	HSIP							6.500			
Fiscal Year Total								**6.500**			
		Total First Four Years:				**Total Later Fiscal Years:**				***6.500***	

DB# 18313 — **Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)** — ***NEW***

AQCODE: R3

Relocate access to RT 42 ramps further down County Rt 753 and provide sufficient lane configurations to accommodate freight movement

CMP: Minor SOV Capacity

Adding Subcorr(s): 2B

Municipalities: Bellmawr Borough

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: McCleerey, John

IPD:

Mileposts: 13.85

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements
This project contains ITS elements.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ROW	NHFP-HWY				1.000						
DES	NHFP-HWY			0.650							
CON	NHFP-HWY					6.000					
Fiscal Year Total				**0.650**	**1.000**	**6.000**					
		Total First Four Years:			***1.650***	**Total Later Fiscal Years:**				***6.000***	

Camden

DB# 12313 Route 42, Bridges over Blackwood Railroad Trail

AQCODE: S19

Initiated from the Bridge Management System, the two existing three span bridges (Northbound & Southbound) will be removed and replaced with a precast arch system. Retaining walls will be constructed to maintain and limit embankment slope. The project will extend and widen the acceleration and deceleration lanes and provide shoulders. ITS features, pedestrian/underpass lighting, and a security camera will be also provided in this project.

CMP: Not SOV Capacity Adding

Municipalities: Gloucester Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Maevsky, Andrew

IPD:

Mileposts: 10.210-10.210

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement
This project contains ITS elements.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP		19.900								
Fiscal Year Total			**19.900**								
		Total First Four Years:		***19.900***		**Total Later Fiscal Years:**					

DB# 11338 Route 70, Route 38 to Cooper Avenue

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): 10A, 10B, 10C

Municipalities: Evesham Township; Pennsauken Township; Cherry Hill Township

Planning Center: Metropolitan Subcenter

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Maevsky, Andrew

IPD:

Mileposts: 0.00 - 8.8

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP						46.000	100.000			
Fiscal Year Total							**46.000**	**100.000**			
		Total First Four Years:				**Total Later Fiscal Years:**			***146.000***		

Camden

DB# 16342 — **Route 73 and Ramp G, Bridge over Route 130** — *NEW-G*

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1930 and modified in 1959.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 13A	
Municipalities:	Pennsauken Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Marcellus, Evens	IPD:	
Mileposts:	32.18	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement		**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ROW	NHPP				1.000						
PE	NHPP	2.500									
CON	NHPP					10.000	10.000	10.000			
DES	NHPP			3.000							
Fiscal Year Total		**2.500**		**3.000**	**1.000**	**10.000**	**10.000**	**10.000**			
		Total First Four Years:			***6.500***	**Total Later Fiscal Years:**				***30.000***	

DB# 11326A — **Route 76, Bridges over Route 130**

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the bridge deck on the Route 76 over Route 130 Northbound bridge and replace the superstructures of the Ramp to Route 76 Northbound over Route 130 Southbound and the Route 76 over 130 Southbound bridge.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 2B, 6L	
Municipalities:	Gloucester City	Planning Center: Town Center	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Maevsky, Andrew	IPD:	
Mileposts:	0.7-1.2	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement		**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	STBGP-OS-BRDG	19.147	23.929	9.706							
Fiscal Year Total		**19.147**	**23.929**	**9.706**							
		Total First Four Years:			***52.782***	**Total Later Fiscal Years:**					

Camden

DB# 11326 **Route 76/676 Bridges and Pavement**

AQCODE: S19

The project will replace: the bridge decks and superstructure of Route 76/676 over the Main Branch of Newton Creek, and Route 76 over Nicholson Road; the deck and superstructure of Route 76 over the South Branch of Newton Creek, Conrail, & Klemm Avenue; and the deck and superstructure of Route 676 Southbound over the Main Branch of Newton Creek. Some pavement resurfacing of Route 676 to the bridge decks at North Branch of Newton Creek and on Route 76 Southbound will be included. Two bridges; Route 676 Southbound over Main Branch of Newton Creek, and Route 76 over Main Branch of Newton Creek, will be widened. Resurfacing at; Morgan Boulevard Eastbound to the Route 676 Northbound loop ramp, Collings Avenue to Route 676 Northbound, Route 676 Southbound to Collings Avenue Westbound, Route 676 Southbound to Collings Avenue Eastbound, Collings Avenue to Route 676 Southbound, and Route 676 Southbound to Route 76C Eastbound will also be performed.The projects also includes; ADA improvements at the Morgan Boulevard and Route 676 ramp; intersection and traffic signal modifications at the Collings Avenue and Route 676 Northbound ramp intersection, and the Collings Avenue and Route 676 Southbound ramp intersection.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2B

Municipalities: Camden City; Gloucester City

Planning Center: Town Center

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Maevsky, Andrew

IPD:

Mileposts: Rt 76: 0.70 - 1.7, Rt 676: 0 - 1.0

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP				30.000	57.000	30.000				
Fiscal Year Total					**30.000**	**57.000**	**30.000**				
		Total First Four Years:			***30.000***	**Total Later Fiscal Years:**				***87.000***	

DB# 14426 **Route 130, Bridge over Big Timber Creek** **LRPID: 229**

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1928. Improvements will also be made to the approaches, and to the drainage at the site.

CMP: Not SOV Capacity Adding

Municipalities: Brooklawn Borough; Westville Borough

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Maevsky, Andrew

IPD:

Mileposts: 25.35 - 25.58

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ROW	NHPP	3.600									
CON	NHPP					19.086	19.100				
Fiscal Year Total		**3.600**				**19.086**	**19.100**				
		Total First Four Years:			***3.600***	**Total Later Fiscal Years:**				***38.186***	

Camden

DB# 16340 Route 130, Bridge over Main Branch of Newton Creek

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1927.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Patel, Pankesh

IPD:

Mileposts: 28

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP					19.200					
ROW	STATE			0.310							
DES	STATE		3.860								
Fiscal Year Total			**3.860**	**0.310**		**19.200**					
		Total First Four Years:		***4.170***			**Total Later Fiscal Years:**			***19.200***	

DB# 10341 Route 168, Merchant Street to Ferry Avenue, Pavement

AQCODE: S10

Identified as a priority need in the Pavement Management System, this project includes various levels of pavement reconstruction and resurfacing within the project limits.
resurfacing within the project limits.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township; Camden City; Woodlynne Borough

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Kennard, Amy

IPD:

Mileposts: 8.56 - 10.75

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP					13.150					
Fiscal Year Total						**13.150**					
		Total First Four Years:					**Total Later Fiscal Years:**			***13.150***	

Camden

DB# 15396 **Route 168, Route 42 to CR 544 (Evesham Road)**

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface within the project limits.

CMP: Not SOV Capacity Adding

Municipalities: Washington Township; Gloucester Township; Runnemede Borough

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Colquitt, Willie

IPD:

Mileposts: 0.0-5.41

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP			3.620							
Fiscal Year Total				**3.620**							
		Total First Four Years:		***3.620***		**Total Later Fiscal Years:**					

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 Route 42 which are not possible in the current configuration. Other project improvements include the re-striping of Route 55 Northbound, from one lane to two lanes, from the existing point, where Route 55 Northbound tapers from two lanes to one lane, up to the tie-in with Route 42 Northbound. The second lane on Route 55 Northbound will become a continuous auxiliary lane, up to the proposed entrance to new Ramp A, connecting Route 42 Northbound to I-295 Southbound. The existing Leaf Avenue ramps off Route 42 Northbound will be relocated approximately 750 feet to the South and will intersect with Benigno Blvd. The new exit location off Route 42 Northbound 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 Route 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

Municipalities: Mount Ephraim Borough; Bellmawr Borough

Planning Center: Suburban Center

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: McCleerey, John

IPD:2

Mileposts: Rt. 295: 25.07 - 26.35; Rt. 42: 12.57 - 13.90; Rt 55: 59.83 - 60.54

Sponsor: NJDOT

Improvement Type: Roadway New Capacity

This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHFP-HWY	31.387									
CON	NHPP		53.613	60.000							
Fiscal Year Total		**31.387**	**53.613**	**60.000**							
		Total First Four Years:		***145.000***		**Total Later Fiscal Years:**					

Camden

DB# 355E — **Route 295/42/I-76, Direct Connection, Contract 4** — **LRPID: 77**

AQCODE: 2035M

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 Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

CMP: Major SOV Capacity
Adding Subcorr(s): 2B
Municipalities: Bellmawr Borough; Mount Ephraim Borough
Planning Center: Town Center
CIS Program Subcategory:
CIS Program Category: Congestion Relief
Project Manager: McCleerey, John
IPD:2
Mileposts: 26.41 - 27.8
Sponsor: NJDOT
Improvement Type: Roadway New Capacity
This project may be suitable for ITS treatments.
Mapped: Y

Phase	Fund	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
CON	NHFP-HWY		32.749	34.528	31.780	37.000					
CON	NHPP		12.821	15.472	43.220	13.000					
Fiscal Year Total			**45.570**	**50.000**	**75.000**	**50.000**					
		Total First Four Years:	*170.570*			**Total Later Fiscal Years:**	*50.000*				

DB# D1715 — **Route 70 Gateway/Airport Circle**

AQCODE: R1

Route 70 is a major corridor connecting Camden to the rest of South Jersey and must serve as an effective gateway in order to support the objective of improving access to the City. Operational, geometric, safey and aesthetic improvements are necessary involving modifications to the roadway cross section through widening or reduction in the width of the grass median. Streetscape elements including median treatments, multimodal accommodations, undergrounging aerial utilities, painting the NJ Transit Bridge and signage are also included in the project. US Route 30 and 130 and NJ Routes 70 and 38 converge at the airport circle. Improvements at this location are needed to relieve congestion and improve operational efficiency and safety.

CMP: Not Yet Determined
Adding Subcorr(s): 5A, 6I, 10A, 12A
Municipalities: Camden City
Planning Center: None
CIS Program Subcategory:
CIS Program Category: Local System Support
Project Manager:
IPD:
Mileposts: 0 - 3.5
Sponsor: Camden County
Improvement Type: Intersection/Interchange Improvements
Mapped: Y

Phase	Fund	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
EC	STATE		10.000								
Fiscal Year Total			**10.000**								
		Total First Four Years:	*10.000*			**Total Later Fiscal Years:**					

Camden

DB# D1913 — **Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout** — ***NEW-B***

AQCODE: R1

Funds would provide for a roundabout at the intersection CR 705 (Sicklerville Road) and CR 706 (Erial Road) in Winslow Township. The location features a three-leg intersection with skewed alignment and is governed by a stop sign on CR 706. The skewed alignment of the intersection leads to crashes because drivers cannot see well around the corner of the intersection. A roundabout will replace the existing problematic intersection geometry with a circle, thereby allowing drivers a clear visual throughout the entire intersection. There are also multiple occurrences of rear end crashes at the stop sign on CR 706 (Erial Rd) where cars wait to turn onto CR 705 (Sicklerville Rd). The roundabout will alleviate this problem since drivers will slow and yield instead of being required to make a full stop. Further, the existing intersection enables drivers on CR 705 to travel at a high rate of speed toward the nearby intersection of CR 705 and CR 536 (Malaga Road). A roundabout at the intersection of CR 706 and CR 705 will force drivers to slow down, resulting in slower speeds through the intersection of CR 705 and CR 536 and greater driver reaction time. DVRPC's 2009 Regional Roundabout Analysis, Phase II identified this intersection as a priority site for investigation into a roundabout conversion.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 3A, 3B	
Municipalities:	Winslow Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Safety Management	
Project Manager:		IPD:	
Mileposts:		Sponsor: Camden County	
Improvement Type:	Intersection/Interchange Improvements	**Local Project: Y**	**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	HSIP	0.101									
CON	STBGP-PHILA		1.349								
Fiscal Year Total		**0.101**	**1.349**								
		Total First Four Years:		***1.450***		**Total Later Fiscal Years:**					

Total for Camden (amount includes STATE-DVRPC funding from previous FY14 to FY18 that are programmed on projects that anticipate authorization between FY20 and FY29):

74.401	**172.910**	**138.645**	**115.200**	**176.060**	**105.400**	**118.124**	**0.300**	**1.624**	**0.300**
Total First Four Years:		***501.156***		**Total Later Fiscal Years:**		***401.808***			

Gloucester

DB# D1906 **CR 581 (Commissioners Road), Bridge over Oldman's Creek** ***NEW-LG***

AQCODE: S19

The project will address the deficiencies of the existing bridge structure and dam at the County Line Bridge, 8-F-2, Commissioners Road (CR581) over Oldmans Creek, and restore the structural integrity and safety of this important link between Gloucester and Salem Counties in accordance with AASTO, NJDOT and NJDEP Dam Safety Standards. Bicycle and pedestrian access over the bridge will also be provided. Built in 1912, County Bridge 8-F-2 is deemed structurally deficient and functionally obsolete. The bridge is a single span, reinforced concrete arch culvert with fill, 36 feet in length and 23 feet wide. The bridge carries one lane of traffic in each direction,with a curb-to-curb width of 22.5 feet, which is slightly narrower than the roadway approaches.The Preliminary Preferred Alternative (PPA) is Alternative 5: remove the the existing spillway, replace existing bridge with a new 30-foot clear span bridge, and regrade the bottom of Algonkin Lake to create a new stream channel; the existing roadway profile will remain unchanged. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Environmental Permits and Clearances.

CMP: Not SOV Capacity Adding

Municipalities: South Harrison Township
CIS Program Subcategory: Bridge Preservation
Project Manager:
Mileposts: 12.9-13.1
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category:
IPD:
Sponsor: Gloucester County
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	17-STATE-DVRPC		0.300								
CON	17-STATE-DVRPC			3.095							
PE	17-STATE-DVRPC	0.300									
Fiscal Year Total		**0.300**	**0.300**	**3.095**							
		Total First Four Years:		***3.695***		**Total Later Fiscal Years:**					

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: Magri, Anna
Mileposts: N/A
Improvement Type: Transit Improvements
This project may be suitable for ITS treatments.

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Gloucester County
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	CMAQ	0.238		0.238		0.238		0.238		0.238	
Fiscal Year Total		**0.238**		**0.238**		**0.238**		**0.238**		**0.238**	
		Total First Four Years:		***0.476***		**Total Later Fiscal Years:**				***0.714***	

Gloucester

DB# D1203 **Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail**

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.

Note: $1.0 million 16-STATE-DVRPC funds have been allocated for the ROW phase.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 7E	
Municipalities:	Glassboro Borough; Elk Township	Planning Center: None	
CIS Program Subcategory:	Local System Support	CIS Program Category: Local System Support	
Project Manager:	Berryman, Tom	IPD:	
Mileposts:		Sponsor: Gloucester County	
Improvement Type:	Bicycle/Pedestrian Improvement	**Local Project: Y**	**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	18-STATE-DVRPC	3.900									
Fiscal Year Total		**3.900**									
		Total First Four Years:			***3.900***	**Total Later Fiscal Years:**					

Gloucester

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.

Note: $612,000 15-STATE-DVRPC funds have been allocated for this project's CON phase.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: San Jose, Art
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Gloucester County
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-PHILA		0.800		1.000		1.000		1.000		1.000
Fiscal Year Total			**0.800**		**1.000**		**1.000**		**1.000**		**1.000**
		Total First Four Years:			***1.800***	**Total Later Fiscal Years:**				***3.000***	

DB# 12383 **Route 40, CR 555 Intersection, Operational & Safety Improvements**

AQCODE: R1

The purpose of this project is to address operational, physical, and safety deficiencies at the existing intersection. The project will include improvements to curb lines, the addition of channelization islands, and wider shoulders at the intersection. The geometric improvements will accomodate large trucks for all turning movements. A new traffic signal system, and pedestrian accomodations, will be incoporated in the final design in order to meet the current design standards.

CMP: Not SOV Capacity Adding

Municipalities: Franklin Township
CIS Program Subcategory:
Project Manager: Marcellus, Evens
Mileposts: Rt 40: 30.1 - 30.4, CR 555: 21.4 - 21.6
Improvement Type: Intersection/Interchange Improvements

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: Franklin Township (Gloucester)
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ROW	NHPP	1.500									
CON	NHPP		4.500								
Fiscal Year Total		**1.500**	**4.500**								
		Total First Four Years:			***6.000***	**Total Later Fiscal Years:**					

Gloucester

DB# 12413 **Route 40, Elmer Lake to Elmwood Avenue**

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface within the project limits.

CMP: Not SOV Capacity Adding

Municipalities: Franklin Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Kennard, Amy

IPD:

Mileposts: 20.6-24.8 & 26.0-27.4

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP	3.508									
Fiscal Year Total		**3.508**									
		Total First Four Years:			***3.508***	**Total Later Fiscal Years:**					

DB# 15302 **Route 41 and Deptford Center Road** ***NEW-G***

AQCODE: R1

This project will provide intersection improvements that will increase capacity of left turn movements from Deptford Center Road to Rt. 41 Northbound. The current configuration for this movement is single left turn lane, which has contributed to congestion and delays for left-turn vehicles.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 11A

Municipalities: Deptford Township

Planning Center: Suburban Center

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Dhulesia, Babulal

IPD:

Mileposts: 3.19

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ROW	NHPP				1.100						
CON	NHPP					3.050					
DES	STATE		1.125								
Fiscal Year Total			**1.125**		**1.100**	**3.050**					
		Total First Four Years:			***2.225***	**Total Later Fiscal Years:**				***3.050***	

Gloucester

DB# 14348 **Route 45, Bridge over Woodbury Creek**

AQCODE: S19

Initiated by the Bridge Management System, the project will replace the structurally deficient and functionally obsolete bridge with a precast concrete Northeast Extreme Tee (NEXT) Beam structure.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 11B	
Municipalities:	Woodbury City	Planning Center: Town Center	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Alam, Muhammad	IPD:	
Mileposts:	26.21	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement		**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP			6.500							
DES	NHPP	1.000									
ROW	NHPP		0.500								
Fiscal Year Total		**1.000**	**0.500**	**6.500**							
		Total First Four Years:		***8.000***		**Total Later Fiscal Years:**					

DB# 11371 **Route 47, Bridge over Big Timber Creek**

AQCODE: S19

This project will replace the Route 47 and Route 130 bridges over Big Timber Creek, built in 1934 and 1928, respectively. This project will also address drainage issues (identified by the Drainage Management System) within the project limits.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 6J, 11A	
Municipalities:	Westville Borough	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Maevsky, Andrew	IPD:	
Mileposts:	74.8 - 75.2	Sponsor: NJDOT	
Improvement Type:	Roadway Rehabilitation		**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	STBGP-FLEX	3.000									
CON	STBGP-FLEX					23.650					
Fiscal Year Total		**3.000**				**23.650**					
		Total First Four Years:		***3.000***		**Total Later Fiscal Years:**				***23.650***	

Gloucester

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

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface, rehabilitate and reconstruct within the project limits. The project will update the ADA requirements, and correct a culvert which causes a flooding condition.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 11A

Municipalities: Glassboro Borough; Washington Township; Deptford Township; Westville Borough

Planning Center: Town Center

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Maevsky, Andrew

IPD:

Mileposts: 62.3-74.9

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	STBGP-FLEX					32.300					
Fiscal Year Total						**32.300**					
		Total First Four Years:				**Total Later Fiscal Years:**				***32.300***	

DB# 11414 **Route 130, Plant Street to High Hill Road (CR 662)**

AQCODE: S10

Initiated by the Pavement Management System, this project consists of milling, resurfacing, reconstructing and rehabilitating certain sections within the project limits, replacing substandard guiderail, installing ADA-compliant curb ramps and correcting substandard geometric deficiencies. The pavement will be resurfaced within the entire project limits, with milling and paving on the mainline and shoulders. A small portion of the roadway is identified for reconstruction and the US 130 over Salem Canal concrete culvert will also be repaired.

CMP: Not SOV Capacity Adding

Municipalities: Logan Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Kasbekar, Mike

IPD:

Mileposts: 0.2-10.98

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP	3.115									
Fiscal Year Total		**3.115**									
		Total First Four Years:			***3.115***	**Total Later Fiscal Years:**					

Gloucester

DB# 19375 **Route 322B SB, Retaining Wall @ Raccoon Creek, Priority Repair** ***NEW***

AQCODE: S19

This project will replace an existing failing retaining wall supporting the west side of Rt. 322 Business to the north of Raccoon Creek in Mullica Hill, Harrison Township, Gloucester County. The retaining wall is in poor condition and the Department's Bridge Management System has identified it as a candidate for the replacement.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 7C	
Municipalities:	Harrison Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Patel, Pankesh	IPD:	
Mileposts:	0.60-0.66	Sponsor: NJDOT	
Improvement Type:	Roadway Rehabilitation		**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	2.000									
Fiscal Year Total		**2.000**									
		Total First Four Years:		***2.000***		**Total Later Fiscal Years:**					

DB# 12306 **Route 42, Kennedy Ave. to Atlantic City Expressway**

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface, rehabilitate and reconstruct within the project limits. ADA compliance improvements will be included.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 3A	
Municipalities:	Washington Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Road Assets	
Project Manager:	Maevsky, Andrew	IPD:	
Mileposts:	3.4-6.6; 3.4-6.1	Sponsor: NJDOT	
Improvement Type:	Roadway Rehabilitation		**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP	37.000									
Fiscal Year Total		**37.000**									
		Total First Four Years:		***37.000***		**Total Later Fiscal Years:**					

Total for Gloucester (amount includes STATE-DVRPC funding from previous FY14 to FY18 that are programmed on projects that anticipate authorization between FY20 and FY29):

51.361	**6.925**	**6.738**	**2.100**	**59.238**	**1.000**	**0.238**	**1.000**	**0.238**	**1.000**
Total First Four Years:		***67.124***		**Total Later Fiscal Years:**		***62.714***			

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	Planning Center: None	
CIS Program Subcategory:	Quality of Life	CIS Program Category: Road Assets	
Project Manager:	Campi, John	IPD:3	
Mileposts:	N/A	Sponsor: NJDOT	
Improvement Type:	Other		**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	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 First Four Years: *0.400* **Total Later Fiscal Years:** *0.600*

Mercer

DB# D1710 **Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek**

AQCODE: S19

Project will replace the Lincoln Avenue Bridge over Amtrak Northeast Corridor (NEC) rail line, an inactive rail yard, and Assunpink Creek. Proposed Improvements include the following listed:
1. Complete replacement of the structure to extend the life of the bridge, correct deficiencies, and meet current design requirements;
2. The structure will be replaced with steel multi-girders (structure depth of 51" and maximum girder spacing of 7');
3. The vertical profile and pier locations will be revised to provide the required horizontal and vertical clearance over the railroad tracks;
4. Standard 12-foot wide lanes, 8-foot wide shoulders, which can be used by bicyclists and as a standard bicycle lane, and 6-foot wide sidewalks for pedestrians on structure;
5. Architectural treatments, such as stone facing, veneer or form liners; galvanized and powder coated steel; aesthetic parapet or railing treatments; colored concrete; decorative lighting; etc. are also being considered.
No roadway widening is proposed. Easement agreements will be required for work that is performed outside of the existing right-of-way, such as grading and sidewalk repairs necessary to meet ADA compliance. Lincoln Avenue serves as an important connector across the aforementioned physical barriers and is the first crossing outside of the central business district of Trenton City. The structure, which was built in 1931 and reconstructed in 1965, was rated 'serious', or 3 on a 0 to 9 scale, with 9 being excellent condition and 0 being failed condition/closed facility. Despite its rating of 3, the bridge is still safe for travel. The rating is primarily due to the condition of the superstructure, which suffers from severely rusted steel throughout and large areas of spalled and delaminated concrete on the deck. The County performed short-term fixes on the structure including lighting, deck repairs and an asphalt overlay until the structure could be replaced.

CMP: Not SOV Capacity Adding

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Kumar, Arun

IPD:

Mileposts: 0.0-0.12

Sponsor: Mercer County

Improvement Type: Bridge Repair/Replacement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	STBGP-TRENTON	2.500									
CON	STBGP-TRENTON		4.230	5.153	4.478	5.406	4.537	5.670	4.806	4.135	
Fiscal Year Total		**2.500**	**4.230**	**5.153**	**4.478**	**5.406**	**4.537**	**5.670**	**4.806**	**4.135**	

Total First Four Years: ***16.361*** **Total Later Fiscal Years:** ***24.554***

Mercer

DB# D1011 Mercer County Bus Purchase

AQCODE: M10

This program will provide for the purchase of buses and bus equipment for transportation services programs in Mercer County.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts: 0

Sponsor: Mercer County

Improvement Type: Transit Improvements

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	CMAQ	0.756		0.756		0.756		0.756		0.756	
Fiscal Year Total		**0.756**		**0.756**		**0.756**		**0.756**		**0.756**	
		Total First Four Years:		*1.512*		**Total Later Fiscal Years:**				*2.268*	

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

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Kumar, Arun

IPD:

Mileposts: N/A

Sponsor: Mercer County

Improvement Type: Roadway Rehabilitation

Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-TRENTON		0.800		0.800		1.000		1.000		1.000
Fiscal Year Total			**0.800**		**0.800**		**1.000**		**1.000**		**1.000**
		Total First Four Years:		*1.600*		**Total Later Fiscal Years:**				*3.000*	

Mercer

DB# D1901 **Mercer County's Electronic Traffic Control Devices Inventory**

AQCODE: X1

The project will provide an inventory of signal system equipment, traffic control and accessibility features associated with signalized roadway intersections; school zones; fire company engine entries; miscellaneous electronic warnings (including red signal ahead, dynamic speed feedback signals and flashers); as well as trail and mid-block pedestrian crossing safety buttons (including rectangular rapid flash beacons) at various discrete signal system locations under county jurisdiction.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager: Skala, Kyle

IPD:

Mileposts:

Sponsor: Mercer County

Improvement Type: Other

This project contains ITS elements.

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	STBGP-TRENTON	0.225									
Fiscal Year Total		**0.225**									
		Total First Four Years:			*0.225*	**Total Later Fiscal Years:**					

Mercer

DB# D1910 **Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)** ***NEW-B***

AQCODE: 2035M

The project's primary goals include: reduce the frequency and severity of crashes within the project corridor; improve mobility and accessibility for bicyclists and pedestrians; and upgrade the corridor to comply with NJDOT, Mercer County, and municipal Complete Streets Policy. In November 2015, the CR 634 (Parkway Avenue) corridor from CR 611 (Scotch Road) to NJ 31 (Pennington Road) was identified as the top candidate in the NJDOT-led Regional Road Diet Pilot Program and as DVRPC's top candidate to advance to Concept Development. The proposed Preliminary Preferred Alternative (PPA) from the 2019 HSIP funded Concept Development study includes elements such as a 3-lane road diet throughout the corridor with TWLTL and bicycle lanes from Scotch Road to Parkside and 2-lane section with bike lanes from Parkside to Olden Avenue; retrofit signalized intersections where possible to accommodate new intersection approaches; and converting five (5) existing signalized intersections at Scotch Road, Lower Ferry Road, Farrell Avenue, Olden Avenue, and Pennington Road to modern roundabouts. Project will also consider improvements for intersections, substandard design elements, ADA compliancy, drainage, and signal upgrades.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8A

Municipalities: Ewing Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts: 2.2-4.4

Sponsor: Mercer County

Improvement Type: Intersection/Interchange Improvements
This project contains ITS elements.

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	HSIP				3.000	3.000	3.000	0.219			
DES	HSIP			0.691							
PE	HSIP	1.613									
Fiscal Year Total		**1.613**		**0.691**	**3.000**	**3.000**	**3.000**	**0.219**			
		Total First Four Years:			***5.304***	**Total Later Fiscal Years:**			***6.219***		

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.

Note: $799,921.07 15-STATE-DVRPC and $105,015 18-STATE-DVRPC funds totaling about $905,000 have been allocated for this project's Final Design (DES) phase.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 14B	
Municipalities:	West Windsor Township	Planning Center: None	
CIS Program Subcategory:	Local Aid	CIS Program Category: Local System Support	
Project Manager:	Kumar, Arun	IPD:0	
Mileposts:	40.32 - 40.97	Sponsor: Mercer County	
Improvement Type:	Intersection/Interchange Improvements	**Local Project: Y**	**Mapped: Y**

Phase	Fund	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
CON	18-STATE-DVRPC	10.000									
Fiscal Year Total		**10.000**									
		Total First Four Years:		***10.000***		**Total Later Fiscal Years:**					

DB# 18305 — **Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)** — ***NEW***

AQCODE: S19

Initiated from the Bridge Management System, this project will rehabilitate the structurally deficient bridge, built in 1913.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 8A	
Municipalities:	Trenton City	Planning Center: None	
CIS Program Subcategory:		CIS Program Category: Bridge Assets	
Project Manager:	Dhulesia, Babulal	IPD:	
Mileposts:	0.18	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement		**Mapped: Y**

Phase	Fund	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
DES	STATE				1.200						
PE	STATE			0.700							
CON	STBGP-OS-BRDG						3.650				
ROW	STBGP-OS-BRDG					0.500					
Fiscal Year Total				**0.700**	**1.200**	**0.500**	**3.650**				
		Total First Four Years:		***1.900***		**Total Later Fiscal Years:**			***4.150***		

Mercer

DB# 17419 **Route 1, Alexander Road to Mapleton Road** **LRPID: 84**

AQCODE: 2035M

Improvements will help relieve congestion at Route 1 from the "Dinky" railroad bridge to approximately Plainsboro Road by increasing the number of travel lanes from 3 to 4 lanes per direction on Route 1; provide shoulders, deceleration lanes, acceleration lanes, and turn lanes along the corridor for turning vehicles; widen Washington Road at Route 1 to relocate the merge of the 2-lane circle into a single Washington Road lane out of the intersection; increase the Route 1 southbound to Fisher Place jughandle turn; modify existing 3-phase signal at Route 1 and Harrison St. intersection to a 2-phase signal; and provide a Route 1 cross section with 4 lanes per direction at the Millstone River Bridge. This project in West Windsor (Mercer County) and Plainsboro (Middlesex County) is a derivative of the former Rt. 1/CR 571 Penns Neck project (DB #031). The magnitude and scope of work for the Rt. 1 Alexander Rd to Mapleton Rd project is greatly reduced from the Penns Neck project ($150 M vs. $35 M).

CMP: Minor SOV Capacity
Adding Subcorr(s): 4C, 14A
Municipalities: West Windsor Township
Planning Center: Metropolitan Subcenter
CIS Program Subcategory:
CIS Program Category: Congestion Relief
Project Manager: Campi, John
IPD:
Mileposts: 10.8 - 12.07
Sponsor: NJDOT
Improvement Type: Roadway New Capacity
This project contains ITS elements.
Mapped: Y

Phase	Fund	TIP Program Years (In Millions) 2020	2021	2022	2023	Later Fiscal Years (In Millions) 2024	2025	2026	2027	2028	2029
CON	CMAQ							13.200			
ROW	CMAQ				10.500						
UTI	CMAQ						9.500				
DES	STATE		2.470								
Fiscal Year Total			**2.470**		**10.500**		**9.500**	**13.200**			

Total First Four Years: *12.970* **Total Later Fiscal Years:** *22.700*

DB# 16336 **Route 1B, Bridge over Shabakunk Creek** ***NEW-G***

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1928.

CMP: Not SOV Capacity Adding
Adding Subcorr(s): 4B
Municipalities: Lawrence Township
Planning Center: Metropolitan Subcenter
CIS Program Subcategory:
CIS Program Category: Bridge Assets
Project Manager: Obidike, Tony
IPD:
Mileposts: 1.51
Sponsor: NJDOT
Improvement Type: Bridge Repair/Replacement
Mapped: Y

Phase	Fund	TIP Program Years (In Millions) 2020	2021	2022	2023	Later Fiscal Years (In Millions) 2024	2025	2026	2027	2028	2029
CON	NHPP							11.900			
DES	STATE		0.900								
ROW	STATE				0.100						
Fiscal Year Total			**0.900**		**0.100**			**11.900**			

Total First Four Years: *1.000* **Total Later Fiscal Years:** *11.900*

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: Not SOV Capacity Adding
Adding Subcorr(s): 8A
Municipalities: Trenton City
Planning Center: Metropolitan Subcenter
CIS Program Subcategory:
CIS Program Category: Road Assets
Project Manager: Locke, Donald
IPD:
Mileposts: 2.94 - 4.34
Sponsor: NJDOT
Improvement Type: Roadway Rehabilitation
Mapped: Y

Phase	Fund	TIP Program Years (In Millions) 2020	2021	2022	2023	Later Fiscal Years (In Millions) 2024	2025	2026	2027	2028	2029
CON	NHPP	22.000									
Fiscal Year Total		**22.000**									
		Total First Four Years:		***22.000***		**Total Later Fiscal Years:**					

DB# 15374 — Route 33, Cleveland Avenue to Paxon Avenue

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface within the project limits.

CMP: Not SOV Capacity Adding
Municipalities: Trenton City; Hamilton Township
Planning Center: None
CIS Program Subcategory:
CIS Program Category: Road Assets
Project Manager: Campi, John
IPD:
Mileposts: 1.4-5.0
Sponsor: NJDOT
Improvement Type: Roadway Rehabilitation
Mapped: Y

Phase	Fund	TIP Program Years (In Millions) 2020	2021	2022	2023	Later Fiscal Years (In Millions) 2024	2025	2026	2027	2028	2029
CON	NHPP		4.530								
Fiscal Year Total			**4.530**								
		Total First Four Years:		***4.530***		**Total Later Fiscal Years:**					

Mercer

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

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	Planning Center: Town Center	
CIS Program Subcategory:		CIS Program Category: Road Assets	
Project Manager:	Hameed, Omar	IPD:	
Mileposts:	67.8 - 72.8	Sponsor: NJDOT	
Improvement Type:	Roadway Rehabilitation		**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	NHPP		4.520								
Fiscal Year Total			**4.520**								
		Total First Four Years:		***4.520***		**Total Later Fiscal Years:**					

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

AQCODE: S19

Initiated by the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, built in 1843.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 8A	
Municipalities:	Trenton City	Planning Center: Metropolitan Subcenter	
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Local System Support	
Project Manager:	Campi, John	IPD:7	
Mileposts:	42.70	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement	**Local Project: Y**	**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	STBGP-TRENTON	3.000	3.000	3.500							
Fiscal Year Total		**3.000**	**3.000**	**3.500**							
		Total First Four Years:		***9.500***		**Total Later Fiscal Years:**					

Mercer

DB# 99362 **Trenton Amtrak Bridges**

AQCODE: S19

The three Orphan Bridges carrying Chestnut Avenue, East State and Monmouth Streets over Amtrak are in poor condition. All of the bridges are structurally deficient and functionally obsolete. The bridges and approach roadways include a variety of substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances and unprotected bridge girders. The City of Trenton supports the current two bridge option, which replaces East State Street and Monmouth Street Bridges. Chestnut Avenue Bridge will be removed/demolished. The two bridges will be replaced with single-span, ABC (Accelerated Bridge Construction) systems. Retaining walls are included in the project to minimize impacts to properties. Catenaries will be removed from the existing bridges and up to six new catenary structures will be constructed to reprofile the electric traction facilities.

Note: $2.45 million 14-STATE-DVRPC funds have been allocated for ROW, and $2.8 million 15-STATE-DVRPC funds have been allocated for DES.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 9A	
Municipalities:	Trenton City	Planning Center: None	
CIS Program Subcategory:	Bridge Preservation	CIS Program Category: Bridge Assets	
Project Manager:	Campi, John	IPD:8	
Mileposts:	CR 635: 0.19-0.31	Sponsor: NJDOT	
Improvement Type:	Bridge Repair/Replacement	**Local Project: Y**	**Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	STBGP-TRENTON									1.811	5.088
Fiscal Year Total										**1.811**	**5.088**
		Total First Four Years:				**Total Later Fiscal Years:**				***6.899***	

Total for Mercer (amount includes STATE-DVRPC funding from previous FY14 to FY18 that are programmed on projects that anticipate authorization between FY20 and FY29):

30.194	**20.550**	**10.900**	**20.178**	**9.762**	**21.787**	**31.845**	**5.906**	**6.802**	**6.188**
Total First Four Years:		***81.822***		**Total Later Fiscal Years:**				***82.290***	

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. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Bridge Preservation
Project Manager: Shah, Atul
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	NHPP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	32.000
Fiscal Year Total		**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**32.000**
		Total First Four Years:		***16.000***		**Total Later Fiscal Years:**				***52.000***	

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
CIS Program Subcategory: Local Aid
Project Manager: Schoonmaker, Elizabeth
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: DVRPC
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	17-STATE-DVRPC	4.163									
ERC	18-STATE-DVRPC	3.395									
ERC	STBGP-PHILA	11.689	5.737	5.541	16.536	16.057	17.289	17.082	18.586	18.151	19.677
Fiscal Year Total		**19.247**	**5.737**	**5.541**	**16.536**	**16.057**	**17.289**	**17.082**	**18.586**	**18.151**	**19.677**
		Total First Four Years:		***47.061***		**Total Later Fiscal Years:**				***106.842***	

Various

DB# 10347 Local Aid Consultant Services

AQCODE: X1

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Seaman, Julie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-PHILA		0.200		0.200		0.200		0.200		0.200
Fiscal Year Total			**0.200**		**0.200**		**0.200**		**0.200**		**0.200**
		Total First Four Years:			***0.400***		**Total Later Fiscal Years:**			***0.600***	

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. All DVRPC Competitive CMAQ Awards are listed in Table 7 of DVRPC's Draft FY2020 TIP for NJ. Projects anticipated for CMAQ authorization before or by FY21 include:
1. Gloucester Township Bicycle Trail, Oak Avenue to Evesham Road (for Construction) (Circuit Trail) in Gloucester Township, Camden County for $0.959 M CMAQ;
2. Maidenhead Meadows Trail (for Construction) (Circuit Trail) in Lawrence Township, Mercer County for $1.2144 M CMAQ;
3. Hamilton Avenue (CR 606) and Kuser Road (CR 619)/Ward Avenue and Hamilton Avenue and Liberty Street (for Construction) in Hamilton Township, Mercer County for $1.185 M CMAQ;
4. NJDEP's It Pay$ to Plug In: New Jersey's Electric Vehicle Charging Grants Program for $0.200 M CMAQ;
5. NJDEP's Emergency Medical Services (EMS) Idle Reduction Grant Program for $0.216 M CMAQ; and
6. NJDEP's Electric Vehicle Ride and Drive Events for $0.1244 M CMAQ.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Congestion Relief

Project Manager: Etz, Monica

IPD:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Other

Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	CMAQ	0.872	1.910	1.166	1.910	1.516	1.910	1.516	1.910	1.516	1.910
Fiscal Year Total		**0.872**	**1.910**	**1.166**	**1.910**	**1.516**	**1.910**	**1.516**	**1.910**	**1.516**	**1.910**
		Total First Four Years:			***5.858***		**Total Later Fiscal Years:**			***10.278***	

Various

DB# 06326 Local Concept Development Support

AQCODE: X1

This program provides NJDOT project management and environmental support to local governments.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Abuhuzeima, Shukri / Green, Elkins
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: NJDOT
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	STBGP-PHILA	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	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 First Four Years: *2.800* **Total Later Fiscal Years:** *4.200*

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
CIS Program Subcategory: Local Aid
Project Manager: Broccoleri, Dave
Mileposts: N/A
Improvement Type: Local County & Municipal Aid

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Local Lead
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	32.669	32.669	32.669	32.669	32.669	30.270	30.270	30.270	30.270	30.270
Fiscal Year Total		**32.669**	**32.669**	**32.669**	**32.669**	**32.669**	**30.270**	**30.270**	**30.270**	**30.270**	**30.270**

Total First Four Years: *130.676* **Total Later Fiscal Years:** *184.019*

Various

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

CIS Program Subcategory: Local Aid

Project Manager: Broccoleri, Dave

Mileposts: N/A

Improvement Type: Local County & Municipal Aid

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: Local Lead

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	29.193	29.193	29.193	29.193	29.193	27.020	27.020	27.020	27.020	27.020
Fiscal Year Total		**29.193**	**29.193**	**29.193**	**29.193**	**29.193**	**27.020**	**27.020**	**27.020**	**27.020**	**27.020**

Total First Four Years: *116.773* **Total Later Fiscal Years:** *164.293*

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 relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

DVRPC solicits HSIP-eligible projects via its New Jersey Local Safety Program to advance safety improvement projects on county and local roadways. This is a competitive annual program available to county roadway owners that funds the design (DES) and construction (CON) phases of local safety projects. The projects selected will advance the goals of New Jersey's Strategic Highway Safety Plan (SHSP). Projects funded in this line item are:
1. Systemic Roundabout at CR 541 (Stokes Road) & CR 648 (Willow Grove Rd) in Shamong Township, Burlington County ($0.199 M HSIP for FY20 DES and $2.652 M HSIP for FY21 CON)
2. Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout in Winslow Township, Camden County (DB #D1913)
3. Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) in City of Camden, Camden County (DB #D1914)
4. CR 583, US 206 (Princeton Ave) and Brunswick Circle extension in Lawrence Township, Mercer County ($0.122 M HSIP for FY20 DES and $1.632 M HSIP for FY22 CON)
5. Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) in Ewing Township, Mercer County (DB #D1910)

CMP: Not SOV Capacity Adding

Municipalities: Various
Planning Center: None
CIS Program Subcategory: Local Aid
CIS Program Category: Local System Support
Project Manager: Seaman, Julie
IPD:
Mileposts: N/A
Sponsor: Local Lead
Improvement Type: Intersection/Interchange Improvements
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	HSIP	1.286	3.000	2.309				2.781	3.000	3.000	3.000
Fiscal Year Total		**1.286**	**3.000**	**2.309**				**2.781**	**3.000**	**3.000**	**3.000**
		Total First Four Years:		***6.595***		**Total Later Fiscal Years:**			***11.781***		

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.

Note: $1.5 million 18-STATE-DVRPC funds have been allocaed for the DVRPC Local Concept Development Program in DVRPC's FY2019 UPWP. This is noted for STATE-DVRPC tracking purposes.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Local Aid
Project Manager: Etz, Monica
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: MPO
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	PL	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538
PLS	PL-FTA	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700
PLS	STBGP-PHILA	1.850	1.600	1.600	1.600	1.600	1.850	1.600	1.600	1.600	1.600
Fiscal Year Total		**5.088**	**4.838**	**4.838**	**4.838**	**4.838**	**5.088**	**4.838**	**4.838**	**4.838**	**4.838**
		Total First Four Years:		***19.602***		**Total Later Fiscal Years:**				***29.278***	

DB# D1601 — New Jersey Regional Signal Retiming Initiative

AQCODE: NRS

This project reduces congestion and improves air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties. These improvements are designed to enhance mobility and promote integrated corridor management strategies. Corridors will be selected by representatives of DVRPC member governments, DVRPC, and NJDOT, with reference to the current Regional Transportation Operations Master Plan and other appropriate data. After obtaining supportive MOUs from signal owner-operators along a selected corridor, signal timing plans will be developed and implemented by consultants to DVRPC for peak hour, off-peak, weekend, event, and emergency operations, as appropriate. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory:
Project Manager:
Mileposts: N/A
Improvement Type: Signal/ITS Improvements
This project may be suitable for ITS treatments.

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: DVRPC
Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	CMAQ	0.350		0.350							
Fiscal Year Total		**0.350**		**0.350**							
		Total First Four Years:		***0.700***		**Total Later Fiscal Years:**					

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
CIS Program Subcategory: Quality of Life
Project Manager: Mike Boyer
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: DVRPC
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	CMAQ	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	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 First Four Years: *0.160* **Total Later Fiscal Years:** *0.240*

DB# X51 — **Pavement Preservation**

AQCODE: S10

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: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Roadway Preservation
Project Manager: Longworth, Jack / McCoy, Kurt
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	NHPP	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000
EC	STBGP-FLEX	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**	**10.000**

Total First Four Years: *40.000* **Total Later Fiscal Years:** *60.000*

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: Hirt, Todd
Mileposts: N/A
Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Planning Center: None
CIS Program Category: Safety Management
IPD:
Sponsor: NJDOT
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	RHC	0.945	0.968	0.992	1.016	1.041	1.067	1.093	1.120	1.147	1.175
EC	RHC-PHILA	1.844	1.844	0.615							
EC	RHC-TRENTON	1.267									
Fiscal Year Total		**4.056**	**2.812**	**1.606**	**1.016**	**1.041**	**1.067**	**1.093**	**1.120**	**1.147**	**1.175**
		Total First Four Years:			***9.490***		**Total Later Fiscal Years:**			***6.642***	

DB# 99327A — Resurfacing, Federal

AQCODE: S10

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Roadway Preservation
Project Manager: Polachak, Amy
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	NHPP						5.000	5.000	24.000	24.000	24.000
Fiscal Year Total							**5.000**	**5.000**	**24.000**	**24.000**	**24.000**
		Total First Four Years:					**Total Later Fiscal Years:**			***82.000***	

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
CIS Program Subcategory: Quality of Life
Project Manager: Mike Boyer
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: DVRPC
Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	CMAQ	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050
Fiscal Year Total		**0.050**	**0.050**	**0.050**	**0.050**	**0.050**	**0.050**	**0.050**	**0.050**	**0.050**	**0.050**
		Total First Four Years:			***0.200***	**Total Later Fiscal Years:**				***0.300***	

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. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Quality of Life
Project Manager: Seaman, Julie
Mileposts: N/A
Improvement Type: Streetscape

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	TA-PHILA	1.135	1.142	1.149	1.157	1.164	1.171	1.179	1.187	1.194	1.202
ERC	TA-TRENTON	0.292	0.294	0.296	0.298	0.300	0.302	0.304	0.306	0.308	0.310
Fiscal Year Total		**1.427**	**1.436**	**1.446**	**1.455**	**1.464**	**1.473**	**1.483**	**1.492**	**1.502**	**1.512**
		Total First Four Years:			***5.764***	**Total Later Fiscal Years:**				***8.926***	

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

CIS Program Subcategory: Local Aid

Project Manager: Schoonmaker, Elizabeth

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: DVRPC

Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-PHILA	0.680	0.105	0.680	0.105	0.680	0.105	0.680	0.105	0.680	0.105
Fiscal Year Total		**0.680**	**0.105**	**0.680**	**0.105**	**0.680**	**0.105**	**0.680**	**0.105**	**0.680**	**0.105**

Total First Four Years: *1.570* **Total Later Fiscal Years:** *2.355*

DB# 11383 — Transportation Management Associations

AQCODE: A1

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory:

Project Manager: Fields, Zenobia

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-PHILA	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	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 First Four Years: *8.000* **Total Later Fiscal Years:** *12.000*

Various

DB# 01300 **Transportation Systems Management and Operations (TSMO)**

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

CIS Program Subcategory: Congestion Relief

Project Manager: Ward, John

Mileposts: N/A

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

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: DVRPC

Local Project: Y **Mapped: N**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-PHILA	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234	0.234
Fiscal Year Total		**0.234**	**0.234**	**0.234**	**0.234**	**0.234**	**0.234**	**0.234**	**0.234**	**0.234**	**0.234**

Total First Four Years: *0.936* **Total Later Fiscal Years:** *1.404*

Total for Various counties ((amount includes STATE-DVRPC funding from previous FY14 to FY18 that are not yet programmed on projects):

104.334	**98.924**	**96.822**	**104.946**	**104.482**	**106.446**	**108.787**	**129.565**	**129.148**	**158.731**

Total First Four Years: *405.026* **Total Later Fiscal Years:** *737.158*

8.2 Transit Projects: NJ TRANSIT

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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NJ TRANSIT

DB# T143 ADA--Platforms/Stations

AQCODE: A1

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.115	0.115	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230
Fiscal Year Total		**0.115**	**0.115**	**0.230**	**0.230**	**0.230**	**0.230**	**0.230**	**0.230**	**0.230**	**0.230**
		Total First Four Years:		*0.690*		**Total Later Fiscal Years:**				*1.380*	

DB# T05 Bridge and Tunnel Rehabilitation

AQCODE: S19

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Bridge Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.975	1.341	1.253	1.619	1.619	1.619	1.619	1.619	1.619	1.619
Fiscal Year Total		**0.975**	**1.341**	**1.253**	**1.619**	**1.619**	**1.619**	**1.619**	**1.619**	**1.619**	**1.619**
		Total First Four Years:		*5.188*		**Total Later Fiscal Years:**				*9.715*	

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 including but not limited to cruiser buses, NABI buses, and articulated buses. 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.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2019, NJ TRANSIT operated a fleet of 2,278 buses. 276 buses (12.1%) 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 115 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 93 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

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements
This project may be suitable for ITS treatments.

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2016	*SECT 5339*	*$0.363*
2017	*SECT 5339*	*$1.273*
2019	*5339*	*$2.000*
		$3.636

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	STATE	27.773	24.563	24.581	47.022	36.110	36.110	36.110	36.110	36.110	36.110
Fiscal Year Total		**27.773**	**24.563**	**24.581**	**47.022**	**36.110**	**36.110**	**36.110**	**36.110**	**36.110**	**36.110**
		Total First Four Years:			***123.939***	**Total Later Fiscal Years:**				***216.660***	

NJ TRANSIT

DB# T06 **Bus Passenger Facilities/Park and Ride**

AQCODE: M7

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 system wide. 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 including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	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 First Four Years: *0.736* **Total Later Fiscal Years:** *1.104*

NJ TRANSIT

DB# T08 **Bus Support Facilities and Equipment**

AQCODE: M2

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 including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2019, NJ TRANSIT operated a fleet of 2,278 buses. 276 buses (12.1%) 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 115 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 93 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

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2019	*SECT 5307*	*$1.000*
2019	*SECT 5337*	*$7.000*
		$8.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	SECT 5339				2.905	2.905	2.905	2.905	2.905	2.905	2.905
ERC	STATE	1.134	1.134	1.134	4.584	4.584	4.584	4.584	4.584	4.584	4.584
Fiscal Year Total		**1.134**	**1.134**	**1.134**	**7.489**	**7.489**	**7.489**	**7.489**	**7.489**	**7.489**	**7.489**

Total First Four Years: ***10.890*** **Total Later Fiscal Years:** ***44.931***

NJ TRANSIT

DB# T09 **Bus Vehicle and Facility Maintenance/Capital Maintenance**

AQCODE: M3

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 2019, NJ TRANSIT operated a fleet of 2,278 buses. 276 buses (12.1%) 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 115 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 93 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

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fiscal Year Total		**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**				***0.000***	

DB# T302 **Camden-Glassboro Light Rail Line**

AQCODE: 2045M

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed Camden-Glassboro Light Rail Line (GCL) project that would provide light rail passenger service to communities in Camden and Gloucester Counties along an existing freight rail line using diesel light rail vehicles. The proposed 18-mile alignment connects Glassboro and Camden along an active Conrail freight right-of-way.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2B, 7E, 11A, 11B, 11

Municipalities: Various

Planning Center: Metropolitan Center; Town Center

CIS Program Subcategory:

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	2.000									
Fiscal Year Total		**2.000**									
		Total First Four Years:			***2.000***	**Total Later Fiscal Years:**					

NJ TRANSIT

DB# T68 **Capital Program Implementation**

AQCODE: NRS

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

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	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 First Four Years: *19.752* **Total Later Fiscal Years:** *29.629*

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	CASINO REVENUE	4.257	4.275	4.275	4.275	4.275	4.275	4.275	4.275	4.275	4.275
Fiscal Year Total		**4.257**	**4.275**	**4.275**	**4.275**	**4.275**	**4.275**	**4.275**	**4.275**	**4.275**	**4.275**

Total First Four Years: *17.081* **Total Later Fiscal Years:** *25.649*

NJ TRANSIT

DB# T16 **Environmental Compliance**

AQCODE: NRS

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support 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 etc.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	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 First Four Years: *2.760* **Total Later Fiscal Years:** *4.140*

DB# T43 **High Speed Track Program**

AQCODE: M9

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, 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, other improvements, materials and services as necessary to support the program. 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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts: N/A

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.059	0.059	0.059	0.152	0.152	0.152	0.152	0.152	0.152	0.152
Fiscal Year Total		**0.059**	**0.059**	**0.059**	**0.152**	**0.152**	**0.152**	**0.152**	**0.152**	**0.152**	**0.152**

Total First Four Years: *0.328* **Total Later Fiscal Years:** *0.914*

NJ TRANSIT

DB# T20 **Immediate Action Program**

AQCODE: X13

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	1.419	1.625	1.976	5.532	3.776	1.938	1.923	3.621	4.621	4.621
Fiscal Year Total		**1.419**	**1.625**	**1.976**	**5.532**	**3.776**	**1.938**	**1.923**	**3.621**	**4.621**	**4.621**

Total First Four Years: *10.552* **Total Later Fiscal Years:** *20.500*

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, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition. 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.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	2.000	2.000	2.690	4.990	4.990	4.990	4.990	4.990	4.990	4.990
Fiscal Year Total		**2.000**	**2.000**	**2.690**	**4.990**	**4.990**	**4.990**	**4.990**	**4.990**	**4.990**	**4.990**

Total First Four Years: *11.680* **Total Later Fiscal Years:** *29.940*

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2019	*SECT 5307*	*$15.000*
2019	*SECT 5337*	*$20.993*
		$35.993

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	STATE	0.446	0.297	0.297	0.297	0.297	0.297	0.297	0.297	0.297	0.297
Fiscal Year Total		**0.446**	**0.297**	**0.297**	**0.297**	**0.297**	**0.297**	**0.297**	**0.297**	**0.297**	**0.297**
		Total First Four Years:			***1.335***	**Total Later Fiscal Years:**				***1.779***	

DB# T122 **Miscellaneous**

AQCODE: NRS

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. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	1.035	0.713	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
Fiscal Year Total		**1.035**	**0.713**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**	**0.115**
		Total First Four Years:			***1.978***	**Total Later Fiscal Years:**				***0.690***	

NJ TRANSIT

DB# T44 **NEC Improvements**

AQCODE: NRS

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 NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.

In FY 2018, ridership on the Northeast Corridor totaled 120,750 passenger boardings per average weekday. FY 2018 average weekday passenger boardings for the following stations in the DVRPC region were as follows: 3,772 at Trenton Station; 5,118 at Hamilton Station; 787 at Princeton Station; 6,679 at Princeton Junction.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	SECT 5307				0.723	0.166	0.920	0.920	0.224	0.224	0.224
ERC	SECT 5337				0.168	1.340	1.340	1.340	1.340	1.340	1.340
ERC	STATE				1.371	1.005	1.005	1.005	1.005	1.005	1.005
Fiscal Year Total					**2.262**	**2.511**	**3.265**	**3.265**	**2.569**	**2.569**	**2.569**

Total First Four Years: *2.262* **Total Later Fiscal Years:** *16.748*

NJ TRANSIT

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 - system wide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

This project may be suitable for ITS treatments.

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2017	*SECT 5307*	*$1.000*
		$1.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516
Fiscal Year Total		**0.516**	**0.516**	**0.516**	**0.516**	**0.516**	**0.516**	**0.516**	**0.516**	**0.516**	**0.516**

Total First Four Years: *2.065* — **Total Later Fiscal Years:** *3.098*

DB# T121 — **Physical Plant**

AQCODE: M4

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/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Transportation Support Facilities

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
Fiscal Year Total		**0.384**	**0.384**	**0.384**	**0.384**	**0.384**	**0.384**	**0.384**	**0.384**	**0.384**	**0.384**

Total First Four Years: *1.536* — **Total Later Fiscal Years:** *2.305*

NJ TRANSIT

DB# T135 **Preventive Maintenance-Bus**

AQCODE: M3

This program provides funding 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.

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.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2019, NJ TRANSIT operated a fleet of 2,278 buses. 276 buses (12.1%) 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 115 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 93 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

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2019	*SECT 5307*	*$84.404*
		$84.404

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	SECT 5307	25.919	25.919	25.919	25.919	33.081	33.081	33.081	33.081	33.081	33.081
Fiscal Year Total		**25.919**	**25.919**	**25.919**	**25.919**	**33.081**	**33.081**	**33.081**	**33.081**	**33.081**	**33.081**

Total First Four Years: ***103.675*** **Total Later Fiscal Years:** ***198.488***

NJ TRANSIT

DB# T39 — **Preventive Maintenance-Rail**

AQCODE: M3

This program provides funding for 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 FY 2018, ridership on the Northeast Corridor totaled 120,750 passenger boardings per average weekday. FY 2018 average weekday passenger boardings for the following stations in the DVRPC region were as follows: 3,772 at Trenton Station; 5,118 at Hamilton Station; 787 at Princeton Station; 6,679 at Princeton Junction.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: System Preservation
Project Manager:
Mileposts:
Improvement Type:

Planning Center: None
CIS Program Category: Mass Transit Assets
IPD:
Sponsor: NJ TRANSIT
Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2019	*SECT 5307*	*$10.407*
2019	*SECT 5337*	*$16.132*
		$26.539

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	SECT 5307	5.559	5.561	6.165	6.165	4.340	4.340	4.340	4.340	4.340	4.340
CAP	SECT 5337	9.555	9.555	9.555	9.555	9.555	9.555	9.555	9.555	9.555	9.555
Fiscal Year Total		**15.113**	**15.116**	**15.720**	**15.720**	**13.895**	**13.895**	**13.895**	**13.895**	**13.895**	**13.895**
		Total First Four Years:		***61.669***		**Total Later Fiscal Years:**				***83.368***	

DB# T106 — **Private Carrier Equipment Program**

AQCODE: M1

This program provides State funds for the Private Carrier Capital Improvement Program.

CMP: Not SOV Capacity Adding

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

Planning Center: None
CIS Program Category: Mass Transit Assets
IPD:
Sponsor: NJ TRANSIT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	STATE	0.920	0.920	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
Fiscal Year Total		**0.920**	**0.920**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**	**0.690**
		Total First Four Years:		***3.220***		**Total Later Fiscal Years:**				***4.140***	

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 FY 2018, ridership on the Northeast Corridor totaled 120,750 passenger boardings per average weekday. FY 2018 average weekday passenger boardings for the following stations in the DVRPC region were as follows: 3,772 at Trenton Station; 5,118 at Hamilton Station; 787 at Princeton Station; 6,679 at Princeton Junction.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	STATE	5.790	5.790	5.790	5.790	5.790	5.790	5.790	5.790	5.790	5.790
Fiscal Year Total		**5.790**	**5.790**	**5.790**	**5.790**	**5.790**	**5.790**	**5.790**	**5.790**	**5.790**	**5.790**
		Total First Four Years:		***23.159***		**Total Later Fiscal Years:**				***34.738***	

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	STATE	0.564									
Fiscal Year Total		**0.564**									
		Total First Four Years:		***0.564***		**Total Later Fiscal Years:**					

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".

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2019	*CMAQ*	*$7.325*
2019	*SECT 5307*	*$4.625*
		$11.950

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	CMAQ			0.000			3.750	4.395	4.395	4.395	4.395
CAP	SECT 5307	4.229	2.865	3.741	3.338	4.395	4.395	4.395	4.395	4.395	4.395
CAP	SECT 5337			0.369							
CAP	STATE	4.037	8.092	13.904	5.544	9.899	8.786	10.192	10.192	10.192	10.192
Fiscal Year Total		**8.266**	**10.958**	**18.014**	**8.882**	**14.294**	**16.931**	**18.982**	**18.982**	**18.982**	**18.982**

Total First Four Years: ***46.119*** **Total Later Fiscal Years:** ***107.155***

NJ TRANSIT

DB# T37 **Rail Support Facilities and Equipment**

AQCODE: M11

This program provides funds for rehabilitation and construction activities for yard improvements system wide, 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 system wide 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 including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.373	0.373	0.391	0.391	0.391	0.391	0.391	0.391	0.391	0.391
Fiscal Year Total		**0.373**	**0.373**	**0.391**	**0.391**	**0.391**	**0.391**	**0.391**	**0.391**	**0.391**	**0.391**
		Total First Four Years:		*1.529*		**Total Later Fiscal Years:**				*2.346*	

DB# T509 **Safety Improvement Program**

AQCODE: M9

This program provides funding for safety improvement initiatives system wide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory:

Project Manager:

Mileposts: N/A

Improvement Type:

Planning Center: None

CIS Program Category: Transportation Support Facilities

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.059
Fiscal Year Total		**0.059**	**0.059**	**0.059**	**0.059**	**0.059**	**0.059**	**0.059**	**0.059**	**0.059**	**0.059**
		Total First Four Years:		*0.234*		**Total Later Fiscal Years:**				*0.352*	

NJ TRANSIT

DB# T150 **Section 5310 Program**

AQCODE: M1

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. MATCH funds are provided from the State.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2019	*CMAQ*	*$1.505*
2019	*SECT 5310*	*$1.656*
		$3.161

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	SECT 5310	1.679	1.679	1.679	1.679	1.679	1.679	1.679	1.679	1.679	1.679
CAP	STATE	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Fiscal Year Total		**2.024**	**2.024**	**2.024**	**2.024**	**2.024**	**2.024**	**2.024**	**2.024**	**2.024**	**2.024**

Total First Four Years: *8.096* **Total Later Fiscal Years:** *12.144*

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: System Management

Project Manager:

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2019	*MATCH*	*$0.437*
2019	*SECT 5311*	*$0.966*
		$1.403

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CAP	MATCH	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437
CAP	SECT 5311	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989
CAP	STATE	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023
Fiscal Year Total		**1.449**	**1.449**	**1.449**	**1.449**	**1.449**	**1.449**	**1.449**	**1.449**	**1.449**	**1.449**

Total First Four Years: *5.796* **Total Later Fiscal Years:** *8.694*

NJ TRANSIT

DB# T508 **Security Improvements**

AQCODE: NRS

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Security

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
SWI	STATE	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Fiscal Year Total		**0.600**	**0.600**	**0.600**	**0.600**	**0.600**	**0.600**	**0.600**	**0.600**	**0.600**	**0.600**

Total First Four Years: *2.401* **Total Later Fiscal Years:** *3.602*

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 system wide 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 system wide, rehabilitation of system wide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645
Fiscal Year Total		**0.645**	**0.645**	**0.645**	**0.645**	**0.645**	**0.645**	**0.645**	**0.645**	**0.645**	**0.645**

Total First Four Years: *2.578* **Total Later Fiscal Years:** *3.868*

NJ TRANSIT

DB# T630 **SJ BRT/Avandale Park Ride** **LRPID: X**

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

CMP:

Municipalities: Winslow Township

CIS Program Subcategory: System Preservation

Project Manager:

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2019	*SECT 5339/5307*	*$6.435*
		$6.435

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	SECT 5339/5307	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:		***0.000***		**Total Later Fiscal Years:**					

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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2019	*CMAQ*	*$1.980*
2019	*SECT 5307*	*$0.100*
		$2.080

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416
Fiscal Year Total		**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**	**0.416**
		Total First Four Years:			***1.663***	**Total Later Fiscal Years:**				***2.495***	

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.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 4B, 8A, 14A

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Study & Development

CIS Program Category: Congestion Relief

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	STATE	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
Fiscal Year Total		**1.072**	**1.072**	**1.072**	**1.072**	**1.072**	**1.072**	**1.072**	**1.072**	**1.072**	**1.072**
		Total First Four Years:			***4.289***	**Total Later Fiscal Years:**				***6.433***	

NJ TRANSIT

DB# T500 **Technology Improvements**

AQCODE: M4

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 system wide, 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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

This project contains ITS elements.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	4.612	2.887	3.347	2.887	2.887	2.887	2.887	2.887	2.887	2.887
Fiscal Year Total		**4.612**	**2.887**	**3.347**	**2.887**	**2.887**	**2.887**	**2.887**	**2.887**	**2.887**	**2.887**
		Total First Four Years:		***13.731***		**Total Later Fiscal Years:**				***17.319***	

DB# T42 **Track Program**

AQCODE: M9

Funding is provided for an annual program of track rehabilitation including system wide 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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055
Fiscal Year Total		**1.055**	**1.055**	**1.055**	**1.055**	**1.055**	**1.055**	**1.055**	**1.055**	**1.055**	**1.055**
		Total First Four Years:		***4.219***		**Total Later Fiscal Years:**				***6.329***	

NJ TRANSIT

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

AQCODE: NRS

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 9030.1E., 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.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2019	*SECT 5307*	*$4.314*
2019	*SECT 5337*	*$3.517*
2019	*SECT 5339*	*$0.210*
		$8.041

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	SECT 5307	2.196	4.111	5.539	1.925	5.540	2.580	2.580	5.310	5.310	5.310
ERC	SECT 5337	1.391	1.391	1.391	1.391	1.391	1.391	1.391	1.391	1.391	1.391
ERC	SECT 5339	0.708		3.611	0.706	0.706	0.706	0.706	0.706	0.706	0.706
ERC	STP-TE	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230
Fiscal Year Total		**4.525**	**5.732**	**10.771**	**4.252**	**7.868**	**4.908**	**4.908**	**7.638**	**7.638**	**7.638**

Total First Four Years: ***25.281*** **Total Later Fiscal Years:** ***40.596***

NJ TRANSIT

DB# T300 **Transit Rail Initiatives**

AQCODE: nrs

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, 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; Glassboro-Camden Light Rail; 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 system wide, 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 including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Expansion

CIS Program Category: Congestion Relief

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Mapped: Y

This project may be suitable for ITS treatments.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058	0.058
Fiscal Year Total		**0.058**	**0.058**	**0.058**	**0.058**	**0.058**	**0.058**	**0.058**	**0.058**	**0.058**	**0.058**
		Total First Four Years:			***0.230***	**Total Later Fiscal Years:**				***0.345***	

Total for Various:

121.383	**117.904**	**131.340**	**152.601**	**154.548**	**153.141**	**155.176**	**158.909**	**159.909**	**159.909**
Total First Four Years:			***523.228***	**Total Later Fiscal Years:**				***941.592***	

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8.3 Transit Projects: DRPA/PATCO

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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PROJECT LISTING AND INDEX
(in order by project name)

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DRPA/PATCO

DB# DR046 **DRPA - Rebuild PATCO Cars**

AQCODE: M3

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

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2017	*DRPA*	*$0.644*
2017	*SECT 5307*	*$2.574*
2018	*DRPA*	*$0.472*
2018	*SECT 5307*	*$1.888*
2019	*DRPA*	*$0.600*
2019	*SECT 5307*	*$2.400*
		$8.577

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	DRPA	0.800									
EC	SECT 5307	3.200									
Fiscal Year Total		**4.000**									
		Total First Four Years:			***4.000***	**Total Later Fiscal Years:**					

DRPA/PATCO

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/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: N

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2017	*DRPA*	*$0.160*
2017	*SECT 5337*	*$0.640*
2018	*DRPA*	*$0.300*
2018	*SECT 5337*	*$1.200*
2019	*DRPA*	*$0.400*
2019	*SECT 5337*	*$1.600*
		$4.300

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	0.400									
ERC	SECT 5337	1.600									
Fiscal Year Total		**2.000**									
		Total First Four Years:			***2.000***	**Total Later Fiscal Years:**					

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

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2017	*DRPA*	*$0.200*
2017	*SECT 5307*	*$0.800*
2018	*DRPA*	*$0.200*
2018	*SECT 5307*	*$0.800*
2019	*DRPA*	*$0.100*
2019	*SECT 5307*	*$0.400*
		$2.500

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	0.200									
ERC	SECT 5307	0.800									
Fiscal Year Total		**1.000**									
		Total First Four Years:			***1.000***	**Total Later Fiscal Years:**					

DRPA/PATCO

DB# D0906 **Install Elevators, PATCO**

AQCODE: M8

Installation of ADA compliant elevators at PATCO stations.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: DRPA Improvement

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: Town Center

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2017	*DRPA*	*$1.000*
2017	*SECT 5337*	*$4.000*
2018	*DRPA*	*$0.400*
2018	*SECT 5337*	*$1.600*
2019	*DRPA*	*$0.650*
2019	*SECT 5337*	*$2.600*
		$10.250

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	DRPA	0.300	0.200								
EC	SECT 5337	1.200	0.800								
Fiscal Year Total		**1.500**	**1.000**								
		Total First Four Years:			***2.500***	**Total Later Fiscal Years:**					

DRPA/PATCO

DB# DR044 **Lindenwold Yard Tie Renewal, Lindenwold Viaduct, and Overall Improvements**

AQCODE: M9

This project includes the replacement of ties, rails and turnout components at Lindenwold Yard and replacement of direct fixation system, including track fasteners, anchors, concrete, and guard rail on Lindenwold viaducts. 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	Planning Center: None	
CIS Program Subcategory:	DRPA Improvement	CIS Program Category: Mass Transit Assets	
Project Manager:	DRPA/PATCO	IPD:	
Mileposts:		Sponsor: DRPA/PATCO	
Improvement Type:	Transit Improvements		**Mapped: Y**

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2017	*DRPA*	*$0.700*
2017	*SECT 5337*	*$2.800*
2018	*DRPA*	*$0.800*
2018	*SECT 5337*	*$3.200*
2019	*DRPA*	*$0.727*
2019	*SECT 5337*	*$2.906*
		$11.133

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

DRPA/PATCO

DB# DR1501 PATCO Interlocking & Track Rehabilitation

AQCODE: M9

This program includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

This project may be suitable for ITS treatments.

Mapped: N

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2018	*DRPA*	*$0.200*
2018	*SECT 5307*	*$0.800*
2019	*DRPA*	*$0.200*
2019	*SECT 5307*	*$0.800*
		$2.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	DRPA	0.100	0.860	0.900	0.600						
EC	SECT 5307	0.400	3.440	3.600	2.400						
Fiscal Year Total		**0.500**	**4.300**	**4.500**	**3.000**						
		Total First Four Years:		***12.300***		**Total Later Fiscal Years:**					

DB# DR1803 PATCO Station Platform Rehabilitation

AQCODE: M8

Project will include planning, design, and reconstruction of PATCO Station Platforms. Work will include rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2C, 5C

Municipalities: Cherry Hill Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Mass Transit Assests

Project Manager: DRPA/PATCO

IPD:

Mileposts: N/A

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding		
Year	*Fund*	*Cost*
2019	*DRPA*	*$0.040*
2019	*SECT 5307*	*$0.160*
		$0.200

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	0.060	0.260	0.200	0.200	1.000	1.000	1.600	1.600	2.000	2.000
ERC	SECT 5307	0.240	1.040	0.800	0.800	4.000	4.000	6.400	6.400	8.000	8.000
Fiscal Year Total		**0.300**	**1.300**	**1.000**	**1.000**	**5.000**	**5.000**	**8.000**	**8.000**	**10.000**	**10.000**
		Total First Four Years:		***3.600***		**Total Later Fiscal Years:**				***46.000***	

DRPA/PATCO

DB# D1911 **PATCO Track Resurfacing & Rail Profile Grinding** *NEW*

AQCODE: M9

This project involves adjusting the track to eliminate minor horizontal and vertical shifts that impact ride quality. Work also includes the replacement of rail ties, ballast cleaning, and improvements to the shoulder that impact the track.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	DRPA				0.050	0.050	0.600	0.600	0.600		
CON	SECT 5307				0.200	0.200	2.400	2.400	2.400		
Fiscal Year Total					**0.250**	**0.250**	**3.000**	**3.000**	**3.000**		
		Total First Four Years:			***0.250***	**Total Later Fiscal Years:**			***9.250***		

DB# D1305 **Pedestrian Bridge and Tunnel Rehabilitation** *RETURN*

AQCODE: A2

This project will provide for the planning, design, and construction to rehabilitate Pedestrian Bridges and Tunnels. The projects will allow for preventive repairs of bridges and tunnels owned by PATCO, including structural steel and concrete repairs, installation of protective coatins, miscellaneous steel repair, joint filler and spot paint.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5B, 5C

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	DRPA								0.200	0.400	0.800
EC	SECT 5337								0.800	1.600	3.200
Fiscal Year Total									**1.000**	**2.000**	**4.000**
		Total First Four Years:				**Total Later Fiscal Years:**			***7.000***		

DRPA/PATCO

DB# DR034 **Preventive Maintenance**

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

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2017	*DRPA*	*$0.395*
2017	*SECT 5307*	*$0.553*
2017	*SECT 5337*	*$0.600*
2017	*SECT 5340*	*$0.427*
2018	*DRPA*	*$0.395*
2018	*SECT 5307*	*$0.546*
2018	*SECT 5337*	*$0.600*
2018	*SECT 5340*	*$0.434*
2019	*DRPA*	*$0.395*
2019	*SECT 5307*	*$0.303*
2019	*SECT 5337*	*$0.857*
2019	*SECT 5340*	*$0.420*
		$5.925

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	0.395	0.395	0.395	0.395	0.395	0.395	0.395	0.395	0.395	0.395
ERC	SECT 5307	0.700	0.600	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700
ERC	SECT 5337	0.600	0.700	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600
ERC	SECT 5340	0.280	0.280	0.280	0.280	0.280	0.280	0.280	0.280	0.280	0.280
Fiscal Year Total		**1.975**	**1.975**	**1.975**	**1.975**	**1.975**	**1.975**	**1.975**	**1.975**	**1.975**	**1.975**

Total First Four Years: *7.900* **Total Later Fiscal Years:** *11.850*

DRPA/PATCO

DB# D1912 **Rehabilitation of PATCO Bridges** ***NEW***

AQCODE: M9

Project will consist of the planning, design, and construction to rehabilitate PATCO Bridges. Work will include concrete and steel repairs, bearing replacement, column repairs, drainage, and abutment/wingwall repairs.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Local System Support

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA			0.200	0.200	1.000	1.000	0.800	0.800	0.800	
ERC	SECT 5337			0.800	0.800	4.000	4.000	3.200	3.200	3.200	
Fiscal Year Total				**1.000**	**1.000**	**5.000**	**5.000**	**4.000**	**4.000**	**4.000**	

Total First Four Years: ***2.000*** **Total Later Fiscal Years:** ***22.000***

DRPA/PATCO

DB# DR038 **Relocation of Center Tower/SCADA Modernization**

AQCODE: M8

This program will provide for the fit-out of the second floor of an existing Administration and Maintenance 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 and Supervisory Control and Data Acquisition (SCADA) modernization.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 5C	
Municipalities:	Various	Planning Center: None	
CIS Program Subcategory:	DRPA Improvement	CIS Program Category: Mass Transit Assets	
Project Manager:	DRPA/PATCO	IPD:	
Mileposts:		Sponsor: DRPA/PATCO	
Improvement Type:	Transit Improvements This project contains ITS elements.		**Mapped: Y**

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2017	*DRPA*	*$0.173*
2017	*SECT 5337*	*$0.693*
2018	*DRPA*	*$0.450*
2018	*SECT 5337*	*$1.800*
2019	*DRPA*	*$0.200*
2019	*SECT 5337*	*$0.800*
		$4.116

TIP Program Years (In Millions) **Later Fiscal Years (In Millions)**

Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	0.200									
ERC	SECT 5337	0.800									
Fiscal Year Total		**1.000**									

Total First Four Years: ***1.000*** **Total Later Fiscal Years:**

DRPA/PATCO

DB# DR1801 **Reopening of Franklin Square**

AQCODE: 2025M

The re-opening of Franklin Square will include design work and construction to repair, update, and enhance the currently closed station to full operation. Improvements will include ADA accessibility, structural, electrical, plumbing, communication, signal and security elements.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: DRPA Improvement

Project Manager: DRPA/PATCO

Mileposts: N/A

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2018	*DRPA*	*$0.343*
2018	*SECT 5337*	*$1.371*
2019	*DRPA*	*$0.100*
2019	*SECT 5337*	*$0.400*
		$2.213

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	1.000	1.600	1.600	1.800						
ERC	SECT 5337	4.000	6.400	6.400	7.200						
Fiscal Year Total		**5.000**	**8.000**	**8.000**	**9.000**						
		Total First Four Years:			***30.000***	**Total Later Fiscal Years:**					

DRPA/PATCO

DB# DR019 **Smoke and Fire Control**

AQCODE: M6

This program will provide smoke and fire control for evacuation of patrons in emergencies and ventilation improvements.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

This project may be suitable for ITS treatments.

Mapped: N

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2017	*DRPA*	*$0.080*
2017	*SECT 5337*	*$0.320*
2018	*DRPA*	*$0.060*
2018	*SECT 5337*	*$0.240*
2019	*DRPA*	*$0.100*
2019	*SECT 5337*	*$0.400*
		$1.200

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
ERC	SECT 5337	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400
Fiscal Year Total		**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**	**0.500**

Total First Four Years: ***2.000*** **Total Later Fiscal Years:** ***3.000***

DRPA/PATCO

DB# DR1802 **Subway Structures Renovation**

AQCODE: M8

This program will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, pump rooms owned by PATCO including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: DRPA Improvement

Project Manager: DRPA/PATCO

Mileposts: N/A

Improvement Type: Transit Improvements

Planning Center: Metropolitan Center

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: Y

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2018	*DRPA*	*$0.200*
2018	*SECT 5337*	*$0.800*
2019	*DRPA*	*$0.200*
2019	*SECT 5337*	*$0.800*
		$2.000

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	0.200	0.300	0.600	0.550	0.800	0.400				
ERC	SECT 5337	0.800	1.200	2.400	2.200	3.200	1.600				
Fiscal Year Total		**1.000**	**1.500**	**3.000**	**2.750**	**4.000**	**2.000**				

Total First Four Years: ***8.250*** **Total Later Fiscal Years:** ***6.000***

DRPA/PATCO

DB# DR036 **Transit Enhancements**

AQCODE: X12

This program will support transit enhancements.

CMP: Not SOV Capacity Adding

Municipalities: Various

CIS Program Subcategory: DRPA Improvement

Project Manager: DRPA/PATCO

Mileposts:

Improvement Type: Transit Improvements

Planning Center: None

CIS Program Category: Mass Transit Assets

IPD:

Sponsor: DRPA/PATCO

Mapped: N

Unobligated Prior Year Funding

Year	*Fund*	*Cost*
2017	*DRPA*	*$0.014*
2017	*SECT 5307*	*$0.056*
2018	*DRPA*	*$0.014*
2018	*SECT 5307*	*$0.056*
2019	*DRPA*	*$0.014*
2019	*SECT 5307*	*$0.056*
		$0.210

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	DRPA	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014
ERC	SECT 5307	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.056
Fiscal Year Total		**0.070**	**0.070**	**0.070**	**0.070**	**0.070**	**0.070**	**0.070**	**0.070**	**0.070**	**0.070**
		Total First Four Years:			***0.280***	**Total Later Fiscal Years:**				***0.420***	

Total for Various:

18.845	**18.645**	**20.045**	**19.545**	**16.795**	**17.545**	**17.545**	**18.545**	**18.545**	**16.545**
Total First Four Years:			***77.080***	**Total Later Fiscal Years:**				***105.520***	

8.4 Statewide Programs

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Various

DB# X12 **Acquisition of Right of Way**

AQCODE: NRS

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Delivery
Project Manager: Akpu, Victor
Mileposts: N/A
Improvement Type: Roadway New Capacity

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ROW	STATE	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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 First Four Years:			***2.000***	**Total Later Fiscal Years:**				***3.000***	

DB# 13303 **Active Traffic Management System (ATMS)**

AQCODE: X1

This program will provide funding for the deployment program for the first Active 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 Active 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: Minor SOV Capacity

Municipalities:
CIS Program Subcategory:
Project Manager: Mirza, Wasif
Mileposts: N/A
Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	CMAQ	3.000	1.000								
Fiscal Year Total		**3.000**	**1.000**								
		Total First Four Years:			***4.000***	**Total Later Fiscal Years:**					

Various

DB# 11344 **ADA Curb Ramp Implementation**

AQCODE: A2

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Section, Chrystal
Mileposts: N/A
Improvement Type: Bicycle/Pedestrian Improvement

Planning Center: None
CIS Program Category: Multimodal Programs
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 First Four Years: *12.000* **Total Later Fiscal Years:** *18.000*

DB# 19315 **Aeronautics UAS Program** ***NEW***

AQCODE: NRS

This program provides funding for NJDOT's Unmanned Aircraft System (UAS) program, including but not limited to; staff training, equipment purchasing, attending UAS related conferences, UAS research, purchasing hardware and software, travel expenses, staff support and consultant services.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Stott, Glenn
Mileposts: N/A
Improvement Type:

Planning Center: None
CIS Program Category: Airport Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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 First Four Years: *2.000* **Total Later Fiscal Years:** *3.000*

Various

DB# 08415 Airport Improvement Program

AQCODE: NRS

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, 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, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation education and promotion programs, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements
to airports owned by the state.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Project Manager: Patel, Ashwin

Mileposts: N/A

Improvement Type: Other
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Airport Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	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 First Four Years:			***16.000***	**Total Later Fiscal Years:**				***24.000***	

DB# 01335 Betterments, Dams

AQCODE: X1

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: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Roadway Preservation

Project Manager: Bal, Harjit

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	0.300	0.100	0.300	0.100	0.300	0.100	0.300	0.100	0.300	0.100
Fiscal Year Total		**0.300**	**0.100**	**0.300**	**0.100**	**0.300**	**0.100**	**0.300**	**0.100**	**0.300**	**0.100**
		Total First Four Years:			***0.800***	**Total Later Fiscal Years:**				***1.200***	

Various

DB# X72B — Betterments, Roadway Preservation

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Longworth, Jack / McCoy, Kurt

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	20.000	18.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
Fiscal Year Total		**20.000**	**18.000**	**20.000**	**20.000**	**20.000**	**20.000**	**20.000**	**20.000**	**20.000**	**20.000**

Total First Four Years: *78.000* **Total Later Fiscal Years:** *120.000*

DB# X72C — Betterments, Safety

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Longworth, Jack

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000
Fiscal Year Total		**16.000**	**16.000**	**16.000**	**16.000**	**16.000**	**16.000**	**16.000**	**16.000**	**16.000**	**16.000**

Total First Four Years: *64.000* **Total Later Fiscal Years:** *96.000*

Various

DB# X185 **Bicycle & Pedestrian Facilities/Accommodations**

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Bremer-Nei, Elise

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Multimodal Programs

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	CMAQ	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
ERC	STATE	4.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	TA-FLEX	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total		**7.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**

Total First Four Years: ***19.000*** **Total Later Fiscal Years:** ***24.000***

DB# X07F **Bridge and Structure Inspection, Miscellaneous** ***NEW***

AQCODE: NRS

This program will provide funding for the inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public. Inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Project Manager: Bal, Harjit

Mileposts: N/A

Improvement Type:

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	0.300	0.200	0.450	0.100	0.400	0.250	0.450	0.150	0.400	0.250
Fiscal Year Total		**0.300**	**0.200**	**0.450**	**0.100**	**0.400**	**0.250**	**0.450**	**0.150**	**0.400**	**0.250**

Total First Four Years: ***1.050*** **Total Later Fiscal Years:** ***1.900***

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. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Bridge Preservation
Project Manager: Shah, Atul
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	NHPP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	24.000
ERC	STBGP-OS-BRDG	1.000	1.000	1.000	1.000	1.000	5.000	5.544	5.497	5.497	5.497
Fiscal Year Total		**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**9.000**	**9.544**	**9.497**	**9.497**	**29.497**
		Total First Four Years:		***20.000***		**Total Later Fiscal Years:**			***72.035***		

DB# 98315 **Bridge Emergency Repair**

AQCODE: NRS

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The 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 unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Bridge Preservation
Project Manager: Longworth, Jack
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	83.000	83.000	85.000	85.000	85.000	85.000	85.000	85.000	85.000	85.000
Fiscal Year Total		**83.000**	**83.000**	**85.000**	**85.000**	**85.000**	**85.000**	**85.000**	**85.000**	**85.000**	**85.000**
		Total First Four Years:		***336.000***		**Total Later Fiscal Years:**			***510.000***		

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. This program also provides regular inspection of State-owned tunnels.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Bridge Preservation
Project Manager: Bal, Harjit
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	NHPP	12.900	11.900	11.900	11.900	11.900	11.900	11.900	11.900	11.900	11.900
EC	STBGP-FLEX	7.140	7.680	7.680	7.680	7.680	7.680	7.680	7.680	7.680	7.680
EC	STBGP-OS-BRDG	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		**22.040**	**21.580**	**21.580**	**21.580**	**21.580**	**21.580**	**21.580**	**21.580**	**21.580**	**21.580**
		Total First Four Years:			***86.780***	**Total Later Fiscal Years:**				***129.480***	

DB# 17341 — Bridge Inspection Program,Minor Bridges

AQCODE: NRS

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.
locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Bal, Harjit
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	8.800	6.900	6.900	6.900	6.900	6.900	6.900	6.900	6.900	7.000
Fiscal Year Total		**8.800**	**6.900**	**6.900**	**6.900**	**6.900**	**6.900**	**6.900**	**6.900**	**6.900**	**7.000**
		Total First Four Years:			***29.500***	**Total Later Fiscal Years:**				***41.500***	

Various

DB# 14404 Bridge Maintenance and Repair, Movable Bridges

AQCODE: NRS

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Longworth, Jack / Zeleznock, Andrew

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	28.500	28.500	28.500	28.500	28.500	28.500	28.500	28.500	28.500	28.500
Fiscal Year Total		**28.500**	**28.500**	**28.500**	**28.500**	**28.500**	**28.500**	**28.500**	**28.500**	**28.500**	**28.500**
		Total First Four Years:		***114.000***		**Total Later Fiscal Years:**				***171.000***	

DB# 17357 Bridge Maintenance Fender Replacement

AQCODE: NRS

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Miller, John

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	NHPP	14.000	14.000	14.000	14.000	14.000	14.000	14.000	14.000	14.000	14.000
ERC	STBGP-FLEX	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**
		Total First Four Years:		***72.000***		**Total Later Fiscal Years:**				***108.000***	

Various

DB# 17358 Bridge Maintenance Scour Countermeasures

AQCODE: X13

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Miller, John
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	NHPP	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
ERC	STBGP-FLEX	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**

Total First Four Years: *36.000* **Total Later Fiscal Years:** *54.000*

DB# X70 Bridge Management System

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Bridge Preservation
Project Manager: Bal, Harjit
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	1.250	1.250	1.250	1.250	1.250	1.250	1.250	1.250	1.250	1.250
Fiscal Year Total		**1.250**	**1.250**	**1.250**	**1.250**	**1.250**	**1.250**	**1.250**	**1.250**	**1.250**	**1.250**

Total First Four Years: *5.000* **Total Later Fiscal Years:** *7.500*

Various

DB# 13323 Bridge Preventive Maintenance

AQCODE: NRS

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering 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 entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Project Manager: Longworth, Jack / Miller, John

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	NHPP	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
EC	STATE	40.000	40.000	40.000	40.000	40.000	40.000	40.000	40.000	40.000	40.000
EC	STBGP-FLEX	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total		**75.000**	**75.000**	**75.000**	**75.000**	**75.000**	**75.000**	**75.000**	**75.000**	**75.000**	**75.000**

Total First Four Years: *300.000* **Total Later Fiscal Years:** *450.000*

DB# 08381 Bridge Replacement, Future Projects

AQCODE: S19

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Bridge Preservation

Project Manager: Bal, Harjit

Mileposts: N/A

Improvement Type: Bridge Repair/Replacement

Planning Center: None

CIS Program Category: Bridge Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	NHPP	1.001	10.828	21.288	15.350	8.419	14.426	51.271	23.689	116.100	93.520
ERC	STATE	1.326	2.634	6.396	21.111	26.791	25.836	26.007	24.995	31.149	86.000
Fiscal Year Total		**2.327**	**13.462**	**27.684**	**36.461**	**35.210**	**40.262**	**77.278**	**48.684**	**147.249**	**179.520**

Total First Four Years: *79.934* **Total Later Fiscal Years:** *528.203*

Various

DB# 98316 Bridge Scour Countermeasures

AQCODE: NRS

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. Theses contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Bridge Preservation
Project Manager: Bal, Harjit
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	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**

Total First Four Years: *0.800* **Total Later Fiscal Years:** *1.200*

DB# 02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

AQCODE: NRS

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum 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 may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

CMP: Minor SOV Capacity

Municipalities:
CIS Program Subcategory: Congestion Relief
Project Manager: Mirza, Wasif
Mileposts: N/A
Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	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 First Four Years: *8.000* **Total Later Fiscal Years:** *12.000*

Various

DB# X180 — Construction Inspection

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bhavsar, Yogesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	11.000	11.000	11.000	11.000	11.000	11.000	11.000	11.000	11.000	11.000
Fiscal Year Total		**11.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**

Total First Four Years: *44.000* **Total Later Fiscal Years:** *66.000*

DB# 05304 — Construction Program IT System (TRNS.PORT)

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bhavsar, Yogesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	1.300	1.600	1.900	2.200	2.500	3.800	3.800	3.800	3.800	3.800
Fiscal Year Total		**1.300**	**1.600**	**1.900**	**2.200**	**2.500**	**3.800**	**3.800**	**3.800**	**3.800**	**3.800**

Total First Four Years: *7.000* **Total Later Fiscal Years:** *21.500*

Various

DB# 09316 Culvert Replacement Program

AQCODE: NRS

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Dalal, Jayant
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		**5.000**	**5.000**	**5.000**	**5.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**

Total First Four Years: *20.000* **Total Later Fiscal Years:** *36.000*

DB# X142 DBE Supportive Services Program

AQCODE: NRS

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. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Support
Project Manager: Harper, Lydia
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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 First Four Years: *2.000* **Total Later Fiscal Years:** *3.000*

Various

DB# 15322 Delaware & Raritan Canal Bridges

AQCODE: S19

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal.

CMP: Not SOV Capacity Adding
Adding Subcorr(s): 4A, 8A, 14A
Municipalities: Various
Planning Center: Metropolitan Subcenter
CIS Program Subcategory:
CIS Program Category: Bridge Assets
Project Manager: Hameed, Omar
IPD:
Mileposts: N/A
Sponsor: NJDOT
Improvement Type: Bridge Repair/Replacement
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STBGP-FLEX	8.350	5.000	5.000	10.000	10.000	10.000	10.000			
Fiscal Year Total		**8.350**	**5.000**	**5.000**	**10.000**	**10.000**	**10.000**	**10.000**			
		Total First Four Years:			***28.350***	**Total Later Fiscal Years:**				***30.000***	

DB# X106 Design, Emerging Projects

AQCODE: X1

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: Not SOV Capacity Adding
Municipalities:
Planning Center: None
CIS Program Subcategory: Capital Program Delivery
CIS Program Category: Capital Program Delivery
Project Manager: Shah, Atul
IPD:
Mileposts: N/A
Sponsor: NJDOT
Improvement Type: Other
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	STATE	17.000	16.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
DES	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		**18.000**	**17.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**
		Total First Four Years:			***71.000***	**Total Later Fiscal Years:**				***108.000***	

Various

DB# 05342 **Design, Geotechnical Engineering Tasks**

AQCODE: X5

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Dalal, Jayant

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	STATE	0.500		0.500	0.500		0.500	0.500		0.500	0.500
Fiscal Year Total		**0.500**		**0.500**	**0.500**		**0.500**	**0.500**		**0.500**	**0.500**
		Total First Four Years:			***1.500***		**Total Later Fiscal Years:**			***2.000***	

DB# X197 **Disadvantaged Business Enterprise**

AQCODE: NRS

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Tilghman-Ansley, Vicki

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	1.000
Fiscal Year Total		**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**1.000**
		Total First Four Years:			***0.400***		**Total Later Fiscal Years:**			***1.500***	

Various

DB# X154D — Drainage Rehabilitation & Improvements

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Longworth, Jack / Miller, John

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	20.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
Fiscal Year Total		**20.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**

Total First Four Years: *65.000* **Total Later Fiscal Years:** *90.000*

DB# X154 — Drainage Rehabilitation and Maintenance, State

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Longworth, Jack / Miller, John

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	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 First Four Years: *60.000* **Total Later Fiscal Years:** *90.000*

Various

DB# X241 — Electrical Facilities

AQCODE: NRS

This program provides funding for purchasing materials, and for 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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Road Assets

Project Manager: Longworth, Jack / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	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 First Four Years: *28.000* **Total Later Fiscal Years:** *42.000*

DB# 04324 — Electrical Load Center Replacement, Statewide

AQCODE: NRS

This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Road Assets

Project Manager: Longworth, Jack / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	5.000	5.300	5.620	5.960	6.310	6.690	7.100	7.520	7.970	7.970
Fiscal Year Total		**5.000**	**5.300**	**5.620**	**5.960**	**6.310**	**6.690**	**7.100**	**7.520**	**7.970**	**7.970**

Total First Four Years: *21.880* **Total Later Fiscal Years:** *43.560*

Various

DB# 17360 Emergency Management and Transportation Security Support

AQCODE: X13

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Burd, Robert
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	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 First Four Years: *6.000* **Total Later Fiscal Years:** *9.000*

DB# X75 Environmental Investigations

AQCODE: X1

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Delivery
Project Manager: Yousef, Mohammad
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	7.500	6.000	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500
Fiscal Year Total		**7.500**	**6.000**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**	**7.500**

Total First Four Years: *28.500* **Total Later Fiscal Years:** *45.000*

Various

DB# 03309 **Environmental Project Support**

AQCODE: X1

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; asbestos surveys and abatement; hydrology/hydraulic investigations and studies, permits and payments; air/noise studies; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Sweger, Joseph

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	1.000	1.000	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100
Fiscal Year Total		**1.000**	**1.000**	**1.100**	**1.100**	**1.100**	**1.100**	**1.100**	**1.100**	**1.100**	**1.100**

Total First Four Years: *4.200* **Total Later Fiscal Years:** *6.600*

DB# X15 **Equipment (Vehicles, Construction, Safety)**

AQCODE: NRS

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by 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 supports capital, safety and maintenance programs.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Support

Project Manager: Davis, Mike / D'Errico, Anthony

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Transportation Support Facilities

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	25.000	24.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Fiscal Year Total		**25.000**	**24.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**

Total First Four Years: *99.000* **Total Later Fiscal Years:** *150.000*

Various

DB# X15A — Equipment, Snow and Ice Removal

AQCODE: NRS

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Davis, Mike / D'Errico, Anthony
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Transportation Support Facilities
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	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 First Four Years:			***20.000***	**Total Later Fiscal Years:**				***30.000***	

DB# 00377 — Ferry Program

AQCODE: NRS

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Intermodal Programs
Project Manager: Clifton, Genevieve
Mileposts: N/A
Improvement Type: Other
This project may be suitable for ITS treatments.

Planning Center: None
CIS Program Category: Multimodal Programs
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	FBP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	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 First Four Years:			***16.000***	**Total Later Fiscal Years:**				***24.000***	

Various

DB# X201 Guiderail Upgrade *NEW*

AQCODE: NRS

This program will provide funding for the design and construction of guide rail replacement, statewide. Upgrade and replace guide rail to meet current standards.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Road Assets

Project Manager: Shah, Samir

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type:

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	NHPP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EC	STATE	2.500	1.000	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
Fiscal Year Total		**3.500**	**2.000**	**3.500**	**3.500**	**3.500**	**3.500**	**3.500**	**3.500**	**3.500**	**3.500**

Total First Four Years: *12.500* **Total Later Fiscal Years:** *21.000*

DB# 97008 High-Mast Light Poles *NEW*

AQCODE: NRS

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Bridge Assets

Project Manager:

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type:

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	NHPP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**	**2.000**

Total First Four Years: *8.000* **Total Later Fiscal Years:** *12.000*

Various

DB# 09388 Highway Safety Improvement Program Planning

AQCODE: NRS

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: Not SOV Capacity Adding

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

Planning Center: None
CIS Program Category: Safety Management
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	HSIP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	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 First Four Years:		***16.000***		**Total Later Fiscal Years:**				***24.000***	

DB# 15343 Intelligent Traffic Signal Systems

AQCODE: NRS

This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

CMP: Minor SOV Capacity

Municipalities:
CIS Program Subcategory:
Project Manager: Mirza, Wasif
Mileposts: N/A
Improvement Type: Signal/ITS Improvements
This project contains ITS elements.

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	CMAQ	15.000	10.000	10.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
Fiscal Year Total		**15.000**	**10.000**	**10.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**
		Total First Four Years:		***50.000***		**Total Later Fiscal Years:**				***90.000***	

Various

DB# 13304 Intelligent Transportation System Resource Center

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Project Manager: Mirza, Wasif

Mileposts: N/A

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

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	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 First Four Years:			***16.000***	**Total Later Fiscal Years:**				***24.000***	

DB# X151 Interstate Service Facilities

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Quality of Life

Project Manager: DeAngelo, Michael

Mileposts: N/A

Improvement Type: Streetscape

Planning Center: None

CIS Program Category: Road Assets

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	0.525	0.552	0.580	0.610	0.640	0.675	0.705	0.740	0.776	0.815
Fiscal Year Total		**0.525**	**0.552**	**0.580**	**0.610**	**0.640**	**0.675**	**0.705**	**0.740**	**0.776**	**0.815**
		Total First Four Years:			***2.267***	**Total Later Fiscal Years:**				***4.351***	

Various

DB# 13305 Job Order Contracting Infrastructure Repairs, Statewide

AQCODE: NRS

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrustructure repairs (e.g. fixed bridge; movable bridge; roadway drainage systems; roadway repair; lighting etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under $1M per project.

CMP: Not SOV Capacity Adding

Municipalities:
Planning Center: None
CIS Program Subcategory:
CIS Program Category: Bridge Assets
Project Manager: Longworth, Jack / Miller, John
IPD:
Mileposts: N/A
Sponsor: NJDOT
Improvement Type: Other
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	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 First Four Years:			***40.000***	**Total Later Fiscal Years:**				***60.000***	

DB# X137 Legal Costs for Right of Way Condemnation

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:
Planning Center: None
CIS Program Subcategory: Capital Program Delivery
CIS Program Category: Capital Program Delivery
Project Manager: Stevenson, Debbie
IPD:
Mileposts: N/A
Sponsor: NJDOT
Improvement Type: Other
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	1.600	
Fiscal Year Total		**1.600**	**1.600**	**1.600**	**1.600**	**1.600**	**1.600**	**1.600**	**1.600**	**1.600**	
		Total First Four Years:			***6.400***	**Total Later Fiscal Years:**				***8.000***	

Various

DB# 06327 Local Aid Grant Management System

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Local Aid

Project Manager: Broccoleri, Dave

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	0.200	0.200	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
Fiscal Year Total		**0.200**	**0.200**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**	**0.100**

Total First Four Years: *0.600* **Total Later Fiscal Years:** *0.600*

DB# X186 Local Aid, Infrastructure Fund

AQCODE: NRS

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above $7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Local Aid

Project Manager: Broccoleri, Dave

Mileposts: N/A

Improvement Type: Roadway Rehabilitation

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: Local Lead

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	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 First Four Years: *30.000* **Total Later Fiscal Years:** *45.000*

Various

DB# X186B — Local Aid, State Transportation Infrastructure Bank *NEW*

AQCODE: NRS

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Broccoleri, Dave
Mileposts:
Improvement Type:

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Local Lead
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	22.600	22.600	22.600	22.600	22.600	20.500	20.500	20.500	20.500	20.500
Fiscal Year Total		**22.600**	**22.600**	**22.600**	**22.600**	**22.600**	**20.500**	**20.500**	**20.500**	**20.500**	**20.500**

Total First Four Years: *90.400* **Total Later Fiscal Years:** *125.100*

DB# 08387 — Local Bridges, Future Needs

AQCODE: S19

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

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Bridge Preservation
Project Manager: Broccoleri, Dave
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	47.300	47.300	47.300	47.300	47.300	44.000	44.000	44.000	44.000	44.000
Fiscal Year Total		**47.300**	**47.300**	**47.300**	**47.300**	**47.300**	**44.000**	**44.000**	**44.000**	**44.000**	**44.000**

Total First Four Years: *189.200* **Total Later Fiscal Years:** *267.300*

Various

DB# 17390 Local Freight Impact Fund

AQCODE: NRS

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Broccoleri, Dave
Mileposts: N/A
Improvement Type: Other
This project may be suitable for ITS treatments.

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	30.100	30.100	30.100	30.100	30.100	28.000	28.000	28.000	28.000	28.000
Fiscal Year Total		**30.100**	**30.100**	**30.100**	**30.100**	**30.100**	**28.000**	**28.000**	**28.000**	**28.000**	**28.000**
		Total First Four Years:			***120.400***	**Total Later Fiscal Years:**				***170.100***	

DB# X98Z Local Municipal Aid, Urban Aid

AQCODE: NRS

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

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Local Aid
Project Manager: Broccoleri, Dave
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Local System Support
IPD:
Sponsor: Local Lead
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	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 First Four Years:			***40.000***	**Total Later Fiscal Years:**				***60.000***	

Various

DB# X196 Maintenance & Fleet Management System

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Roadway Preservation

Project Manager: Davis, Mike / D'Errico, Anthony

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Transportation Support Facilities

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 First Four Years:			***4.000***	**Total Later Fiscal Years:**				***6.000***	

DB# 01309 Maritime Transportation System

AQCODE: NRS

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program 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.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Intermodal Programs

Project Manager: Clifton, Genevieve

Mileposts: N/A

Improvement Type: Other

This project may be suitable for ITS treatments.

Planning Center: None

CIS Program Category: Multimodal Programs

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	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 First Four Years:			***60.000***	**Total Later Fiscal Years:**				***90.000***	

Various

DB# 07332 **Minority and Women Workforce Training Set Aside**

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Genovese, Tony

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 First Four Years:			***4.000***	**Total Later Fiscal Years:**				***6.000***	

Various

DB# 13306 **Mobility and Systems Engineering Program**

AQCODE: NRS

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 Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

CMP: Minor SOV Capacity

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif

IPD:

Mileposts: N/A

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	NHPP	10.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000
EC	STATE	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
EC	STBGP-FLEX	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total		**13.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**	**11.000**

Total First Four Years: *46.000* **Total Later Fiscal Years:** *66.000*

Various

DB# X233 **Motor Vehicle Crash Record Processing**

AQCODE: NRS

This program provides the in-house Crash Records unit resources to prepare and cleanse all crash reports to be utilized for developing safety improvement programs. The staff ensure the completeness, accuracy and accessibility of crash data. This is accomplished through a cooperative effort between BTDS, OIT and other HSIP agencies in sharing issues related to the integrity of the data. This program also covers the Electronic Data Transfer (EDT) which expand the FTP capabilities to receive digital crash reports from additional law enforcement agencies. The new Crash Records EDT contract will introduce the use of electronic devices to collect information. It will enable to streamline crash records data validation, correction process and error handling.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Safety
Project Manager: Zajac, Krzysztof
Mileposts: N/A
Improvement Type: Intersection/Interchange Improvements

Planning Center: None
CIS Program Category: Safety Management
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	HSIP	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	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 First Four Years: ***10.000*** **Total Later Fiscal Years:** ***15.000***

DB# X34 **New Jersey Rail Freight Assistance Program**

AQCODE: NRS

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Intermodal Programs
Project Manager: Patel, Ashwin
Mileposts: N/A
Improvement Type: Other
This project may be suitable for ITS treatments.

Planning Center: None
CIS Program Category: Multimodal Programs
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	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 First Four Years: ***100.000*** **Total Later Fiscal Years:** ***150.000***

Various

DB# X200C — New Jersey Scenic Byways Program

AQCODE: NRS

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but is not limited to research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of Byways, activities associated in building stronger partnerships between the byways and other groups that can assist them in sustaining and promoting their byways.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Quality of Life
Project Manager: Bloom-Cronin, Cindy
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	TA-FLEX	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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 First Four Years: *2.000* **Total Later Fiscal Years:** *3.000*

DB# 99372 — Orphan Bridge Reconstruction

AQCODE: S19

This program provides funding for engineering and construction of orphan bridges. The 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: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Bridge Preservation
Project Manager: Longworth, Jack / Miller, John
Mileposts: N/A
Improvement Type: Bridge Repair/Replacement

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	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 First Four Years: *16.000* **Total Later Fiscal Years:** *24.000*

Various

DB# X28B — Park and Ride/Transportation Demand Management Program

AQCODE: A1

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Bremer-Nei, Elise

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 First Four Years: *4.000* **Total Later Fiscal Years:** *6.000*

DB# X29 — Physical Plant

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Transportation Support Facilities

Project Manager: DeAngelo, Michael

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	10.000	24.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Fiscal Year Total		**10.000**	**24.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**	**25.000**

Total First Four Years: *84.000* **Total Later Fiscal Years:** *150.000*

Various

DB# X30 Planning and Research, Federal-Aid

AQCODE: X1

Funding from this program will enable NJDOT to 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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Lewis, James

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	LTAP	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
PLS	SPR	22.509	22.509	22.509	22.509	22.509	22.509	22.509	22.509	22.509	22.509
PLS	STBGP-FLEX	18.300	18.913	19.226	19.289	19.352	19.415	19.478	19.541	19.604	19.667
Fiscal Year Total		**40.959**	**41.572**	**41.885**	**41.948**	**42.011**	**42.074**	**42.137**	**42.200**	**42.263**	**42.326**
		Total First Four Years:		***166.364***		**Total Later Fiscal Years:**				***253.011***	

DB# X140 Planning and Research, State

AQCODE: X1

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 multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Lewis, James

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 First Four Years:		***4.000***		**Total Later Fiscal Years:**				***6.000***	

Various

DB# X135 Pre-Apprenticeship Training Program for Minorities and Women

AQCODE: NRS

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Overton, Jeff

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	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 First Four Years: *2.000* **Total Later Fiscal Years:** *3.000*

DB# X10 Program Implementation Costs, NJDOT

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Stevenson, Debbie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	104.040	104.210	108.240	110.410	112.620	114.870	117.170	119.510	121.900	124.340
Fiscal Year Total		**104.040**	**104.210**	**108.240**	**110.410**	**112.620**	**114.870**	**117.170**	**119.510**	**121.900**	**124.340**

Total First Four Years: *426.900* **Total Later Fiscal Years:** *710.410*

Various

DB# X10A — **Program Implementation Costs, Staff Augmentation** — ***NEW***

AQCODE: NRS

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Stevenson, Debbie
Mileposts: N/A
Improvement Type:

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	15.000	8.000	5.000	3.000						
Fiscal Year Total		**15.000**	**8.000**	**5.000**	**3.000**						
		Total First Four Years:		***31.000***		**Total Later Fiscal Years:**					

DB# 10344 — **Project Development: Concept Development and Preliminary Engineering**

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Shah, Atul
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	STATE	5.000	4.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
Fiscal Year Total		**5.000**	**4.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**
		Total First Four Years:		***19.000***		**Total Later Fiscal Years:**				***30.000***	

Various

DB# 05341 Project Management & Reporting System (PMRS)

AQCODE: NRS

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Reporting & Management System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow colaberative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Delivery
Project Manager: Grant, Sheryl
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	STATE	2.380	1.130	1.130	1.130						
Fiscal Year Total		**2.380**	**1.130**	**1.130**	**1.130**						
		Total First Four Years:		*5.770*		**Total Later Fiscal Years:**					

DB# 17337 Project Management Improvement Initiative Support

AQCODE: NRS

Provides expert consulting services, related to processes and organizational development, in the area of project and program management, including information systems architecture and integration for project and construction management information technology systems. Provides program management services to NJDOT for the implemention of Project Management and Reporting Systems including; e-Builder Enterprise Software as a Service information system, and other sub-systems such as Bluebeam. Provides coaching and mentoring services to NJDOT personnel in the areas of; project and program management, general organizational behavior of project related organizations, and training assessment guidance.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Signora, Robert
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
DES	STATE	2.500	2.500	1.300	1.300						
Fiscal Year Total		**2.500**	**2.500**	**1.300**	**1.300**						
		Total First Four Years:		*7.600*		**Total Later Fiscal Years:**					

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: Hirt, Todd

Mileposts: N/A

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

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	RHC-B5K200K	1.715									
EC	RHC-FLEX	11.998	11.998	3.999							
EC	RHC-L5K	2.099									
Fiscal Year Total		**15.813**	**11.998**	**3.999**							
		Total First Four Years:		***31.810***		**Total Later Fiscal Years:**					

Various

DB# X35A — **Rail-Highway Grade Crossing Program, State**

AQCODE: S8

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Hirt, Todd

IPD:

Mileposts: N/A

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	STATE	1.000	1.000	1.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
Fiscal Year Total		**1.000**	**1.000**	**1.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**	**5.000**

Total First Four Years: *8.000* — **Total Later Fiscal Years:** *30.000*

Various

DB# 99409 — **Recreational Trails Program**

AQCODE: A1

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: Not SOV Capacity Adding

Municipalities:
Planning Center: None
CIS Program Subcategory: Intermodal Programs
CIS Program Category: Multimodal Programs
Project Manager: Bremer-Nei, Elise/NJDEP, Parks & Forestry
IPD:
Mileposts: N/A
Sponsor: NJDEP
Improvement Type: Bicycle/Pedestrian Improvement
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	TA-RTP	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227
Fiscal Year Total		**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**	**1.227**
		Total First Four Years:			***4.907***	**Total Later Fiscal Years:**				***7.361***	

DB# X144 — **Regional Action Program**

AQCODE: X9

This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Funding is also provided for small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

CMP: Not SOV Capacity Adding

Municipalities:
Planning Center: None
CIS Program Subcategory: Roadway Preservation
CIS Program Category: Road Assets
Project Manager: Kneidinger/Davis/Cowan/Sweger
IPD:
Mileposts: N/A
Sponsor: NJDOT
Improvement Type: Other
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	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 First Four Years:			***8.000***	**Total Later Fiscal Years:**				***12.000***	

Various

DB# X03A — Restriping Program & Line Reflectivity Management System

AQCODE: S11

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Safety
Project Manager: Longworth, Jack / McCoy, Kurt
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Safety Management
IPD:
Sponsor: NJDOT
Mapped: N

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	20.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
Fiscal Year Total		**20.000**	**17.000**	**17.000**	**17.000**	**17.000**	**17.000**	**17.000**	**17.000**	**17.000**	**17.000**

Total First Four Years: *71.000* **Total Later Fiscal Years:** *102.000*

DB# X03E — Resurfacing Program

AQCODE: S10

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the 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. This program consists primarily of 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, and the acquisition of essential equipment and materials.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Roadway Preservation
Project Manager: Longworth, Jack / McCoy, Kurt
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	100.000	100.000	100.000	100.000	100.000	100.000	100.000	100.000	100.000	100.000
Fiscal Year Total		**100.000**	**100.000**	**100.000**	**100.000**	**100.000**	**100.000**	**100.000**	**100.000**	**100.000**	**100.000**

Total First Four Years: *400.000* **Total Later Fiscal Years:** *600.000*

Various

DB# 99327A — Resurfacing, Federal

AQCODE: S10

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects.

CMP: Not SOV Capacity Adding

Municipalities: Various
CIS Program Subcategory: Roadway Preservation
Project Manager: Polachak, Amy
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: N

Phase	Fund	TIP Program Years (In Millions) 2020	2021	2022	2023	Later Fiscal Years (In Millions) 2024	2025	2026	2027	2028	2029
ERC	NHPP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	10.000	10.000	10.000
Fiscal Year Total		**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**1.000**	**10.000**	**10.000**	**10.000**

Total First Four Years: *4.000* — **Total Later Fiscal Years:** *33.000*

DB# 05339 — Right of Way Database/Document Management System

AQCODE: NRS

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Delivery
Project Manager: Akpu, Victor
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

Phase	Fund	TIP Program Years (In Millions) 2020	2021	2022	2023	Later Fiscal Years (In Millions) 2024	2025	2026	2027	2028	2029
EC	STATE	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300
Fiscal Year Total		**0.300**	**0.300**	**0.300**	**0.300**	**0.300**	**0.300**	**0.300**	**0.300**	**0.300**	**0.300**

Total First Four Years: *1.200* — **Total Later Fiscal Years:** *1.800*

Various

DB# 05340 Right of Way Full-Service Consultant Term Agreements

AQCODE: NRS

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 from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of $10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Capital Program Delivery

Project Manager: Akpu, Victor

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Capital Program Delivery

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ROW	STATE	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050
ROW	STBGP-FLEX	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300
Fiscal Year Total		**0.350**	**0.350**	**0.350**	**0.350**	**0.350**	**0.350**	**0.350**	**0.350**	**0.350**	**0.350**

Total First Four Years: *1.400* **Total Later Fiscal Years:** *2.100*

DB# X152 Rockfall Mitigation

AQCODE: X13

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Safety

Project Manager: Dalal, Jayant

Mileposts: N/A

Improvement Type: Intersection/Interchange Improvements

Planning Center: None

CIS Program Category: Safety Management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	NHPP	16.000	14.000	6.000	7.000	3.000	7.000				13.000
Fiscal Year Total		**16.000**	**14.000**	**6.000**	**7.000**	**3.000**	**7.000**				**13.000**

Total First Four Years: *43.000* **Total Later Fiscal Years:** *23.000*

Various

DB# 99358 Safe Routes to School Program

AQCODE: A2

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. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Safety Management

Project Manager: Seaman, Julie

IPD:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	TA-FLEX	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	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 First Four Years:		***22.348***		**Total Later Fiscal Years:**				***33.522***	

DB# 06402 Safe Streets to Transit Program

AQCODE: A2

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Safety Management

Project Manager: Broccoleri, Dave

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 First Four Years:		***4.000***		**Total Later Fiscal Years:**				***6.000***	

Various

DB# 19370 — **Safety Programs** — *NEW-M*

AQCODE: S6

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Engineering Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways. Examples of some of these improvements are: striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology, pavement improvements, traffic control signals, roundabouts, road diets, protection or removal of fixed objects, utility pole relocation or replacement, and systemic approaches to installation of land and roadway departure technologies to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths. Improve safety on NJ roadway

CMP:

Municipalities:

CIS Program Subcategory:

Project Manager: Polachak,Amy

Mileposts:

Improvement Type:

Planning Center: None

CIS Program Category: Safety management

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	HSIP	14.000	14.000	14.000	14.000	14.000	14.000	14.000	14.000	14.000	14.000
ERC	STATE	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
Fiscal Year Total		**14.250**	**14.250**	**14.250**	**14.250**	**14.250**	**14.250**	**14.250**	**14.250**	**14.250**	**14.250**

Total First Four Years: *57.000* **Total Later Fiscal Years:** *85.500*

DB# 13307 — **Salt Storage Facilities - Statewide**

AQCODE: NRS

This program provides 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: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Project Manager: DeAngelo, Michael

Mileposts: N/A

Improvement Type: Other

Planning Center: None

CIS Program Category: Transportation Support Facilities

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	3.000	3.000	3.000	3.000	3.000	3.000				
Fiscal Year Total		**3.000**	**3.000**	**3.000**	**3.000**	**3.000**	**3.000**				

Total First Four Years: *12.000* **Total Later Fiscal Years:** *6.000*

Various

DB# X239 — **Sign Structure Inspection Program**

AQCODE: NRS

This program provides funding 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: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Quality of Life
Project Manager: Bal, Harjit
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100
Fiscal Year Total		**2.100**	**2.100**	**2.100**	**2.100**	**2.100**	**2.100**	**2.100**	**2.100**	**2.100**	**2.100**
		Total First Four Years:			***8.400***	**Total Later Fiscal Years:**				***12.600***	

DB# X239A — **Sign Structure Rehabilitation/Replacement Program**

AQCODE: NRS

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Quality of Life
Project Manager: Dalal, Jayant
Mileposts: N/A
Improvement Type: Roadway Rehabilitation
This project contains ITS elements.

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 First Four Years:			***4.000***	**Total Later Fiscal Years:**				***6.000***	

Various

DB# 15335 — **Sign Structure Replacement Contract 2016-3** — *NEW*

AQCODE: NRS

Some of these sign structure had developed fatigue cracks and are in hazardous condition to vehicular traffic. Others on the lists were constructed using Aluminum material. It has been determined that these types of structures are more prone to fatigue than originally known and are near the end of their service life.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Chivulescu, Nina
Mileposts: N/A
Improvement Type:

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase Fund	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON NHPP	6.800									
Fiscal Year Total	**6.800**									
	Total First Four Years:			***6.800***	**Total Later Fiscal Years:**					

DB# X39 — **Signs Program, Statewide**

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Quality of Life
Project Manager: Longworth, Jack / Miller, John
Mileposts: N/A
Improvement Type: Roadway Rehabilitation

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase Fund	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC STATE	3.150	3.310	3.470	3.650	3.830	4.020	4.220	4.430	4.650	4.650
Fiscal Year Total	**3.150**	**3.310**	**3.470**	**3.650**	**3.830**	**4.020**	**4.220**	**4.430**	**4.650**	**4.650**
	Total First Four Years:			***13.580***	**Total Later Fiscal Years:**				***25.800***	

Various

DB# 19600 Smart and Connect Corridors Program *NEW*

AQCODE: NRS

This program will provide funding for projects involving the deployment of communication devices and equiment at selected sections of corridors along the roadside and in vehicles enabling automatic transmisstion of safety messages; enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Mirza, Wasif
Mileposts: N/A
Improvement Type:

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: NJDOT
Mapped: Y

This project contains ITS elements.

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	STATE			5.365							
DES	STATE	2.150									
Fiscal Year Total		**2.150**		**5.365**							
		Total First Four Years:		***7.515***		**Total Later Fiscal Years:**					

DB# X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal

AQCODE: NRS

This program will provide for the cleanup, 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 the transportation facility.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Support
Project Manager: Steinbeiser, Tim
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	1.330	1.330	1.330	1.330	1.330	1.330	1.330	1.330	1.330	1.330
Fiscal Year Total		**1.330**	**1.330**	**1.330**	**1.330**	**1.330**	**1.330**	**1.330**	**1.330**	**1.330**	**1.330**
		Total First Four Years:		***5.320***		**Total Later Fiscal Years:**				***7.980***	

Various

DB# X150 — **State Police Enforcement and Safety Services**

AQCODE: NRS

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bhavsar, Yogesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	5.000	5.000	5.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
Fiscal Year Total		**5.000**	**5.000**	**5.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**	**6.000**

Total First Four Years: *21.000* **Total Later Fiscal Years:** *36.000*

Various

DB# 13308 **Statewide Traffic Operations and Support Program**

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory:

Project Manager: Cowan, Salvatore

Mileposts: N/A

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

Planning Center: None

CIS Program Category: Congestion Relief

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	NHPP	20.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000
Fiscal Year Total		**20.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**	**18.000**
		Total First Four Years:			***74.000***	**Total Later Fiscal Years:**				***108.000***	

Various

DB# 17353 Storm Water Asset Management

AQCODE: NRS

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Yousef, Mohammad
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STBGP-FLEX	5.000	2.000	2.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		**5.000**	**2.000**	**2.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**	**4.000**
		Total First Four Years:			***13.000***	**Total Later Fiscal Years:**				***24.000***	

DB# 14300 Title VI and Nondiscrimination Supporting Activities

AQCODE: NRS

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. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Tilghman-Ansley, Vicki
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175
Fiscal Year Total		**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**
		Total First Four Years:			***0.700***	**Total Later Fiscal Years:**				***1.050***	

Various

DB# X66 **Traffic Monitoring Systems**

AQCODE: X1

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 Weigh-in-Motion and Traffic Volume Systems; 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, annual Highway Performance Monitoring System reporting; 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; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Congestion Relief

Project Manager: Zajac, Krzysztof

IPD:

Mileposts: N/A

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	NHPP	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
EC	NHPP					2.000					
EC	STATE	1.490	1.490	1.490	1.490	1.490	1.490	1.490	1.490	1.490	1.490
Fiscal Year Total		**13.490**	**13.490**	**13.490**	**13.490**	**15.490**	**13.490**	**13.490**	**13.490**	**13.490**	**13.490**

Total First Four Years: ***53.960*** **Total Later Fiscal Years:** ***82.940***

Various

DB# X47 — **Traffic Signal Replacement**

AQCODE: X1

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (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 signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Road Assets

Project Manager: Cowan, Salvatore / Black, Daniel

IPD:

Mileposts: N/A

Sponsor: NJDOT

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

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
Fiscal Year Total		**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**	**9.000**

Total First Four Years: *36.000* **Total Later Fiscal Years:** *54.000*

DB# X244 — **Training and Employee Development**

AQCODE: X1

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: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Vannozzi, Pat

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	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 First Four Years: *8.000* **Total Later Fiscal Years:** *12.000*

Various

DB# 01316 Transit Village Program

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Local Aid

Project Manager: Broccoleri, Dave

Mileposts: N/A

Improvement Type: Bicycle/Pedestrian Improvement

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	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 First Four Years:			***4.000***	**Total Later Fiscal Years:**				***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. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities:

CIS Program Subcategory: Quality of Life

Project Manager: Seaman, Julie

Mileposts: N/A

Improvement Type: Streetscape

Planning Center: None

CIS Program Category: Local System Support

IPD:

Sponsor: NJDOT

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	TA-B5K200K	0.396	0.398	0.401	0.403	0.406	0.409	0.411	0.414	0.416	0.419
ERC	TA-FLEX	1.081	1.137	1.193	1.249	1.305	1.362	1.420	1.477	1.535	1.593
ERC	TA-L5K	0.484	0.488	0.491	0.494	0.497	0.500	0.503	0.507	0.510	0.513
Fiscal Year Total		**1.961**	**2.023**	**2.084**	**2.146**	**2.208**	**2.271**	**2.334**	**2.398**	**2.462**	**2.526**
		Total First Four Years:			***8.214***	**Total Later Fiscal Years:**				***14.199***	

Various

DB# X43 — **Transportation Demand Management Program Support**

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Congestion Relief
Project Manager: Bremer-Nei, Elise
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Congestion Relief
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
PLS	CMAQ	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	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 First Four Years: *1.000* **Total Later Fiscal Years:** *1.500*

DB# X126 — **Transportation Research Technology**

AQCODE: X1

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Delivery
Project Manager: Gendek, Amanda
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	0.900	1.000	1.100	1.200	1.700	2.200	2.200	2.200	2.200	2.200
Fiscal Year Total		**0.900**	**1.000**	**1.100**	**1.200**	**1.700**	**2.200**	**2.200**	**2.200**	**2.200**	**2.200**

Total First Four Years: *4.200* **Total Later Fiscal Years:** *12.700*

Various

DB# 18379 — **UHPC Overlay Research Project (8 Bridge Decks)** — ***NEW***

AQCODE: NRS

This project will evaluate the use of Ultra High Performance Concrete (UHPC) as a thin-bonded overlay on bridge decks, with a focus on increased service life and enhance structural capacity of the decks. In addition, deck repairs, as well as joint rehabilitation, will be evaluated during the design phase of the project.
Structure Numbers: 2106164, 1403153, 0914155, 0604152, 1134171, 0821166, 1817163, 1422164 will be included in the project.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Patel, Pankesh
Mileposts: N/A
Improvement Type:

Planning Center: None
CIS Program Category: Bridge Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CON	STATE	8.500									
Fiscal Year Total		**8.500**									
		Total First Four Years:		***8.500***		**Total Later Fiscal Years:**					

DB# X11 — **Unanticipated Design, Right of Way and Construction Expenses, State**

AQCODE: NRS

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: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Delivery
Project Manager: Vari, Jim
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
ERC	STATE	35.290	29.970	44.750	37.860	36.060	55.060	55.060	55.060	71.560	89.380
Fiscal Year Total		**35.290**	**29.970**	**44.750**	**37.860**	**36.060**	**55.060**	**55.060**	**55.060**	**71.560**	**89.380**
		Total First Four Years:		***147.870***		**Total Later Fiscal Years:**				***362.180***	

Various

DB# 15344 Utility Pole Mitigation

AQCODE: NRS

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory:
Project Manager: Shah, Dinesh
Mileposts: N/A
Improvement Type: Intersection/Interchange Improvements

Planning Center: None
CIS Program Category: Capital Program Delivery
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	HSIP	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175
Fiscal Year Total		**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**	**0.175**

Total First Four Years: *0.700* **Total Later Fiscal Years:** *1.050*

DB# X182 Utility Reconnaissance and Relocation

AQCODE: NRS

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

CMP: Not SOV Capacity Adding

Municipalities:
CIS Program Subcategory: Capital Program Delivery
Project Manager: Martorana, Vince
Mileposts: N/A
Improvement Type: Other

Planning Center: None
CIS Program Category: Road Assets
IPD:
Sponsor: NJDOT
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STATE	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500	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 First Four Years: *10.000* **Total Later Fiscal Years:** *15.000*

Various

DB# X199 **Youth Employment and TRAC Programs**

AQCODE: X1

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Section, Chrystal

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
EC	STBGP-FLEX	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	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 First Four Years:			***1.400***	**Total Later Fiscal Years:**				***2.100***	

Total for Various:

1,151.819	**1,102.341**	**1,132.771**	**1,143.989**	**1,138.203**	**,165.686**	**1,196.712**	**1,169.202**	**,288.440**	**1,373.188**
Total First Four Years:			***4,530.920***	**Total Later Fiscal Years:**				***7,331.432***	

8.5 Study and Development Projects

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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PROJECT LISTING AND INDEX
(in order by project name)

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Burlington

DB# 17411 — **CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)** — ***NEW***

AQCODE: Bridge replacement for Farnsworth Ave (RT 545) , bridge over Robbinsville Sec. CONRAIL.

CMP: Not SOV Capacity Adding — Adding Subcorr(s): 1A, 6C

Municipalities: Bordentown City — Planning Center: None

CIS Program Subcategory: — CIS Program Category: Bridge Assets

Project Manager: Marcellus, Evens — IPD:

Mileposts: 14.7 — Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement — **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:		***0.000***		**Total Later Fiscal Years:**					

DB# TBD2 — **Mill Street Bridge Rehabilitation/Replacement**

AQCODE: SDx

A concept development study will be conducted as part of DVRPC's Local Concept Development Program in order to improve the existing Mill St. (CR 616) over South Branch Rancocas Creek bridge in its entirety due the structures age, overall condition, scour critical status and lack of original construction and foundation plans. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The Mill St. (CR 616) over South Branch Rancocas Creek is a concrete encased, single span (36 feet) steel stringer bridge with a reinforced concrete deck. It carries CR 616 over the creek with 2 lanes of opposing traffic and 6' sidewalks on each side of the road. The out to out width of the bridge is 44.4 feet. The bridge was built circa 1918 and is located in the Vincentown Historic District. The bridge is not historically eligible but is considered a contributing element of the historic district, which has a period of significance ending circa 1930 (source: NJDOT Historic Bridge Survey). The bridge is functionally obsolete due to its existing curb to curb width of 29.8 feet and is scour critical. The structure is in fair condition with localized areas of deterioration and section loss in the deck, superstructure and substructure. The structure was submerged during the July 2004 and April 2007 flood events and sustained damage. The structure has a sufficiency rating of 66.5.

CMP:

Municipalities: Southampton Township — Planning Center: None

CIS Program Subcategory: — CIS Program Category:

Project Manager: Eagleson, Todd — IPD:

Mileposts: — Sponsor: Burlington County

Improvement Type: Bridge Repair/Replacement — **Local Project: Y** — **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
LCD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:		***0.000***		**Total Later Fiscal Years:**					

Burlington

DB# TBD7 **Parkers Creek Bridge on Centerton Road**

AQCODE: SDx

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The Burlington County Bridge No. C4.13 Parkers Creek Bridge on Centerton Road bridge is a single span (38 feet) , concrete arch widened with pre-stressed concrete voided slab beams. The Parkers Creek Bridge carries Centerton Road over the creek with 2 lanes of opposing traffic and approximate 3.5' shoulders on each side of the road. The overall width of the bridge is 31.1 feet. There are no sidewalks on the bridge or along the approach roadway. The bridge was built circa 1906 as an approximately 18' wide earth filled, reinforced concrete deck arch bridge. The span was widened on both sides with prestressed concrete slabs on concrete abutments in 1957. The bridge is individually historically eligible (source: NJDOT Historic Bridge Survey).

The bridge is functionally obsolete due to its existing curb to curb width of 31.1 feet, is structurally deficient due to the poor condition of the superstructure and is scour critical requiring remediation (NJDOT Stage II Scour Evaluation Report – September 2002). The structure is in poor condition with localized areas of deterioration in the deck, superstructure and substructure. The structure has a sufficiency rating of 61.0. Centerton Road is classified as an Urban Major Collector eligible for "on-system" funding and has an ADT of 8,088 (2015 – Cycle 18 Bridge Re-evaluation Survey Report – SI&A Sheet 18-12 – Prepared by: U&S Engineers, P.C.)

Improvements are needed for this bridge due to the structure's age (over 100 years), structurally deficient status, scour critical status, and lack of original construction and foundation plans.

CMP:

Municipalities: Mount Laurel Township; Moorestown Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager: Eagleson, Todd

IPD:

Mileposts:

Sponsor: Burlington County

Improvement Type: Bridge Repair/Replacement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
LCD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

Burlington

DB# 18326 — **Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)** — *NEW*

AQCODE: Intersection Improvements. Severe congestion and safety concerns at intersection.

CMP: Minor SOV Capacity

Adding Subcorr(s): 1A, 6B

Municipalities: Florence Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Maevsky, Andrew

IPD:

Mileposts: 50.80-50.85

Sponsor: NJDOT

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

Mapped: Y

Phase	Fund	TIP Program Years (In Millions) 2020	2021	2022	2023	Later Fiscal Years (In Millions) 2024	2025	2026	2027	2028	2029
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

DB# 16335 — **Route 206, Bridge over Springers Brook** — *NEW*

AQCODE: Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

CMP: Not SOV Capacity Adding

Municipalities: Shamong Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Upadhyay, Arpita

IPD:

Mileposts: 10.13

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions) 2020	2021	2022	2023	Later Fiscal Years (In Millions) 2024	2025	2026	2027	2028	2029
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

Burlington

DB# 191A **Route 295/38, Missing Moves, Mount Laurel** *RETURN*

AQCODE:

The existing I-295 and Rt. 38 interchange does not provide all the direct traffic movements between the two roadways. This project will provide for the construction of the missing moves via direct and semi-direct connector ramps. The adjacent signalized intersections at Marter Avenue and Briggs Road will be upgraded as part of this project.

The following special Federal appropriations were allocated to this project. FY 2003/Interstate Maintenance Discretionary $705,314 and FY 2003/Q02 $248,375 (ID #NJA51).

CMP:	Major SOV Capacity	Adding Subcorr(s): 2C, 10B	
Municipalities:	Moorestown Township; Mount Laurel Township	Planning Center: Suburban Center	
CIS Program Subcategory:	Congestion Relief	CIS Program Category: Congestion Relief	
Project Manager:	Kennard, Amy	IPD:	
Mileposts:	295: 40.0-41.0; 38: 9.1-10.3	Sponsor: NJDOT	
Improvement Type:	Intersection/Interchange Improvements This project may be suitable for ITS treatments.	**Mapped: Y**	

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

Total for Burlington:

0.000			
Total First Four Years:	***0.000***	**Total Later Fiscal Years:**	

Camden

DB# TBD3 — **2015 Traffic Signal Improvements**

AQCODE: SDx

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

More than 20 signalized intersections throughout the City of Camden need to be upgraded to current MUTCD, AASHTO, and NJDOT standards. Curb, sidewalk, and pavement restoration are also needed in order to improve vehicular and pedestrian travellers.

CMP:

Municipalities: Camden City

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager: Ahiarakwe, Uzo

IPD:

Mileposts:

Sponsor: Camden City

Improvement Type: Signal/ITS Improvements

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
LCD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

DB# 15375 — **Route 30, Cooper Street to Grove Street** — ***NEW***

AQCODE: Federal Resurfacing/Rehab project. MP 1.47-3.5, 4.1-7.8

CMP: Not SOV Capacity Adding

Municipalities: Camden City; Collingswood Borough; Audubon Borough; Haddon Heights Borough

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Carr, Michael

IPD:

Mileposts: 1.47-7.8

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

Total for Camden:

0.000		
Total First Four Years:	***0.000***	**Total Later Fiscal Years:**

Gloucester

DB# TBD9 — **Almonesson Creek Bridge**

AQCODE: SDX

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The Almonesson Creek Bridge is listed as a Functionally Obsolete Bridge with numerous repair issues.The design issues such as the bridge width, type and required improvements to maintain access to the public lake need to be investigated as part of the Local Concept Development phase prior to entering design.

CMP:

Municipalities: Deptford Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager: Voltaggio, Vincent

IPD:

Mileposts:

Sponsor: Gloucester County

Improvement Type: Bridge Repair/Replacement

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
LCD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:		***0.000***		**Total Later Fiscal Years:**					

DB# 18386 — **Route 44, Barker Avenue to Billingsport Road/Swedesboro (CR 653)** — ***NEW***

AQCODE:

Pavement resurface renewal is needed at Route 44, Barker Avenue to Billingsport Road/Swedesboro (CR653)

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6J

Municipalities: Logan Township; Greenwich Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Obidike, Tony

IPD:

Mileposts: 0.00-5.03

Sponsor:

Improvement Type: Roadway Rehabilitation

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:		***0.000***		**Total Later Fiscal Years:**					

Total for Gloucester:

0.000			
Total First Four Years:	***0.000***	**Total Later Fiscal Years:**	

Mercer

DB# 18350 **Clarksville Road (CR 638), Bridge over Amtrak** *NEW*

AQCODE: Bridge rehabiltation for Clarksville Road (CR 638), Bridge over Amtrak.

CMP: Not SOV Capacity Adding — Adding Subcorr(s): 4B

Municipalities: West Windsor Township — Planning Center: None

CIS Program Subcategory: — CIS Program Category: Bridge Assets

Project Manager: Colquitt, Willie — IPD:

Mileposts: 2.33 — Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement — **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

DB# TBD6 **North Olden Avenue (CR 622) Access & Safety**

AQCODE: SDX

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

The purpose is to improve intersection safety, site access, and multimodal mobility on a high-volume commercial corridor.

CMP:

Municipalities: Ewing Township — Planning Center: None

CIS Program Subcategory: — CIS Program Category:

Project Manager: Lawson, Matthew — IPD:

Mileposts: — Sponsor: Mercer County

Improvement Type: Other — **Local Project: Y** — **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
LCD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

Mercer

DB# 17412 **North Olden Avenue (CR 622), Bridge over Amtrak** *NEW*

AQCODE: Bridge replacement for North Olden Avenue (CR 622) over Amtrak

CMP: Not SOV Capacity Adding — Adding Subcorr(s): 4A, 9A

Municipalities: Trenton City — Planning Center: None

CIS Program Subcategory: — CIS Program Category: Bridge Assets

Project Manager: Obidike, Tony — IPD:

Mileposts: 3.07-3.11 — Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement — **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

DB# 15317 **Route 64, Bridge over Amtrak** *NEW*

AQCODE: Bridge Deck/Superstructure Replacement program.

CMP: Not SOV Capacity Adding — Adding Subcorr(s): 4C, 14A

Municipalities: West Windsor Township — Planning Center: None

CIS Program Subcategory: — CIS Program Category: Bridge Assets

Project Manager: Dhulesia, Babu — IPD:

Mileposts: 0.12 — Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement — **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

Mercer

DB# 15301 — **Route 206, Hilltop Drive** — *RETURN*

AQCODE: Initiated from the Drainage Management System, this study will explore drainage improvements within the project limits.

CMP: Not SOV Capacity Adding
Adding Subcorr(s): 4F
Municipalities: Princeton Borough
Planning Center: None
CIS Program Subcategory:
CIS Program Category: Road Assets
Project Manager: Colquitt, Willie
IPD:
Mileposts: 55.7
Sponsor: NJDOT
Improvement Type: Roadway Rehabilitation
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

DB# 18353 — **Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)** — *NEW*

AQCODE: Congestion Management system has identified a need for capacity and operational improvements.

CMP: Major SOV Capacity
Adding Subcorr(s): 4B
Municipalities: Lawrence Township; Hamilton Township
Planning Center: None
CIS Program Subcategory:
CIS Program Category: Congestion Relief
Project Manager:
IPD:
Mileposts: 65.41-68.44
Sponsor: NJDOT
Improvement Type: Roadway New Capacity
This project contains ITS elements.
Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
CD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

Mercer

DB# TBD1 **Trenton Transit Center Circulation Improvement**

AQCODE: SDX

A concept development study will be conducted as part of DVRPC's Local Concept Development Program for this project. Primary tasks will include data collection, purpose and need statement, development of alternatives including project costs, community outreach, selection of PPA, and NEPA classification.

Intersection improvements are needed to address pedestrian and bicycle safety and accessibility problems at the Trenton Transit Center. At the same time, traffic flow for vehicles that are traveling to and around the Trenton Transit Center are necessary. This project complements theTrenton Station Linkage Plan.

CMP: Not SOV Capacity Adding

Municipalities: Winslow Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager: Wilkerson, Jeffrey

IPD:

Mileposts:

Sponsor: Trenton City

Improvement Type: Transit Improvements

Local Project: Y **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	**Fund**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
LCD	N/A	0.000									
Fiscal Year Total		**0.000**									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

Total for Mercer:

		0.000									
		Total First Four Years:			***0.000***	**Total Later Fiscal Years:**					

CHAPTER 9:

MAJOR PROJECT STATUS REPORT

Federal regulations require that the FY2020 STIP for New Jersey lists major projects from the previous FY2018 STIP and identify any significant delays in the planned implementation. The list of major projects from the previous STIP's regional DVRPC Highway Program and their statuses is provided below. DVRPC defines a "major project" as any DVRPC regional Highway Program project in the previous TIP/STIP that has a total four-year program cost *above the average* of the four-year total cost of all projects listed in the previous TIP/STIP's regional Highway Program. In the FY2018 TIP, the average total programmed cost over the FY18-21 period is $10.45 million. Costs in Table 33 below are shown in millions.

Table 33: Major Project Status Listings

DB #	PROJECT TITLE	FY18–21 COST	STATUS AS OF JULY 2019
BURLINGTON COUNTY			
12415	Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek	$27.660	Construction is expected for FY19 authorization and is therefore not funded in the FY2020 TIP/STIP.
191A	Route 295/38, Missing Moves, Mount Laurel	$22.000	Project has returned to the Study and Development Program.
CAMDEN COUNTY			
355A	Route 295/42, Missing Moves, Bellmawr	$160.000	Preliminary Engineering is completed. ROW acquisitions and Final Design are both underway. Construction is expected to begin late 2019 and be substantially completed by the spring of 2024. Total project estimate, including construction and construction inspection/management, is currently at $237 million. Project remains funded in the FY2020 TIP/STIP.
355D	Route 295/42/I-76, Direct Connection, Contract 3	$100.000	NHPP and NHFP-HWY funds for construction in FY19 were authorized on 5/3/2019. Substantial completion is anticipated to occur in early 2022. Therefore, Contract 3 is no longer funded in the FY2020 TIP/STIP.
355E	Route 295/42/I-76, Direct Connection, Contract 4	$100.000	Substantial completion of the last contract for the I-295/Route 42/I-76 Direct Connection project is anticipated to occur in summer of 2025. Project remains funded in the FY2020 TIP/STIP.
11338	Route 70, Route 38 to Cropwell Road	$46.500	Project remains funded in the FY2020 TIP/STIP. Construction cost substantially increased from $62.5 million to $146 million. A NJDOT public information center was held on 3/20/2019 for the NJ No Net Loss Reforestation Act Forum (because project will deforest approximately 1.55 acres of trees). Final Design is ongoing.
11326A	Route 76, Bridges over Route 130	$32.335	Environmental document was completed in early August 2019. Final Design was encumbered on 5/29/2018 in FY18. Construction is expected to be substantially completed by 2023. Project remains funded in the FY2020 TIP/STIP.
11326	Route 76/676 Bridge Deck Replacements	$31.550	Final Design is currently pending authorization. Project remains funded in the FY2020 TIP/STIP for Construction, which has significantly increased to $117 million.
D1708	Cooper's Poynt Roads Reconstruction Project (TIGER)	$17.817	TIGER agreement was executed in late 2018. The kick-off meeting for the professional services consultant was held on 7/31/19, and the pre-construction meeting was held in late August 2019.

TABLE 33 (CONTINUED): MAJOR PROJECT STATUS LISTINGS

DB #	PROJECT TITLE	FY18–21 COST	STATUS AS OF JULY 2019
CAMDEN COUNTY (CONTINUED)			
12313	Route 42, Bridges over Blackwood Railroad Trail	$16.000	Project remains funded in the FY2020 TIP/STIP with Construction expected for authorization in FY21.
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	$14.809	Project remains funded in the FY2020 TIP/STIP with Construction expected for authorization in FY24.
12418	Route 73, CR 721 to NJ Transit Bridge	$11.600	Project remains funded in the FY2020 TIP/STIP. Preliminary Engineering is completed. ROW acquisitions and Final Design are both underway. Construction is expected to begin late 2019 and be substantially completed by the spring of 2024. Total project estimate, including construction and construction inspection/management, is currently at $237 million.
GLOUCESTER COUNTY			
12306	Route 42, Ardmore Ave to Camden County Line, Pavement	$24.340	Construction is delayed from FY19 to FY20 and remains funded in the FY2020 TIP/STIP. The project title has changed to "Route 42, Kennedy Ave. to Atlantic City Expressway" as shown in the FY2020 TIP/STIP. Per the region's feedback, the ITS system has extended approximately one mile from the original project limits, Ardmore Avenue at milepost 3.4 to just south of the Atlantic City Expressway/Route 168 interchange at milepost 6.34, to the intersections of Route 42 and Berlin Cross Keys Road at milepost 2.92 and Kennedy Avenue at milepost 2.09. These improvements will address local concerns regarding the operation of the traffic signal at the Berlin Cross Keys Road. NJDOT held a public information center on 7/25/2019. Final Design started in spring of 2018. Construction is anticipated to begin in the spring of 2021 and be substantially completed by spring of 2023.
12305	Route 47, Grove St. to Route 130, Pavement	$17.100	Construction is expected for FY24 authorization and remains funded in the FY2020 TIP/STIP.
11371	Route 47, Bridge over Big Timber Creek	$16.300	Project remains funded in the FY2020 TIP/STIP with Final Design expected for authorization in FY20 and Construction authorization in FY24.
14348	Route 45, Bridge over Woodbury Creek	$10.900	Project remains funded in the FY2020 TIP/STIP. Final Design is expected for authorization in FY20, followed by Right of Way and Construction.
MERCER COUNTY			
D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek	$33.750	Local concept development report has been completed. Preliminary Engineering was authorized for $1.486 million. Final Design and Construction remain funded in the FY2020 TIP/STIP. The Construction cost estimate is approximately $39 million.
14378	Route 295, Route 195/29 to Route 1	$20.000	Construction is expected for FY19 authorization and is therefore not funded in the FY2020 TIP/STIP.
07319B	Route 29, Cass Street to Calhoun Street, Drainage	$19.661	Project remains funded in the FY2020 TIP/STIP with construction authorization anticipated for FY20.
01330A	Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass	$16.950	Construction was authorized in FY18 on 10/16/17 and 2/16/18. Construction work is underway.

Sources: NJDOT Project Reporting System (PRS), July 2019; DVRPC, 2019; FY2018 Obligation Report; NJDOT Initial Financial Management Report for DB #355A, July 2019.

APPENDIX A

Board Resolutions

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC *Connections 2045* Long-Range Plan (*Plan*), FY2019 Pennsylvania and FY2020 New Jersey 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 by the US EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, Delaware County has been designated a nonattainment area for the 2012 annual fine particulate matter ($PM_{2.5}$) standard, and the nine-county planning area is part of two maintenance areas for the annual and 24-hour $PM_{2.5}$ standards; as required by CAAA under the respective ozone and $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, on July 25, 2007, the Area has been re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by EPA with motor vehicle emissions budges (MVEBs) established in the State Implementation Plan (SIP) revision maintenance plan; and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone areas, and this area was maintenance for the 1997 ozone standard at the time the 1997 ozone revocation in 2015. An air quality analysis and conformity determination of the TIP for the 1997 ozone standard has also been prepared. This conformity determination demonstrates that the requirements of 40 CFR Part 93 are met; and,

WHEREAS, the former CO Maintenance Areas in the region have successfully maintained the CO NAAQS for twenty years, and as of December 2017, DVRPC is no longer required to demonstrate conformity for CO; 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 Plan and TIP 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 the 1997, 2008, and 2015 ozone standard, and below the established MVEB test for $PM_{2.5}$ and $PM_{2.5}$ precursor NO_x in the relevant $PM_{2.5}$ nonattainment and maintenance areas, and,

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, 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 2045* Long-Range Plan, the DVRPC FY2019 TIP for Pennsylvania and the FY2020 TIP for New Jersey conform to the relevant State Implementation Plans, all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 26th day of September 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-FY20-001.

Renee Wise

Renee Wise, Recording Secretary

No. B-FY20-002

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the DVRPC FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23)

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 CRF Part 450 and 49 CFR Part 613) require that a MPO develop regional transportation plans and programs, 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 by the US EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, Delaware County has been designated as a nonattainment area for the 2012 annual fine particulate matter ($PM_{2.5}$) standard, and the nine-county planning area is part of two maintenance areas for the annual and 24-hour $PM_{2.5}$ standards as required by the Clean Air Act as amended (CAAA) under the respective ozone, CO, and $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the 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 Final Conformity Rule requires that the MPO determines 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 $PM_{2.5}$ and $PM_{2.5}$ precursors are less in 2025, 2035, and 2045 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 reviews 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 2045* 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 priorities for all transportation improvements; and

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23) 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 FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23) conforms to the State Implementation Plan of New Jersey and is consistent with the Final Conformity Rule.

Adopted this 26th day of September 2019 by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution B-FY20-002.

Renee Wise, Recording Secretary

APPENDIX B

Statewide TIP (STIP) Financial Tables, Including the STIP Introduction

The full STIP document is available at www.state.nj.us/transportation/capital.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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FY 2020 - 2029
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
INTRODUCTION

a. Overview

This document is the Statewide Transportation Improvement Program (STIP) for the State of New Jersey for federal fiscal years (FY) 2020 (beginning October 1, 2019) through 2029 (ending September 30, 2029).

The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. 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. The STIP is a valuable reference for implementing agencies such as the New Jersey Department of Transportation (NJDOT), New Jersey Transit Corporation (NJ TRANSIT), and all other parties interested in transportation issues in the state.

Federal legislation requires that each state develop one multimodal STIP for all areas of their state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as three regional Transportation Improvement Programs (TIPs), which are developed by three Metropolitan Planning Organizations (MPOs) covering the state. Those three TIPs contain local and state highway projects, statewide line items and programs, and public transit and authority-sponsored projects.

This STIP conforms to, and in many cases exceeds, the specific requirements of the federal regulations:

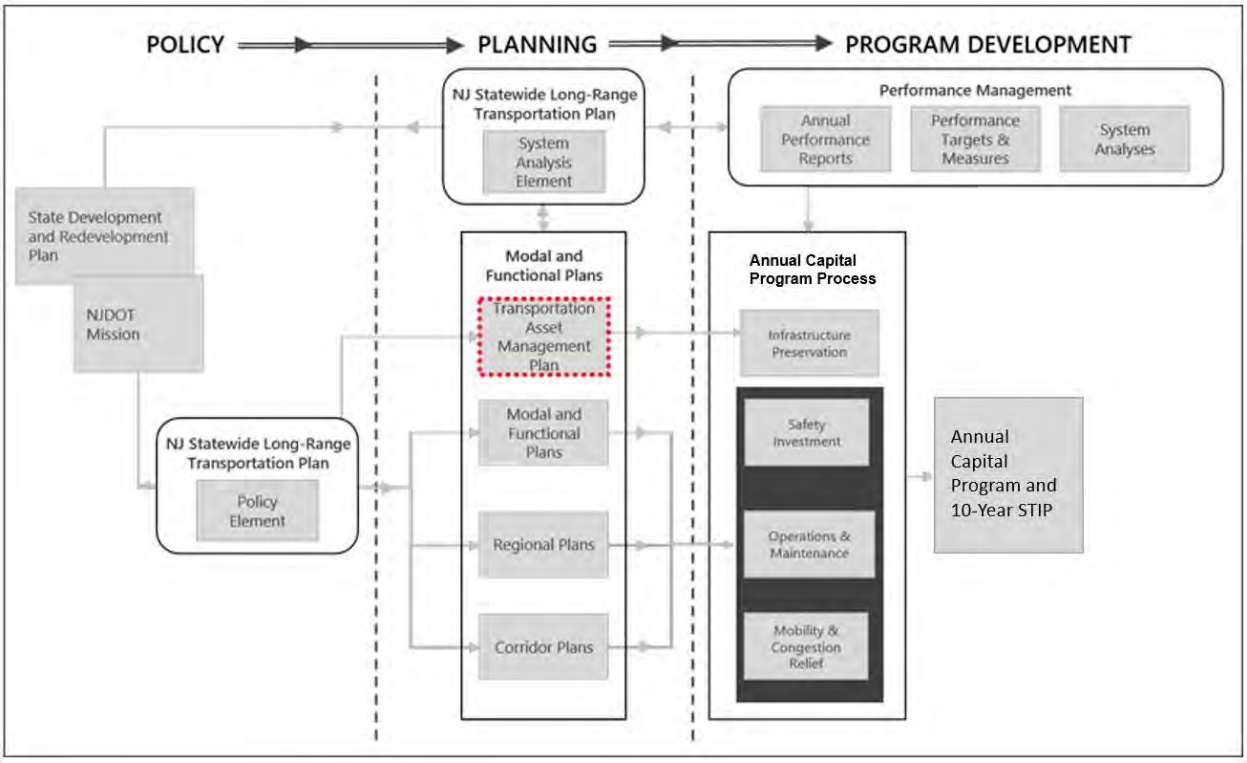
1. It lists the priority projects programmed for the first four (4) years of the planning period. It also includes a priority list of projects to be funded over an additional six (6) years.
2. It is fiscally constrained for the entire 10 years (A detailed discussion of fiscal constraint issues is found 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 estimated resources increasing annually for the NJDOT and remaining at the previous STIP level of funding for NJ TRANSIT. State resources — consisting of the Transportation Trust Fund (TTF) —were assumed to remain flat in FYs 2020 through 2029.

b. Performance-based Planning and Asset Management

The NJDOT implemented an Asset Management policy detailing the agency's objectives and measures. 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 Statewide Capital Investment Strategy (SCIS), the 10-year STIP, the annual Transportation Capital Program, and the biennial Study and Development Program. The diagram below (Figure 1) displays the relationship between the NJDOT's various planning documents and the development of the STIP.

Figure 1



The NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset management offers an alternative to focusing solely on problem spots and/or the worst conditions. The NJDOT defines asset management as, "the systematic process of maintaining, upgrading, and operating physical assets cost-effectively".

Performance-based Planning and Performance Management are terms used in relation to the broader use of performance to manage and improve the transportation system. Asset Management focuses on the subset of Performance-based Planning and Performance Management related to physical assets. However, the NJDOT has used, and is continuing to use, a Performance-based Planning approach to make capital investment choices. The NJDOT continues to seek out, and utilize, the best data and predictive models, to make the most effective, efficient and informed investment choices.

In 2017, NJDOT updated its Transportation Asset Management Policy to adopt transportation asset management as the official institutional approach to preserve the Department's infrastructure assets. The policy reflects the Department's commitment to apply a performance-based approach to managing transportation system performance outcomes. Transportation Asset Management is the application of this approach to manage the condition of infrastructure assets.

In 2018, NJDOT prepared the Initial New Jersey Transportation Asset Management Plan (TAMP), which has been certified by the FHWA. In August 2019, FHWA issued its 2019 consistency determination, affirming that NJDOT developed and implemented the NJ TAMP consistent with federal requirements. The TAMP documents the risk-based approach for management of the National Highway System and State Highway System assets in NJ, identifies State of Good Repair Objectives for assets, and outlines investment strategies that will help achieve these objectives. The TAMP represents National Highway System (NHS) assets, regardless of ownership. In New Jersey, the NHS is owned by NJDOT, as well as multiple transportation authorities and commissions, counties and municipalities. The NJDOT has continuously engaged with the state's three MPOs during the TAMP development process, enabling the Department to inform, collaborate, and coordinated with all NHS owners to obtain condition data and investment information.

NJDOT has submitted Performance Measure (PM) targets to FHWA for Safety (PM1), Infrastructure (PM2), and System Performance (PM3). PM1 requires State DOTs to set targets for safety-related performance measures. Since 2017, Safety Performance target setting and reporting is performed annually. PM2 sets targets for pavement condition and bridge condition on the NHS, including the Interstate. PM3 assesses the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, as well as freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP). Performance Measures and Targets are summarized in Figure 1.

Figure 1 Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	Not required	Not required	50.0%
Percentage of Pavements of the Interstate System in Poor Condition	Not required	Not required	2.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	41.9%	25.0%	25.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	26.5%	2.5%	2.5%
Percentage of NHS Bridges Classified as in Good Condition	21.7%	19.4%	18.6%
Percentage of NHS Bridges Classified as in Poor Condition	6.5%	6.5%	6.5%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	82.1%	82.0%	82.0%

Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	Not required	Not required	84.1%
Truck Travel Time Reliability (TTTR) Index	1.82	1.90	1.95
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	Not required	Not required	22.0
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 2	Not required	Not required	17.2
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	51.6%	51.6%	51.7%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 2	27.9%	28.0%	28.1%
Total Emission Reductions: PM2.5	9.572	4.290	8.520
Total Emission Reductions: NOx	244.301	114.401	231.850
Total Emission Reductions: VOC	44.493	17.682	36.324
Total Emission Reductions: CO	67.376	31.927	63.010

The Department is planning to invest in safety, making progress toward achieving the performance targets that have been set. Total investment in safety include programs and projects such as Highway Safety Betterments, Rail-Highway Grade Crossing Program, Safe Routes to School Program, Route 82, Caldwell Avenue to Lehigh Avenue, and Route 30, Mill Road (CR651). Approximate investments in safety (in millions) are listed in Figure 2:

Figure 2 Safety

FY2020	FY2021	FY2022	FY2023
$175	$165	$135	$125

The Department is planning to invest in bridge assets identified in the TAMP, making progress toward achieving the performance targets that have been set. Total investment in bridge assets include programs and projects such as the Bridge Deck/Superstructure Replacement Program, Bridge Preventative Maintenance, Delaware and Raritan Canal Bridges, Route 30 Bridge over Beach Thorofare, Route 76, Bridges over Route 130, and Route 33, Bridge over Millstone River. Approximate investments in bridge assets (in millions) are listed in Figure 3:

Figure 3 Bridge Assets

FY2020	FY2021	FY2022	FY2023
$555	$555	$560	$620

The Department is planning to invest in road assets identified in the TAMP, making progress toward achieving the performance targets that have been set. Total investment in road assets include programs and projects such as Pavement Preservation, Resurfacing Program, Route 27, Dehart Place to Route 21, Route 30, Atco Avenue to Route 206, and Route 130, Plant Street to High Hill Road. Approximate investments in road assets (in millions) are listed in Figure 4:

Figure 4 Road Assets

FY2020	FY2021	FY2022	FY2023
$390	$380	$355	$345

The Department is planning to invest in system performance (congestion relief), making progress toward achieving the performance targets that have been set. Total investment in system performance include programs and projects such as Intelligent Traffic Signal Systems, Statewide Traffic Operations and Support Program, Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange (Contract B), and Route 295/42, Missing Moves, Bellmawr. Approximate investments in system performance (in millions) are listed in Figure 5:

Figure 5 System Performance

FY2020	FY2021	FY2022	FY2023
$250	$285	$310	$260

In the short term, the Department will monitor progress toward achievement of the 2 and 4 year performance targets to assess how the STIP is implementing the TAMP. In addition, the information compiled through each year's review of investment information to support the annual consistency determination will demonstrate how the Department is implementing the TAMP. With this information, the Department will determine whether adjustments to planned investments in the STIP will be needed to implement the TAMP.

c. Public Participation Process

New Jersey is completely covered by its three MPOs: the Delaware Valley Regional Planning Commission (DVRPC); the South Jersey Transportation Planning Organization (SJTPO); and the North Jersey Transportation Planning Authority (NJTPA). This STIP incorporates their three separate TIPs without modification.

Each MPO has a public participation process for their regional transportation plan, TIP and conformity determination. The state makes copies of the STIP available at each MPO public

meeting, and representatives from the NJDOT and NJ TRANSIT are present to answer questions and concerns raised by the public about the programs. The duration of the public comment period for each TIP and the STIP is 30 days. MPOs collect public comments on behalf of the state, and responses are prepared collaboratively.

d. Statewide Transportation Plan

The federal statewide planning rule requires that the STIP contain projects consistent with the Statewide Long Range Transportation Plan (SLRTP), Transportation Choices 2030. The SLRTP is a comprehensive plan developed by NJDOT and NJ Transit that includes goals, policies, strategies, and actions providing strategic direction in the formulation of the STIP and guide investment prioritization for New Jersey's transportation system. The projects and programs in this STIP are consistent with New Jersey's LRTP, *Transportation Choices 2030*.

e. Conformity for MPO Plans and Programs

The MPO Regional Transportation Plans are subject to conformity analysis in order to demonstrate that each 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 conforms to the regional 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 are supported by a fully operational congestion management process, in place at each MPO.

g. Development of the STIP

This STIP is the product of months of staff work, and deliberations, involving the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, other transportation providing 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 MPOs:

- NJTPA, covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties;
- DVRPC, covering Burlington, Camden, Gloucester, and Mercer counties;
- SJTPO, covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building this STIP began in the fall of 2018, with intensive staff work by the NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional TIPs of each of the three MPOs were subjected to rigorous screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by the NJDOT and the MPOs. Each project was then assigned a priority-ranking, based on the extent to which it would advance identified regional and statewide objectives. Such objectives are set forth in; the STIP, the LRTP, the three MPO Regional Transportation Plans, and air quality objectives. The 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. The NJDOT 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 *Transportation Capital Program Fiscal Year 2020* by the NJDOT in June 2019, and for preparing TIPs for further analysis by each of the MPOs. Projects in the STIP and three MPO's TIPs are consistent with the three MPO Regional Transportation Plans.

h. STIP Modifications and Amendments

The STIP may be modified or amended according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes among the three MPOs, NJDOT and NJ TRANSIT. The MOU was fully executed in October 2012. STIP changes, once approved by the MPOs in concert with either NJDOT or NJ TRANSIT, are forwarded to the FHWA and/or the FTA for approval. The modified and amended STIP is available for viewing through the *eSTIP* application, which is 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, and the TTF. The NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, DVRPC, SJTPO, FHWA, and FTA) have developed an estimate of $14,991.2 million in available state, federal and other revenues to support the state's transportation budget during the four fiscal years from 2020 through 2023. (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, the NJDOT and NJ TRANSIT have incorporated an additional six (6) years of constrained resources into the 10-year STIP. The 10-year total is estimated to be $38,225.8 million. This amount constitutes the funding expected to be available to support the whole FY 2020 - FY 2029 STIP. These revenue estimates were developed cooperatively by the NJDOT, NJ TRANSIT, and New Jersey's three MPOs, in full consultation with the FHWA and the FTA, at a meeting held on December 4, 2018.

Tables 1 through 5 list 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 the *Fixing America's Surface Transportation* (FAST) *Act* (Pub. L. No. 114-94) federal-aid apportionment tables, or equivalent data, obtained from the FHWA, the FTA, and the Federal Aviation Administration (FAA), as appropriate.
2. NJDOT's Cost Estimating Guideline (February 2019) provides the methodology for developing, documenting and reviewing construction cost estimates throughout the project development process. Various cost estimating methods are used including historical bid-based estimating, historical percentages estimating, conceptual estimating, cost-based (Scratch) estimating, risk-based estimating, similar project estimating, and cost-based estimating. All NJDOT projects are to include inflation when providing future year construction cost estimates at 3%. The NJDOT uses AASHTOWare Project software for preparing construction cost estimates to produce more accurate and consistent estimates during the Final Design phase.
3. Funds in the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives program (TA) categories are broken down into the allocations and minimums required by federal law.
4. "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.
5. The state will provide $2,000 million in FY 2020 and FY 2021 to support the capital program. For programming purposes, it is assumed that the NJDOT's share of state funds, or TTF, is $1,240.0 million in FY 2020 and FY 2021. NJ TRANSIT's share of the TTF is $760.0 million in FY 2020 and FY 2021.
6. The following transfers are programmed between the NJDOT and NJ TRANSIT:
    a. For FYs 2020-2023, $75 million of FHWA Congestion Management Air Quality (CMAQ) funds are to be transferred annually for use by NJ TRANSIT;

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 2020 and FY 2021 to be considered fiscally constrained. Such 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 2020 and FY 2021 are based on the current federal-aid apportionment tables' allocations, or equivalent data obtained from the FHWA, the FTA and the FAA, as appropriate, and are therefore considered available. All TTF funding for FY 2020 was appropriated July 1, 2019. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2020 - FY 2021 period. New Jersey's transportation authorities also use their own revenues to fund various projects classified as "projects of regional significance." These projects are listed in Section VIII. In addition, the state of New Jersey has made a significant commitment to public transportation through continued operating support from the state's General 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 for Surface Transportation Block Grant Program (STBGP) funds, some of which are required under a formula in federal regulations to be allocated to specific geographic areas. These allocated funds are shown in the following tables as "STBGP-ALLEN", "STBGP-NY/NWK", "STBGP-PGH/NWB", "STBGP-PHILA", "STBGP-TRENTON", "STBGP-AC", and "TA-ALLEN", "TA-NY/NWK", "TA-PGH/NWB", "TA-PHILA", "TA-TRENTON", "TA-AC". 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 TIPs, the STIP, 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 the NJDOT, NJ TRANSIT, local government representatives, 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 payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as: inspection, testing, equipment and salary costs.

The current STIP and Capital Program provides funding for the NJDOT and NJ TRANSIT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. 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 employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading of "Program Implementation Costs, NJDOT". For NJ TRANSIT, TTF funding is allocated to specific programs.

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 that phase with non- federal funds. The use of AC is subject to

the availability of non-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 TIPs 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 the 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 that the NJDOT intends to request federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federally funded project will be submitted to the 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. In such cases, 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 the FHWA/FTA, and reimbursing the FHWA/FTA for any federal funds expended on the project.

Table 11 shows current, and future, fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT-led construction projects, ranging from a low of $10.0 million to $425.838 million in value. The federal multi-year construction level peaks in FY 2026, with $332.2 million of payments due. Table 12 shows current, and future, fiscal year funding needed to complete multi-year state funded highway projects. The individual project pages in the STIP 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, and future, fiscal year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

l. 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 credits 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 and/or tunnels that serve interstate commerce. The federal government has allowed state and local governments to use toll credits as part of the local matching funds in regard to transit grants. This allowance results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes of transportation in that corridor, be they automobiles, transit buses, or a rail system.

New Jersey estimates that it will begin federal FY 2020 with a balance of $5,900 million in available toll credits. Both the NJDOT and NJ TRANSIT use approximately $325 million in toll credits each year, and earn $850 million in additional toll credits annually. By the end of federal FY 2023, an estimated balance of $8,000 million in toll credits is expected to be available.

Figure 6

Toll Credits Availability for Soft Match * ($ in millions)				
	FFY 2020	**FFY 2021**	**FFY 2022**	**FFY 2023**
Toll Credit Starting Balance	**$5,900**	**$6,425**	**$6,950**	**$7,475**
New Toll Credits Earned	$850	$850	$850	$850
Toll Credits Used for Soft Match	($325)	($325)	($325)	($325)
Toll Credit Ending Balance	**$6,425**	**$6,950**	**$7,475**	**$8,000**

** Projected amounts for the 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 will continue, 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 the 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. Federal law enacted on July 6, 2012 in the Moving Ahead for Progress in the 21rst Century Act (MAP-21) and as subsequently amended by the Fixing America's Surface Transportation Act (FAST Act) enacted on December 4, 2015, creates a performance-based approach to the management of federal highway programs. MAP-21 and FAST Act focus on national transportation goals, increasing transparency and accountability for federal highway programs, and improving transportation investment decision making.

The 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 the NJDOT provides a very good assessment of the health of all the state's bridges greater than twenty-feet long, regardless of owner. 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 National Highway System (NHS). Bridges on the NHS include not only NJDOT owned bridges, but also bridges owned by counties and other jurisdictions.

There are 6,702 highway carrying bridges over 20 feet long in the state. The NJDOT and county and municipal governments own the largest portion of this population, followed by the New Jersey Turnpike Authority (NJTA) and NJ TRANSIT. Statewide, there are 580, or 8.65%, "structurally deficient" bridges, with the remaining 91.35% of bridges classified as "structurally acceptable" condition. It is important to note that a "structurally deficient" bridge does not equate to an unsafe bridge. If any bridge were deemed unsafe, the state would take immediate action to bring the bridge to a safe condition or close the bridge to traffic.

Annual average investments, of approximately $600 million, over the next ten years are planned for bridge rehabilitation and replacement projects. This work includes, but is not limited to; re-decking, seismic retrofitting, security measures, cleaning and repainting of structural steel, substructure repairs and other improvements. Additionally, preservation and maintenance funding will be provided for bridge repairs.

Performance at this investment level is expected to reduce the growth rate of the structural deterioration backlog, and maintain the present system condition level. Capital maintenance investments are also designated to improve the structural integrity of state owned bridge assets.

The state's road network consists of approximately 38,566 centerline miles of pavement. The NJDOT, the NJTA, and the SJTA maintain approximately 2,685 centerline miles, with the remaining pavement under the responsibility of counties, municipalities and other jurisdictions. Pavement system assets are placed into sub classes defined by the condition levels of "Good," "Fair," and "Deficient (Poor)." Approximately 70% of the NJDOT's, the NJTA's and the SJTA's pavement lane miles are in an acceptable condition (Good and Fair).

County-owned roads make up a large portion of the federal-aid system (20%). Each county is responsible for managing its own network of roads, which include facilities both on and off the federal-aid system, and each county may have its own way to measure performance and set condition targets. A similar situation applies to the toll facilities.

To get an adequate picture of the condition of the state's pavement on the federal-aid system, a consistent standard of measure(s) will be used across all jurisdictions. Under MAP-21 legislation, four measures of pavement condition have been established.

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 roadway appurtenances. These assets are in a very good state of repair, and the NJDOT does not expect them to degrade significantly over the next 10 years. The NJDOT makes a concerted effort to address any items that are in a state of disrepair as quickly as possible.

n. Maintaining the Transit System

Transit asset management (TAM) is the strategic and systemic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a State of Good Repair. In short, TAM uses asset condition to guide the optimal prioritization of funding at transit properties.

Based on the mandate in MAP-21 (and continued in the FAST Act), FTA developed a rule establishing a strategic and systemic process of operating, maintaining, and improving public transit capital assets effectively through their entire life cycle. The TAMP Final Rule 49 USC 625 became effective October 1, 2016. The TAM rule develops of framework for transit agencies to monitor and manage public transportation assets, increase reliability and performance, and establish performance measures. NJ Transit has completed their TAM plan and it has been submitted to FTA.

o. How to use this document

The individual descriptions, found in Sections III through VII, provide detailed information for each project or program in the 10-year plan. The top portion for each project/program lists the project/program name (route and section) and the location of the project/program. 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. Specific information contained within the detailed project/program description includes; county, municipality, MPO jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, asset management category, air quality code used in the conformity determination process, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section XIII 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. See Figure 7, Section 1, Page 14.

Figure 7

FY 2020-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation Project Descriptions
($ millions)

❶ **Route 45, Bridge over Woodbury Creek** ❷ ***DBNUM: 14348 / UPC: 143480***

❸ Initiated by the Bridge Management System, the project will replace the structurally deficient and functionally obsolete bridge with a precast concrete Northeast Extreme Tee (NEXT) Beam structure.

❹ **COUNTY:** Gloucester
❺ **MUNICIPALITY:** Woodbury City
❻ **MILEPOSTS:** 26.21
❼ **FINANCIAL PLAN REQUIREMENT:**
❽ **AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** S19 (Exempt)
❾ **ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)
❿ **LEGISLATIVE DISTRICT:** 5
⓫ **SPONSOR:** NJDOT
⓬ **STRUCTURE NO.:** 0810150

⓭ MPO	⓮ Phase	⓯ Fund	⓰ FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
DVRPC	DES	NHPP	$1.000										$2.000
DVRPC	ROW	NHPP		$0.500									$1.000
DVRPC	CON	NHPP			$6.500								$13.000

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1) **Project Name** (Route and Section).
2) **Unique Project Code**, assigned at inception.
3) Detailed **project description**.
4) **County**(ies) where project is located.
5) **Municipality**(ies) where project is located.
6) **Mileposts**, indicate project limits on State and County roadways.
7) **Financial Plan Requirement**, annual plan required for federally funded projects with a total cost between $100 and $500 million.
8) **Air Quality Code**, alphanumeric coding scheme developed for projects and programs which is applied by the MPOs as part of the conformity determination and exempt eligibility identification. See Glossary for more details.
9) **Asset Management Category**, classification of the project according to the type of work to be done. See Glossary for more details.
10) **Legislative District**, assigned based on project location.
11) **Sponsor**, organization sponsoring the project.
12) **Structure Number**, Unique number assigned to a bridge.
13) **MPO**, Metropolitan Planning Organization(s) which serve as the forum for cooperative transportation decision making for metropolitan planning areas as required by federal regulations. There are three MPOs in New Jersey: DVRPC, NJTPA, and SJTPO.
14) **Phase of Work**, classification which indicates the stage of development of a project as it moves through the project delivery process. See Glossary for more details.
15) **Fund**, funding categories, assigned depending on the type of work. See glossary for more details.
16) **Fiscal Year**, planned spending (in millions) per fiscal year, phase, and fund source.

Table 1
Expenditures
NJDOT & NJ TRANSIT
($ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJDOT											
Federal	$1,067.8	$1,085.6	$1,095.7	$1,122.0	$1,135.8	$1,162.6	$1,190.0	$1,218.1	$1,246.9	$1,276.5	$11,600.9
Other	$0.0	$0.0	$10.0	$0.2	$9.7	$6.8	$90.0	$0.0	$0.0	$0.0	$116.8
Transportation Trust Fund	$1,240.0	$1,240.0	$1,240.0	$1,240.0	$1,240.0	$1,233.0	$1,233.0	$1,233.0	$1,233.0	$1,233.0	$12,365.0
Subtotal NJDOT	*$2,307.8*	*$2,325.6*	*$2,345.7*	*$2,362.2*	*$2,385.6*	*$2,402.4*	*$2,513.0*	*$2,451.1*	*$2,479.9*	*$2,509.5*	*$24,082.7*
NJ Transit											
Federal	$603.5	$603.5	$603.5	$601.9	$603.5	$603.5	$603.5	$603.5	$603.5	$603.5	$6,033.6
Match Funds	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$19.0
Other	$57.1	$44.3	$44.3	$44.3	$44.3	$44.3	$44.3	$44.3	$44.3	$44.3	$455.5
Transportation Trust Fund	$760.0	$760.0	$760.0	$760.0	$760.0	$767.0	$766.9	$767.0	$767.0	$767.0	$7,635.0
Subtotal NJ Transit	*$1,422.5*	*$1,409.7*	*$1,409.7*	*$1,408.1*	*$1,409.7*	*$1,416.7*	*$1,416.6*	*$1,416.7*	*$1,416.7*	*$1,416.7*	*$14,143.1*
Total	*$3,730.2*	*$3,735.3*	*$3,755.3*	*$3,770.3*	*$3,795.3*	*$3,819.1*	*$3,929.6*	*$3,867.8*	*$3,896.6*	*$3,926.2*	*$38,225.8*

Table 2
NJDOT Resources
($ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Federal											
FHWA: CMAQ	$34.7	$36.8	$39.0	$41.2	$43.4	$45.7	$48.1	$50.4	$52.9	$55.3	$447.6
FHWA: Ferry	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$40.0
FHWA: High Priority	$2.7	$2.6	$3.6	$12.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$21.1
FHWA: NHFP	$35.2	$37.2	$39.3	$41.6	$43.9	$46.5	$49.1	$51.9	$54.9	$58.1	$457.6
FHWA: NHPP	$571.4	$582.9	$594.7	$606.7	$618.9	$631.4	$644.1	$657.1	$670.3	$683.8	$6,261.2
FHWA: Off System Bridge	$32.5	$32.5	$32.5	$32.5	$32.5	$32.5	$32.5	$32.5	$32.5	$32.5	$325.0
FHWA: Other Funds	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$13.8
FHWA: Rail-Hwy Crossing	$34.1	$27.9	$12.2	$4.4	$4.5	$4.6	$4.8	$4.9	$5.0	$5.1	$107.6
FHWA: Safety	$59.2	$61.1	$63.1	$65.1	$67.2	$69.4	$71.6	$73.9	$76.3	$78.7	$685.8
FHWA: SPR/PL	$35.1	$35.9	$36.6	$37.4	$38.2	$39.0	$39.9	$40.7	$41.6	$42.5	$386.9
FHWA: STBGP-DVRPC	$24.0	$24.5	$25.1	$25.8	$26.4	$27.0	$27.7	$28.3	$29.0	$29.7	$267.5
FHWA: STBGP-NJTPA	$102.7	$105.2	$107.7	$110.4	$113.0	$115.8	$118.6	$121.4	$124.3	$127.3	$1,146.3
FHWA: STBGP-SJTPO	$4.1	$4.2	$4.3	$4.4	$4.5	$4.6	$4.7	$4.9	$5.0	$5.1	$45.9
FHWA: STBGP-Statewide	$105.4	$108.0	$110.7	$113.3	$116.1	$118.9	$121.8	$124.7	$127.7	$130.7	$1,177.3
FHWA: TA	$17.3	$17.4	$17.6	$17.7	$17.8	$17.9	$18.0	$18.1	$18.2	$18.4	$178.4
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
Subtotal Federal	*$1,067.8*	*$1,085.6*	*$1,095.7*	*$1,122.0*	*$1,135.8*	*$1,162.6*	*$1,190.0*	*$1,218.1*	*$1,246.9*	*$1,276.5*	*$11,600.9*
Other											
Other Funds	$0.0	$0.0	$10.0	$0.2	$9.7	$6.8	$90.0	$0.0	$0.0	$0.0	$116.8
Subtotal Other	*$0.0*	*$0.0*	*$10.0*	*$0.2*	*$9.7*	*$6.8*	*$90.0*	*$0.0*	*$0.0*	*$0.0*	*$116.8*
TTF											
State: TTF	$1,240.0	$1,240.0	$1,240.0	$1,240.0	$1,240.0	$1,233.0	$1,233.0	$1,233.0	$1,233.0	$1,233.0	$12,365.0
Subtotal TTF	*$1,240.0*	*$1,240.0*	*$1,240.0*	*$1,240.0*	*$1,240.0*	*$1,233.0*	*$1,233.0*	*$1,233.0*	*$1,233.0*	*$1,233.0*	*$12,365.0*
NJDOT Total	*$2,307.8*	*$2,325.6*	*$2,345.7*	*$2,362.2*	*$2,385.6*	*$2,402.4*	*$2,513.0*	*$2,451.1*	*$2,479.9*	*$2,509.5*	*$24,082.7*

Table 3
NJDOT Expenditures
($ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Federal											
FHWA: CMAQ	$33.2	$24.2	$31.2	$41.7	$30.2	$37.7	$67.4	$28.2	$30.2	$28.2	$351.7
FHWA: Ferry	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$40.0
FHWA: High Priority	$8.4	$1.6	$3.8	$12.1	$1.6	$0.0	$0.0	$0.0	$0.0	$0.0	$27.4
FHWA: NHFP	$31.4	$32.7	$35.2	$32.8	$46.2	$42.7	$45.3	$48.2	$51.1	$54.3	$419.8
FHWA: NHPP	$506.7	$556.7	$544.6	$576.2	$577.4	$599.9	$636.2	$685.0	$732.9	$755.8	$6,171.5
FHWA: Off System Bridge	$33.6	$33.0	$37.4	$26.0	$25.3	$40.1	$29.5	$29.5	$29.5	$29.5	$313.3
FHWA: Other Funds	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$13.8
FHWA: Rail-Hwy Crossing	$34.1	$27.9	$12.2	$4.4	$4.5	$4.6	$4.8	$4.9	$5.0	$5.1	$107.6
FHWA: Safety	$55.1	$49.6	$57.6	$46.2	$43.2	$64.0	$49.2	$57.6	$42.7	$42.7	$507.9
FHWA: SPR/PL	$36.0	$36.0	$36.0	$36.0	$36.0	$36.0	$36.0	$36.0	$36.0	$36.0	$360.1
FHWA: STBGP-DVRPC	$26.5	$29.7	$30.6	$28.0	$28.4	$29.2	$29.7	$30.5	$31.0	$31.9	$295.6
FHWA: STBGP-NJTPA	$102.0	$104.4	$107.0	$109.6	$112.2	$115.0	$117.7	$120.6	$123.4	$126.4	$1,138.3
FHWA: STBGP-SJTPO	$4.1	$4.2	$4.3	$4.4	$4.5	$4.6	$4.7	$4.9	$5.0	$5.1	$45.9
FHWA: STBGP-Statewide	$169.6	$158.3	$168.5	$177.3	$198.9	$161.2	$141.8	$145.0	$132.2	$133.5	$1,586.3
FHWA: TA	$17.3	$17.4	$17.6	$17.7	$17.8	$17.9	$18.0	$18.1	$18.2	$18.4	$178.4
FTA: SPR/PL	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$43.4
Subtotal Federal	*$1,067.8*	*$1,085.6*	*$1,095.7*	*$1,122.0*	*$1,135.8*	*$1,162.6*	*$1,190.0*	*$1,218.1*	*$1,246.9*	*$1,276.5*	*$11,600.9*
Other											
Other Funds	$0.0	$0.0	$10.0	$0.2	$9.7	$6.8	$90.0	$0.0	$0.0	$0.0	$116.8
Subtotal Other	*$0.0*	*$0.0*	*$10.0*	*$0.2*	*$9.7*	*$6.8*	*$90.0*	*$0.0*	*$0.0*	*$0.0*	*$116.8*
TTF											
State: TTF	$1,240.0	$1,240.0	$1,240.0	$1,240.0	$1,240.0	$1,233.0	$1,233.0	$1,233.0	$1,233.0	$1,233.0	$12,365.0
Subtotal TTF	*$1,240.0*	*$1,240.0*	*$1,240.0*	*$1,240.0*	*$1,240.0*	*$1,233.0*	*$1,233.0*	*$1,233.0*	*$1,233.0*	*$1,233.0*	*$12,365.0*
NJDOT Total	*$2,307.8*	*$2,325.6*	*$2,345.7*	*$2,362.2*	*$2,385.6*	*$2,402.4*	*$2,513.0*	*$2,451.1*	*$2,479.9*	*$2,509.5*	*$24,082.7*

Table 4
NJ TRANSIT Resources
($ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Federal											
FHWA: CMAQ	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$750.0
FHWA: High Priority	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
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
FTA: Section 5307	$308.3	$308.3	$308.3	$306.7	$308.3	$308.3	$308.3	$308.3	$308.3	$308.3	$3,081.0
FTA: Section 5310	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$73.0
FTA: Section 5311	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$43.0
FTA: Section 5324	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
FTA: Section 5337	$191.9	$191.9	$191.9	$192.0	$192.0	$192.0	$192.0	$192.0	$192.0	$192.0	$1,919.5
FTA: Section 5339	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$157.0
FTA: Section 5339/5307	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal Federal	*$603.5*	*$603.5*	*$603.5*	*$601.9*	*$603.5*	*$603.5*	*$603.5*	*$603.5*	*$603.5*	*$603.5*	*$6,033.6*
Other											
Casino Revenue	$18.5	$18.6	$18.6	$18.6	$18.6	$18.6	$18.6	$18.6	$18.6	$18.6	$185.8
Match Funds	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$19.0
Metro North	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$6.9
Other Funds	$37.9	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$262.9
Subtotal Other	*$59.0*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$474.5*
TTF											
Transportation Trust Fund	$760.0	$760.0	$760.0	$760.0	$760.0	$767.0	$766.9	$767.0	$767.0	$767.0	$7,635.0
Subtotal TTF	*$760.0*	*$760.0*	*$760.0*	*$760.0*	*$760.0*	*$767.0*	*$766.9*	*$767.0*	*$767.0*	*$767.0*	*$7,635.0*
NJ Transit Total	*$1,422.5*	*$1,409.7*	*$1,409.7*	*$1,408.1*	*$1,409.7*	*$1,416.7*	*$1,416.6*	*$1,416.7*	*$1,416.7*	*$1,416.7*	*$14,143.1*

Table 5
NJ TRANSIT Expenditures
($ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Federal											
FHWA: CMAQ	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$75.0	$750.0
FHWA: High Priority	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
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
FTA: Section 5307	$308.3	$308.3	$308.3	$306.7	$308.3	$308.3	$308.3	$308.3	$308.3	$308.3	$3,081.0
FTA: Section 5310	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$7.3	$73.0
FTA: Section 5311	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$43.0
FTA: Section 5324	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
FTA: Section 5337	$191.9	$191.9	$191.9	$192.0	$192.0	$192.0	$192.0	$192.0	$192.0	$192.0	$1,919.5
FTA: Section 5339	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$15.7	$157.0
FTA: Section 5339/5307	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal Federal	*$603.5*	*$603.5*	*$603.5*	*$601.9*	*$603.5*	*$603.5*	*$603.5*	*$603.5*	*$603.5*	*$603.5*	*$6,033.6*
Other											
Casino Revenue	$18.5	$18.6	$18.6	$18.6	$18.6	$18.6	$18.6	$18.6	$18.6	$18.6	$185.8
Match Funds	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$19.0
Metro North	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$6.9
Other Funds	$37.9	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$262.9
Subtotal Other	*$59.0*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$46.2*	*$474.5*
TTF											
Transportation Trust Fund	$760.0	$760.0	$760.0	$760.0	$760.0	$767.0	$766.9	$767.0	$767.0	$767.0	$7,635.0
Subtotal TTF	*$760.0*	*$760.0*	*$760.0*	*$760.0*	*$760.0*	*$767.0*	*$766.9*	*$767.0*	*$767.0*	*$767.0*	*$7,635.0*
NJ Transit Total	*$1,422.5*	*$1,409.7*	*$1,409.7*	*$1,408.1*	*$1,409.7*	*$1,416.7*	*$1,416.6*	*$1,416.7*	*$1,416.7*	*$1,416.7*	*$14,143.1*

Table 6
Distribution of Funds by Metropolitan Planning Organization (MPO)
NJDOT
($ millions)

MPO	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total	Subtotal(%)	Total(%)
MPO Distribution													
DVRPC	$265.6	$300.3	$267.3	$246.3	$399.4	$238.2	$293.7	$178.8	$153.6	$166.2	$2,509.3	20.5%	10.4%
NJTPA	$770.9	$807.4	$863.1	$893.8	$783.3	$904.7	$947.1	$1,002.5	$966.8	$884.2	$8,823.7	72.2%	36.6%
SJTPO	$119.4	$116.1	$82.5	$78.2	$64.6	$93.9	$75.5	$100.5	$71.2	$86.0	$887.8	7.3%	3.7%
Subtotal MPO	*$1,156.0*	*$1,223.7*	*$1,212.9*	*$1,218.3*	*$1,247.4*	*$1,236.7*	*$1,316.3*	*$1,281.8*	*$1,191.5*	*$1,136.3*	*$12,220.8*	*100.0%*	*50.7%*
Statewide Distribution													
Statewide	$1,151.8	$1,101.9	$1,132.8	$1,143.9	$1,138.2	$1,165.6	$1,196.7	$1,169.4	$1,288.4	$1,373.1	$11,861.9	100.0%	49.3%
Subtotal Statewide	*$1,151.8*	*$1,101.9*	*$1,132.8*	*$1,143.9*	*$1,138.2*	*$1,165.6*	*$1,196.7*	*$1,169.4*	*$1,288.4*	*$1,373.1*	*$11,861.9*	*100.0%*	*49.3%*
Total	*$2,307.8*	*$2,325.6*	*$2,345.7*	*$2,362.2*	*$2,385.6*	*$2,402.4*	*$2,513.0*	*$2,451.1*	*$2,479.9*	*$2,509.5*	*$24,082.7*		*100.0%*

Table 7

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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJDOT											
FHWA: CMAQ	$4.0	$2.0	$4.0	$12.5	$4.0	$11.5	$17.2	$2.0	$4.0	$2.0	$63.2
FHWA: NHFP	$31.4	$32.7	$35.2	$32.8	$43.0	$0.0	$0.0	$0.0	$0.0	$0.0	$175.1
FHWA: NHPP	$97.6	$112.4	$107.8	$91.2	$194.9	$125.6	$172.1	$78.0	$50.3	$64.0	$1,093.9
FHWA: Off System Bridge	$20.4	$24.0	$12.6	$0.0	$0.5	$3.7	$0.0	$0.0	$0.0	$0.0	$61.1
FHWA: Rail-Hwy Crossing	$4.1	$2.8	$1.6	$1.0	$1.0	$1.1	$1.1	$1.1	$1.1	$1.2	$16.1
FHWA: Safety	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$9.5	$3.0	$3.0	$3.0	$36.5
FHWA: SPR/PL	$2.5	$2.5	$2.5	$2.5	$2.5	$2.5	$2.5	$2.5	$2.5	$2.5	$25.4
FHWA: STBGP-DVRPC	$26.5	$29.7	$30.6	$28.0	$28.4	$29.2	$29.7	$30.5	$31.0	$31.9	$295.6
FHWA: STBGP-Statewide	$5.0	$7.7	$2.0	$9.9	$58.0	$2.0	$2.0	$2.0	$2.0	$2.0	$92.6
FHWA: TA	$1.4	$1.4	$1.4	$1.5	$1.5	$1.5	$1.5	$1.5	$1.5	$1.5	$14.7
FTA: SPR/PL	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$7.0
Transportation Trust Fund	$69.0	$81.2	$65.8	$63.3	$62.0	$57.4	$57.4	$57.4	$57.4	$57.4	$628.2
Total NJDOT	*$265.6*	*$300.3*	*$267.3*	*$246.3*	*$399.4*	*$238.2*	*$293.7*	*$178.8*	*$153.6*	*$166.2*	*$2,509.3*

Table 7

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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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJ Transit											
FHWA: CMAQ	$0.0	$0.0	$0.0	$0.0	$0.0	$3.8	$4.4	$4.4	$4.4	$4.4	$21.3
FHWA: STP-Enhancement	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$2.3
FTA: Section 5307	$37.9	$38.5	$41.4	$38.1	$47.5	$45.3	$45.3	$47.4	$47.4	$47.4	$436.0
FTA: Section 5310	$1.7	$1.7	$1.7	$1.7	$1.7	$1.7	$1.7	$1.7	$1.7	$1.7	$16.8
FTA: Section 5311	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$9.9
FTA: Section 5337	$10.9	$10.9	$11.3	$11.1	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$118.0
FTA: Section 5339	$0.7	$0.0	$3.6	$3.6	$3.6	$3.6	$3.6	$3.6	$3.6	$3.6	$29.6
FTA: Section 5339/5307	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Casino Revenue	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$4.3	$42.7
Match Funds	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$0.4	$4.4
Transportation Trust Fund	$64.2	$60.9	$67.4	$92.2	$83.5	$80.6	$82.0	$83.7	$84.7	$84.7	$783.8
Total NJ Transit	*$121.4*	*$117.9*	*$131.3*	*$152.6*	*$154.5*	*$153.1*	*$155.2*	*$158.9*	*$159.9*	*$159.9*	*$1,464.8*
Total	*$387.0*	*$418.2*	*$398.6*	*$398.9*	*$553.9*	*$391.3*	*$448.8*	*$337.7*	*$313.5*	*$326.1*	*$3,974.2*

Table 8

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)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJDOT											
FHWA: CMAQ	$7.5	$7.5	$13.5	$10.5	$7.5	$7.5	$31.5	$7.5	$7.5	$7.5	$108.0
FHWA: High Priority	$8.4	$1.6	$3.8	$12.1	$1.6	$0.0	$0.0	$0.0	$0.0	$0.0	$27.4
FHWA: NHFP	$0.0	$0.0	$0.0	$0.0	$3.2	$42.7	$45.3	$48.2	$51.1	$54.3	$244.7
FHWA: NHPP	$238.6	$284.4	$301.0	$342.2	$263.2	$322.3	$292.3	$434.0	$440.7	$425.3	$3,344.0
FHWA: Off System Bridge	$10.2	$6.0	$10.4	$22.7	$21.8	$23.0	$22.0	$22.0	$22.0	$22.0	$182.0
FHWA: Rail-Hwy Crossing	$14.0	$12.8	$6.3	$3.1	$3.2	$3.2	$3.3	$3.4	$3.5	$3.6	$56.4
FHWA: Safety	$27.7	$24.0	$32.0	$20.0	$17.5	$36.8	$17.0	$26.0	$17.0	$17.0	$234.9
FHWA: SPR/PL	$9.9	$9.9	$9.9	$9.9	$9.9	$9.9	$9.9	$9.9	$9.9	$9.9	$98.9
FHWA: STBGP-NJTPA	$102.0	$104.4	$107.0	$109.6	$112.2	$115.0	$117.7	$120.6	$123.4	$126.4	$1,138.3
FHWA: STBGP-Statewide	$12.3	$11.5	$40.3	$39.6	$10.0	$29.5	$10.0	$22.9	$10.0	$10.0	$195.9
FHWA: TA	$6.1	$6.2	$6.2	$6.2	$6.3	$6.3	$6.4	$6.4	$6.4	$6.5	$63.0
FTA: SPR/PL	$3.2	$3.2	$3.2	$3.2	$3.2	$3.2	$3.2	$3.2	$3.2	$3.2	$31.7
Other Funds	$0.0	$0.0	$10.0	$0.2	$9.7	$6.8	$90.0	$0.0	$0.0	$0.0	$116.8
Transportation Trust Fund	$331.1	$336.1	$319.7	$314.6	$314.1	$298.5	$298.5	$298.5	$272.0	$198.5	$2,981.8
Total NJDOT	*$770.9*	*$807.4*	*$863.1*	*$893.8*	*$783.3*	*$904.7*	*$947.1*	*$1,002.5*	*$966.8*	*$884.2*	*$8,823.7*

Table 8

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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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJ Transit											
FHWA: CMAQ	$75.0	$75.0	$75.0	$75.0	$75.0	$70.5	$69.7	$69.7	$69.7	$69.7	$724.2
FHWA: High Priority	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
FHWA: STP-Enhancement	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$7.0
FTA: Section 5307	$258.6	$257.8	$254.1	$256.9	$246.0	$248.9	$248.9	$246.2	$246.2	$246.2	$2,509.9
FTA: Section 5310	$5.1	$5.1	$5.1	$5.1	$5.1	$5.1	$5.1	$5.1	$5.1	$5.1	$51.1
FTA: Section 5311	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$3.0	$30.1
FTA: Section 5324	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
FTA: Section 5337	$178.6	$178.6	$178.1	$178.4	$176.9	$176.9	$176.9	$176.9	$176.9	$176.9	$1,775.2
FTA: Section 5339	$14.8	$15.7	$11.0	$11.0	$11.0	$11.0	$11.0	$11.0	$11.0	$11.0	$118.4
Casino Revenue	$13.0	$13.0	$13.0	$13.0	$13.0	$13.0	$13.0	$13.0	$13.0	$13.0	$130.0
Match Funds	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$13.3
Metro North	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$6.9
Other Funds	$37.9	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$25.0	$262.9
Transportation Trust Fund	$678.8	$682.9	$674.9	$642.0	$653.7	$664.5	$662.7	$660.6	$659.3	$659.3	$6,638.7
Total NJ Transit	*$1,267.4*	*$1,258.8*	*$1,242.0*	*$1,212.1*	*$1,211.5*	*$1,220.6*	*$1,218.1*	*$1,213.2*	*$1,211.9*	*$1,211.9*	*$12,267.7*
Total	*$2,038.4*	*$2,066.2*	*$2,105.1*	*$2,105.9*	*$1,994.8*	*$2,125.4*	*$2,165.2*	*$2,215.7*	*$2,178.7*	*$2,096.1*	*$21,091.4*

Table 9

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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJDOT											
FHWA: CMAQ	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$1.9	$19.0
FHWA: NHPP	$40.8	$34.7	$7.6	$19.6	$5.0	$29.7	$19.6	$39.3	$16.0	$30.1	$242.4
FHWA: Off System Bridge	$0.0	$0.0	$11.5	$0.3	$0.0	$6.5	$0.0	$0.0	$0.0	$0.0	$18.2
FHWA: Rail-Hwy Crossing	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.4	$3.2
FHWA: Safety	$3.8	$2.0	$2.0	$2.6	$2.0	$3.5	$2.0	$7.9	$2.0	$2.0	$29.7
FHWA: SPR/PL	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$10.7
FHWA: STBGP-SJTPO	$4.1	$4.2	$4.3	$4.4	$4.5	$4.6	$4.7	$4.9	$5.0	$5.1	$45.9
FHWA: STBGP-Statewide	$27.6	$27.8	$14.5	$9.2	$11.0	$9.9	$9.8	$10.2	$10.0	$10.5	$140.5
FHWA: TA	$0.2	$0.2	$0.2	$0.2	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$2.5
FTA: SPR/PL	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$4.6
Transportation Trust Fund	$39.1	$43.3	$38.6	$38.1	$38.1	$35.7	$35.4	$34.2	$34.2	$34.2	$371.0
Total NJDOT	*$119.4*	*$116.1*	*$82.5*	*$78.2*	*$64.6*	*$93.9*	*$75.5*	*$100.5*	*$71.2*	*$86.0*	*$887.8*

Table 9

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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 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJ Transit											
FHWA: CMAQ	$0.0	$0.0	$0.0	$0.0	$0.0	$0.8	$0.9	$0.9	$0.9	$0.9	$4.5
FHWA: STP-Enhancement	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.7
FTA: Section 5307	$11.7	$12.0	$12.8	$11.7	$14.7	$14.0	$14.0	$14.7	$14.7	$14.7	$135.1
FTA: Section 5310	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$5.1
FTA: Section 5311	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$3.0
FTA: Section 5337	$2.4	$2.4	$2.5	$2.5	$2.7	$2.7	$2.7	$2.7	$2.7	$2.7	$26.3
FTA: Section 5339	$0.2	$0.0	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$9.0
Casino Revenue	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$13.0
Match Funds	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$1.3
Transportation Trust Fund	$16.9	$16.2	$17.6	$25.8	$22.8	$22.0	$22.3	$22.8	$23.1	$23.1	$212.5
Total NJ Transit	*$33.6*	*$33.0*	*$36.4*	*$43.4*	*$43.7*	*$42.9*	*$43.3*	*$44.5*	*$44.9*	*$44.9*	*$410.6*
Total	*$153.0*	*$149.0*	*$118.9*	*$121.6*	*$108.3*	*$136.8*	*$118.8*	*$145.1*	*$116.0*	*$130.8*	*$1,298.3*

Table 10
Statewide Programs
Distribution of Funds - NJDOT
($ millions)

Funding Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
NJDOT											
FHWA: CMAQ	$19.8	$12.8	$11.8	$16.8	$16.8	$16.8	$16.8	$16.8	$16.8	$16.8	$161.5
FHWA: Ferry	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$4.0	$40.0
FHWA: NHPP	$129.7	$125.3	$128.2	$123.2	$114.3	$122.3	$152.2	$133.7	$226.0	$236.4	$1,491.3
FHWA: Off System Bridge	$3.0	$3.0	$3.0	$3.0	$3.0	$7.0	$7.5	$7.5	$7.5	$7.5	$52.0
FHWA: Other Funds	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$13.8
FHWA: Rail-Hwy Crossing	$15.8	$12.0	$4.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$31.8
FHWA: Safety	$20.7	$20.7	$20.7	$20.7	$20.7	$20.7	$20.7	$20.7	$20.7	$20.7	$206.8
FHWA: SPR/PL	$22.5	$22.5	$22.5	$22.5	$22.5	$22.5	$22.5	$22.5	$22.5	$22.5	$225.1
FHWA: STBGP-Statewide	$124.7	$111.3	$111.8	$118.7	$119.9	$119.8	$120.1	$109.9	$110.2	$110.9	$1,157.3
FHWA: TA	$9.5	$9.6	$9.7	$9.7	$9.8	$9.9	$9.9	$10.0	$10.0	$10.1	$98.3
Transportation Trust Fund	$800.8	$779.4	$815.8	$824.0	$825.8	$841.4	$841.7	$842.9	$869.4	$942.9	$8,384.1
Total NJDOT	*$1,151.8*	*$1,101.9*	*$1,132.8*	*$1,143.9*	*$1,138.2*	*$1,165.6*	*$1,196.7*	*$1,169.4*	*$1,288.4*	*$1,373.1*	*$11,861.9*

Table 11

NJDOT Multi-year Funded Federal Projects

($ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Federal Funds															
Active Traffic Management System (ATMS) (DBNUM: 13303; UPC: 133030)															
	Statewide	CON	CMAQ	$6.000											$6.000
	Statewide	ERC	CMAQ		$3.000	$1.000									$4.000
Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DBNUM: D1710; UPC: 173920)															
	DVRPC	CON	STBGP-TRENTON			$4.230	$5.153	$4.478	$5.406	$4.537	$5.670	$4.806	$4.135		$38.415
Project Management Improvement Initiative Support (DBNUM: 17337; UPC: 173370)															
	Statewide	DES	NHPP	$0.873											$0.873
Trenton Amtrak Bridges (DBNUM: 99362; UPC: 993620)															
	DVRPC	CON	STBGP-TRENTON										$1.811	$5.088	$6.899
Route 3 & Route 495 Interchange (DBNUM: 12386; UPC: 123860)															
	NJTPA	CON	NHPP									$43.150	$59.000	$42.000	$144.150
Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B (DBNUM: 059B; UPC: 123020)															
	NJTPA	CON	NHPP	$70.459	$35.950	$35.450	$26.441								$168.300
Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad (DBNUM: 065C; UPC: 078044)															
	NJTPA	CON	NHPP					$23.100	$23.000						$46.100
Route 4, Hackensack River Bridge (DBNUM: 02346; UPC: 023460)															
	NJTPA	CON	NHPP							$36.850	$36.850				$73.700
Route 7, Kearny, Drainage Improvements (DBNUM: 93186; UPC: 950652)															
	NJTPA	CON	NHPP					$25.000	$21.000	$25.000					$71.000
Route 15 Corridor, Rockfall Mitigation (DBNUM: 15441; UPC: 154410)															
	NJTPA	CON	NHPP								$5.000	$13.000	$2.000		$20.000
Route 18, East Brunswick, Drainage and Pavement Rehabilitation (DBNUM: 10354; UPC: 103540)															
	NJTPA	CON	NHPP			$19.000	$18.200								$37.200
Route 20, Paterson Safety, Drainage and Resurfacing (DBNUM: 08372; UPC: 083720)															
	NJTPA	CON	NHPP				$13.200	$13.000							$26.200

Table 11

NJDOT Multi-year Funded Federal Projects

($ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Route 22, Chestnut Street Bridge Replacement (CR 626) (DBNUM: 04361; UPC: 043610)															
	NJTPA	CON	NHPP			$14.700	$14.000								$28.700
Route 22/Route 82/Garden State Parkway Interchange (DBNUM: 658A; UPC: 058002)															
	NJTPA	CON	NHPP						$8.000	$23.500					$31.500
Route 23 Rockfall Mitigation, West Milford Township (DBNUM: 16324; UPC: 163240)															
	NJTPA	CON	NHPP									$13.000	$12.000		$25.000
Route 23, Bridge over Pequannock River / Hamburg Turnpike (DBNUM: 08347; UPC: 083470)															
	NJTPA	CON	NHPP									$31.300	$22.000		$53.300
Route 29, Rockfall Mitigation, Kingwood Twp (DBNUM: 11413B; UPC: 158020)															
	NJTPA	CON	NHPP				$8.000	$10.000	$12.000						$30.000
Route 29, Rockfall Mitigation, West Amwell & Lambertville (DBNUM: 15443; UPC: 154430)															
	NJTPA	CON	NHPP								$5.000	$5.000	$10.000		$20.000
Route 34, CR 537 to Washington Ave., Pavement (DBNUM: 11307; UPC: 113070)															
	NJTPA	CON	NHPP									$30.000	$30.000	$30.000	$90.000
Route 70, Route 38 to Cooper Avenue (DBNUM: 11338; UPC: 113380)															
	DVRPC	CON	NHPP							$46.000	$100.000				$146.000
Route 71, Bridge over NJ Transit (NJCL) (DBNUM: 15449; UPC: 154490)															
	NJTPA	CON	STBGP-OS-BRDG							$14.047	$21.953				$36.000
Route 71, Bridge over Shark River (DBNUM: 16316; UPC: 163160)															
	NJTPA	CON	STBGP-OS-BRDG										$22.000	$22.000	$44.000
Route 73 and Ramp G, Bridge over Route 130 (DBNUM: 16342; UPC: 163420)															
	DVRPC	CON	NHPP						$10.000	$10.000	$10.000				$30.000
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections (DBNUM: 12380; UPC: 123800)															
	DVRPC	CON	NHPP								$33.200	$33.000			$66.200

Table 11

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NJDOT Multi-year Funded Federal Projects

($ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Route 76, Bridges over Route 130 (DBNUM: 11326A; UPC: 148090)															
	DVRPC	CON	STBGP-OS-BRDG		$19.147	$23.929	$9.706								$52.782
Route 76/676 Bridges and Pavement (DBNUM: 11326; UPC: 113260)															
	DVRPC	CON	NHPP					$30.000	$57.000	$30.000					$117.000
Route 78 Rockfall Mitigation, Bethlehem Township (DBNUM: 15338; UPC: 153380)															
	NJTPA	CON	NHPP		$9.000	$11.000	$11.000								$31.000
Route 80, Bridges over Howard Boulevard (CR 615) (DBNUM: 15351; UPC: 153510)															
	NJTPA	CON	NHPP					$14.300	$14.300						$28.600
Route 80, Riverview Drive (CR 640) to Polify Road (CR 55) (DBNUM: 11415; UPC: 114150)															
	NJTPA	DES	NHPP				$10.000	$18.241							$28.241
	NJTPA	CON	NHFP-HWY							$42.677	$45.338	$48.151	$51.126	$54.271	$241.563
	NJTPA	CON	NHPP							$37.323	$34.662	$31.846	$28.874	$23.329	$156.034
Route 80, Route 15 Interchange (DBNUM: 93139; UPC: 950442)															
	NJTPA	CON	NHPP						$25.000	$25.000	$19.500				$69.500
Route 80, WB Rockfall Mitigation, Hardwick Township (DBNUM: 09545; UPC: 095450)															
	NJTPA	CON	NHPP					$8.000	$10.000	$18.000	$15.000	$7.000			$58.000
Route 130, Bridge over Big Timber Creek (DBNUM: 14426; UPC: 144260)															
	DVRPC	CON	NHPP						$19.086	$19.100					$38.186
Route 206, Valley Road to Brown Avenue (DBNUM: 780A; UPC: 108021)															
	NJTPA	CON	NHPP			$15.000	$15.000	$16.000							$46.000
Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit (DBNUM: 12318; UPC: 123180)															
	NJTPA	CON	NHPP			$20.330	$4.920								$25.250

Table 11

NJDOT Multi-year Funded Federal Projects

($ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Route 295/42, Missing Moves, Bellmawr (DBNUM: 355A; UPC: 950541)															
	DVRPC	CON	NHFP-HWY	$53.000	$31.387										$84.387
	DVRPC	CON	NHPP			$53.613	$60.000								$113.613
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)															
	DVRPC	CON	NHFP-HWY			$32.749	$34.528	$31.780	$37.000						$136.057
	DVRPC	CON	NHPP			$12.821	$15.472	$43.220	$13.000						$84.513
Federal Multi-year Funding Total				*$130.3*	*$98.5*	*$243.8*	*$245.6*	*$237.1*	*$254.8*	*$332.0*	*$332.2*	*$260.3*	*$242.9*	*$176.7*	*$2,554.3*

Table 12

NJDOT Multi-year Funded State Projects

($ millions)

Project Name (ID #)	MPO	Phase	Fund	Prior FYs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
PANY&NJ-NJDOT Project Program (DBNUM: 11407; UPC: 114070)															
	NJTPA	ERC	STATE		$98.000	$100.000	$100.000	$100.000	$100.000	$100.000	$100.000	$100.000	$73.500		$871.500
State Multi-year Funding Total				*$0.0*	*$98.0*	*$100.0*	*$100.0*	*$100.0*	*$100.0*	*$100.0*	*$100.0*	*$100.0*	*$73.5*	*$0.0*	*$871.5*

Table 13
NJ TRANSIT Federal Equipment Lease Payments
($ millions)

Project Name (ID #)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Bus Acquisition Program (DBNUM: T111)											
Note: Annual lease payments for 192 Cruiser buses through FY 2020.											
	$14.038										$14.038
Rail Rolling Stock Procurement (DBNUM: T112)											
Note: Annual Lease payments for 27 Electric Locomotives through FY 2028, 33 Diesel Locomotives through FY 2020, 26 Dual Power Locomotives through 2028, 218 Multi-Level Coaches through 2028.											
	$140.802	$109.920	$82.676	$82.678	$82.674	$82.676	$82.674	$82.675	$82.675		$829.450

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II New
Jersey,
New York

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October 17, 2018

Mr. Kevin Corbett
Executive Director
New Jersey Transit Corporation (NJ Transit)
One Penn Plaza East, 4th Floor
Newark, NJ, 07105

Re: Federal Transit Administration (FTA) Fiscal Year 2018 Combined Triennial and State Management Review – Final Report

Dear Mr. Corbett:

I am pleased to provide you with a copy of this FTA report as required by 49 U.S.C. Chapter 53 and other Federal requirements. The enclosed final report documents the FTA's Combined Triennial and State Management Review of NJ Transit in Newark, New Jersey. Although not an audit, the Combined Triennial and State Management Review is the FTA's assessment of NJ Transit's compliance with Federal requirements, determined by examining a sample of award management and program implementation practices. As such, the Combined Triennial and State Management Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with award requirements.

Baseline Review

The Combined Triennial and State Management Review focused on NJ Transit's compliance in 20 areas. No deficiencies were found with the FTA requirements in 16 areas. Deficiencies were found in the Procurement, Americans with Disabilities Act - General, Equal Employment Opportunity, and Charter Bus areas. NJ Transit had no repeat deficiencies from the 2015 State Management nor Triennial Review. Subsequent to the site visit, NJ Transit provided corrective action responses to address the deficiencies noted in the Procurement area. The corrective actions provided were sufficient to close the deficiencies: *lobbying certifications not included in procurement solicitations or signed by contractors or subcontractors (P12-2)* and *contract files lacking signed Buy America certifications (P12-4)*.

Integrity Monitoring

In addition to this year's Combined Triennial and State Management Review, FTA concurrently assessed NJ Transit's implementation of its Integrity Monitoring (IM) Program. The IM Program is required because NJT is receiving more than $100 million in Federal Hurricane Sandy Disaster Relief Appropriations Act funds.

The FTA will provide any corrective actions or recommendations to improve NJ Transit's IM Program under a separate transmittal.

Thank you for your cooperation and assistance during this Combined Triennial and State Management Review. If you need any technical assistance or have any questions, please do not hesitate to contact Ms. Faye Ellison, Program Manager, at 212-668-2172 or faye.ellison@dot.gov or Mr. Jun Yan, Regional Engineer, at 212-668-2176 or jun.yan@dot.gov.

Thank you,

Digitally signed by
STEPHEN C GOODMAN
Date: 2018.10.17
17:50:54 -04'00'

Stephen Goodman, P.E.
Regional Administrator

cc: Diane Gutierrez-Scaccetti, Commissioner New Jersey Department of Transportation (via email); Jack Dean, Director NJT (via email); Darreyl Davis, FTA (via email); Faye Ellison, FTA (via email); Jun Yan, FTA (via email); Lynn Bailey, FTA RCRO (via email); James Buckley, Milligan & Company, LLC (via email)

APPENDIX C

Executive Summary of the Documentation of the Conformity Finding

The full document is available at www.dvrpc.org/AirQuality/Conformity.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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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 Program (TIP) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). The transportation conformity process is required in areas that have been designated by the U.S. Environmental Protection Agency (US EPA) as not having met one or more of the NAAQS. These areas are called nonattainment areas if they currently do not meet air quality standards, or maintenance areas if they have previously violated air quality standards but currently meet them and have an approved Clean Air Act (CAA) section 175(a) maintenance plan. The transportation conformity requirements are still applicable for up to 20 years after a nonattainment area is redesignated 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 in a Plan or TIP. This conformity demonstration is required due to a new Fiscal Year (FY) 2020 TIP for New Jersey and the addition of regionally significant and nonexempt projects to the FY2019 TIP for Pennsylvania.

The Delaware Valley Regional Planning Commission (DVRPC) region includes a complex combination of nonattainment and maintenance areas for two of the NAAQS (ozone and fine particulate matter [$PM_{2.5}$]). The region's ozone nonattainment area encompasses the entire nine-county DVRPC region, while the $PM_{2.5}$ maintenance and nonattainment areas encompass various portions of the region. The region is required to demonstrate transportation conformity for each of these standards in each of the appropriate geographic areas covered by the nonattainment and maintenance areas.

This transportation conformity demonstration shows that the *Connections 2045* Long-Range Plan, FY2019-2022 Pennsylvania TIP, and Draft FY2020-2023 New Jersey TIP are following, or "conforming to," the State Implementation Plans (SIP) to meet the NAAQS.

This Executive Summary highlights DVRPC's conformity demonstration for:

Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington–Atlantic City PA–NJ–MD–DE Ozone Nonattainment Area; and

Direct $PM_{2.5}$ and precursor NO_x meeting the 1997 Annual, 2006 24-Hour, and 2012 Annual $PM_{2.5}$ NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE Annual $PM_{2.5}$ Maintenance Area;
- the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour $PM_{2.5}$ Maintenance Area;
- the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT Annual $PM_{2.5}$ Maintenance Area;

- the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT 24-Hour $PM_{2.5}$ Maintenance Area; and
- the Delaware County, PA Annual $PM_{2.5}$ Nonattainment Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC Plan and Pennsylvania and New Jersey 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/airquality/conformity.

Analysis Approach

Regional Emissions Analysis of Plan and TIP Projects

The federal Final Conformity Guidance (Final Rule, 40 Code of Federal Regulations [CFR] 93) stipulates that the emissions analysis of transportation plans and programs must model all regionally significant, nonexempt projects.

New Jersey and Pennsylvania have implemented SIPs that contain motor vehicle emissions budgets (MVEBs). Conformity to the SIPs is demonstrated when the modelled emissions of the projects in the Plan and TIPs are shown to be lower than the MVEBs. The federal Final Rule stipulates that each SIP is sovereign and that for a multistate MPO such as DVRPC, conformity applies separately to individual state portions of its planning area.

DVRPC uses the Motor Vehicle Emissions Simulator 2014b (MOVES 2014b) emissions model to demonstrate transportation conformity. MOVES 2014b is the latest US EPA emissions model and incorporates improvements in calculating nonroad equipment emissions from the MOVES 2014a model. MOVES 2014b does not significantly change the criteria pollutant emissions results of MOVES 2014a and therefore is not considered a new model for SIP and transportation conformity purposes.

Conformity Test

New Jersey and Pennsylvania have approved SIP MVEBs for the 1997 Eight-Hour Ozone Standard. The Final Rule requires that regions with existing MVEBs for a standard of the same pollutant (i.e., 1997 Eight-Hour Ozone and 2015 Eight-Hour Ozone) - must utilize the approved budget test to demonstrate conformity for the new standard. Therefore, DVRPC will utilize the 1997 Eight-Hour Ozone MVEBs in New Jersey and Pennsylvania to demonstrate conformity to the 1997, 2008, and 2015 Eight-Hour Ozone Standards.

The region also has approved SIP budgets for the 1997 and 2012 Annual, and 2006 24-Hour $PM_{2.5}$ standards in both states.

Analysis Years

To demonstrate conformity for ozone in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area, projected VOC and NO_x emissions in all analysis years must be below the SIP MVEBs for the given analysis years. VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a typical summer week workday.

To demonstrate conformity for the $PM_{2.5}$ NAAQS, emissions are estimated for direct $PM_{2.5}$ and the $PM_{2.5}$ precursor chemical NO_x. The SIP budgets for $PM_{2.5}$ are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual $PM_{2.5}$ emissions.

In the Pennsylvania portion of the region, the analysis years are 2020, 2025, 2035, and 2045. Modelled emissions in all analysis years must not exceed the 2008 MVEB for ozone. For $PM_{2.5}$, modelled emissions must not exceed the 2017 MVEB for $PM_{2.5}$ in 2020 and the 2025 MVEB for analysis years 2025 and later. In New Jersey, all projects are tested against the 2009 MVEBs for ozone and the 2025 MVEBs for $PM_{2.5.}$ Because there are no projects in the FY2020 TIP that will be open to traffic in 2020, a 2020 analysis year is not necessary in New Jersey.

For this conformity demonstration, the mobile source emissions analysis years are identified in Table 1.

Table 1: Mobile Source Analysis Years

Year	Ozone	$PM_{2.5}$	Note
2020	√	√	2012 $PM_{2.5}$ Std. attainment date and near-term year (Pennsylvania only)
2025	√	√	$PM_{2.5}$ SIP budget year
2035	√	√	Year within 10 years of previous analysis
2045	√	√	DVRPC Plan horizon year

Source: DVRPC, 2019.

Findings

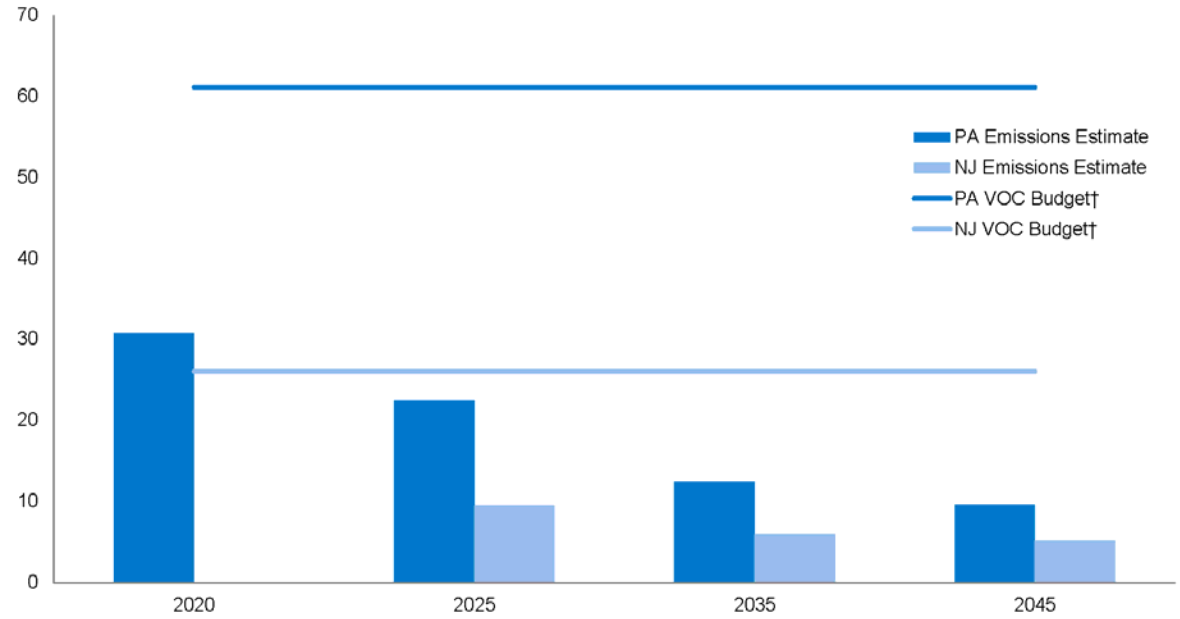
The DVRPC Plan and the TIPs are found to be in conformity with the current New Jersey and Pennsylvania SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and $PM_{2.5}$ do not exceed the respective budgets established by the state department of environmental protection (state DEP) in 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 SIPs [40 CFR 93.118].

Figures 1 through 6 detail the emissions analysis results for transportation projects included in the Plan and TIPs for New Jersey and Pennsylvania. The data for these figures is detailed beginning on page 23. 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.

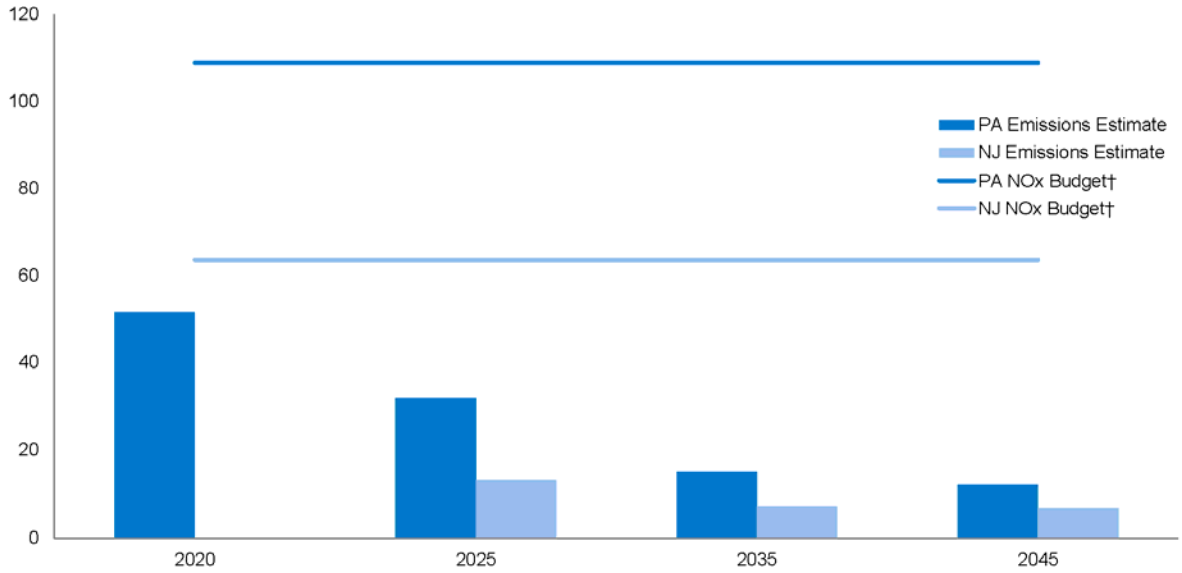
Figure 1: VOCs Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2019.

†The most recent Eight-Hour Ozone SIP MVEBs (2008) will apply to all future analysis years.

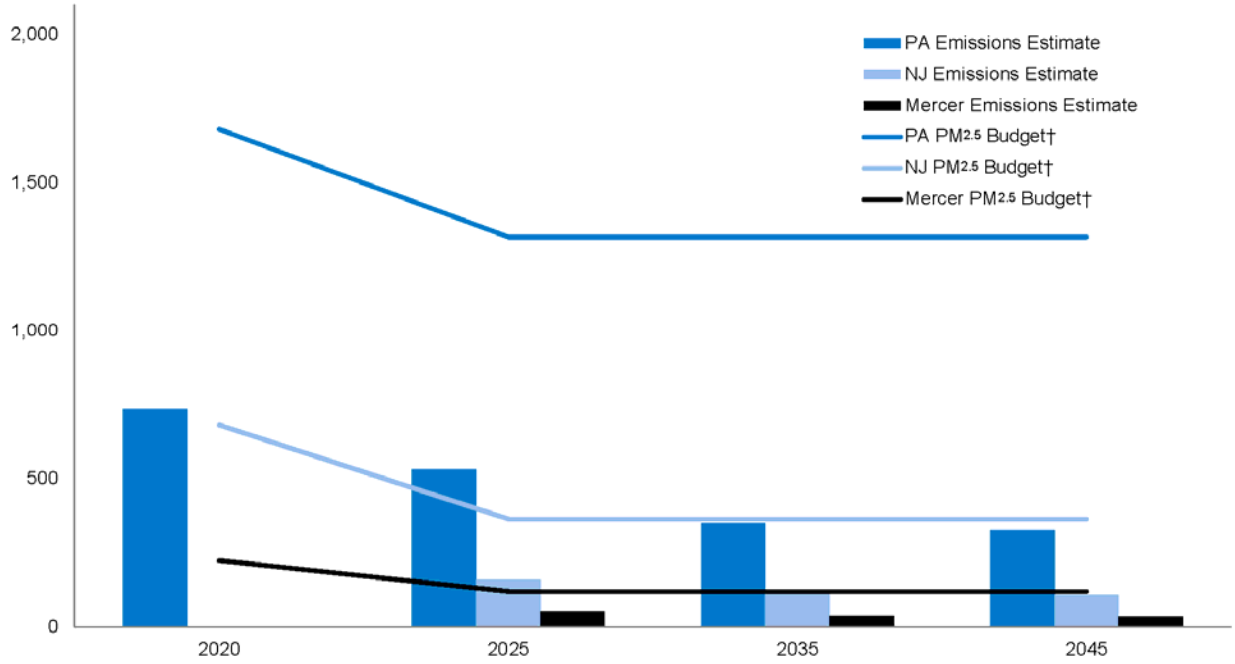
Figure 2: NO_x Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2019.

†The most recent Eight-Hour Ozone SIP MVEBs (2008) will apply to all future analysis years.

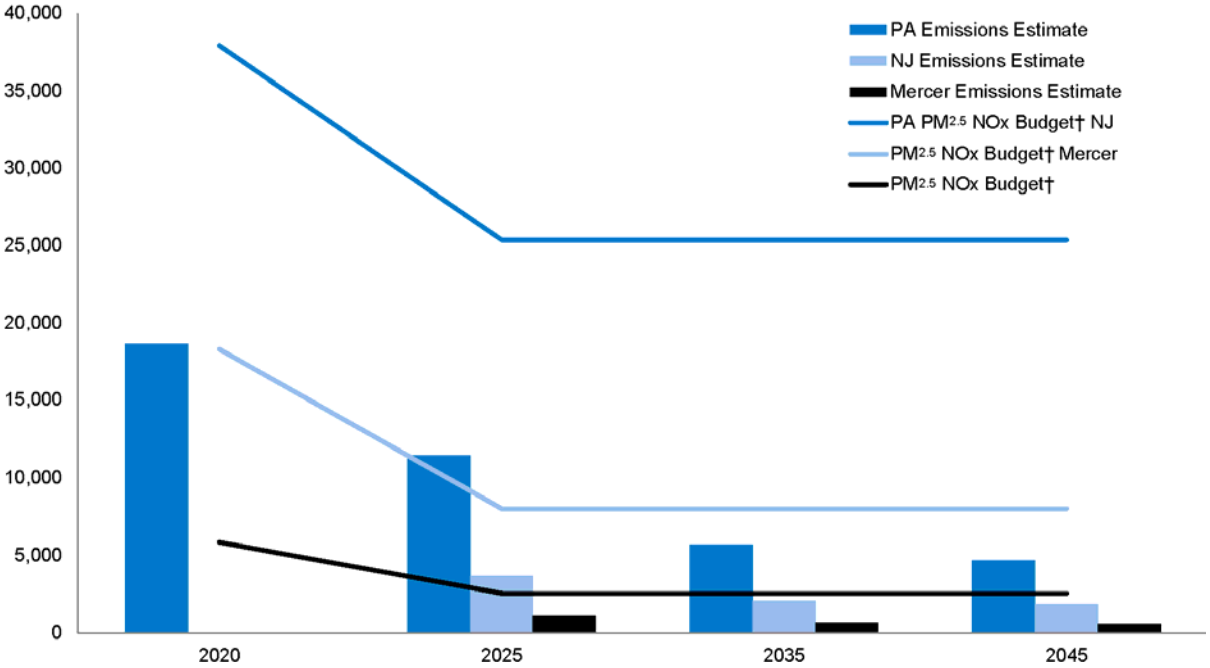
Figure 3: Annual and 24-Hour Direct $PM_{2.5}$ Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2019.

†Associated MVEBs apply to all future analysis years.

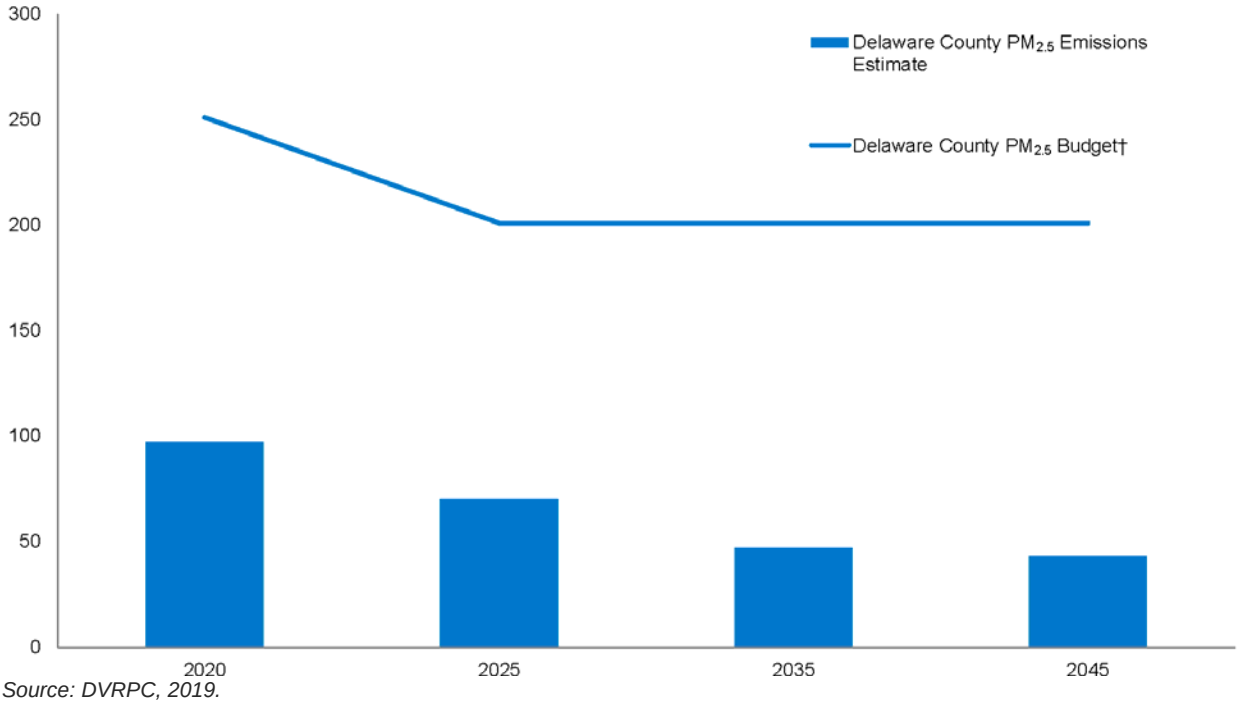
Figure 4: Annual and 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2019.

†Associated MVEBs apply to all future analysis years.

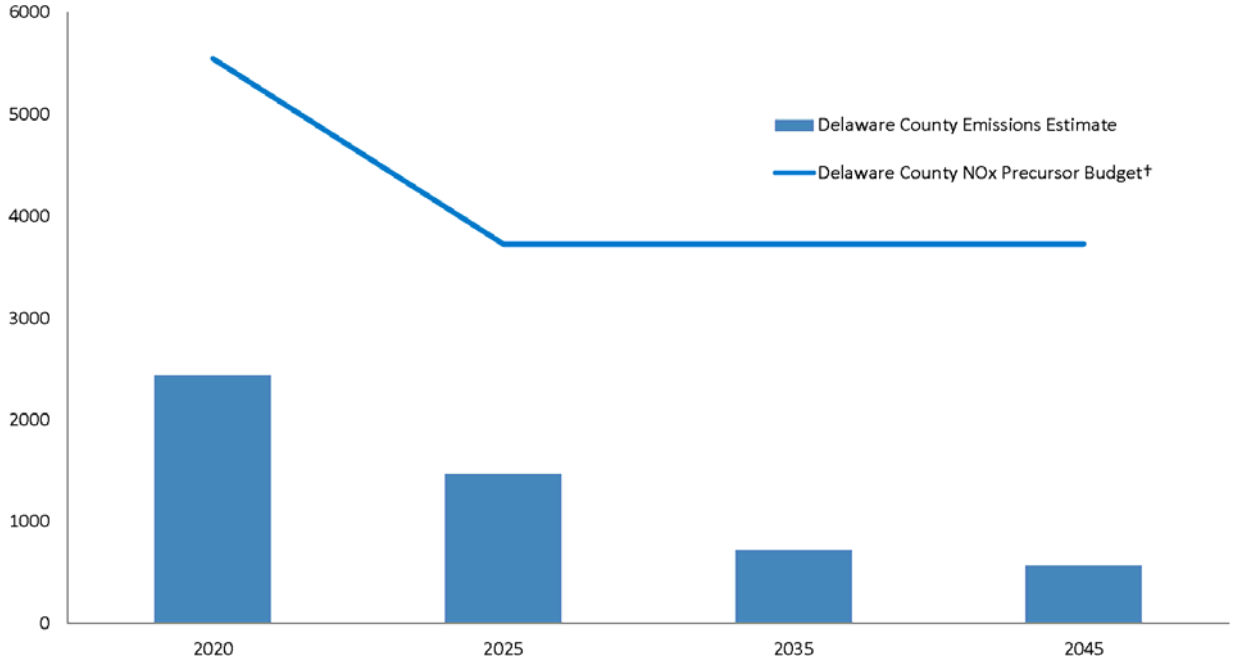
Figure 5: Delaware County Annual Direct $PM_{2.5}$ Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2019.

†Associated MVEBs apply to all future analysis years.

Figure 6: Delaware County Annual NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2019.

†Associated MVEBs apply to all future analysis years.

These findings demonstrate transportation conformity of the DVRPC *Connections 2045* Long-Range Plan, FY2019 Pennsylvania TIP, and Draft FY2020 New Jersey TIP, with the state SIPs and the Final Rule requirements under CAA, including:

- the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City PA–NJ–MD–DE Ozone Nonattainment Area;
- the 1997 Annual and 2006 24-Hour $PM_{2.5}$ NAAQS in the Philadelphia–Wilmington, PA–NJ–DE $PM_{2.5}$ Maintenance Area;
- the 1997 Annual and 2006 24-Hour $PM_{2.5}$ NAAQS in the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT $PM_{2.5}$ Maintenance Area; and
- the 2012 Annual $PM_{2.5}$ Delaware County Nonattainment Area.

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APPENDIX D

Memorandum of Understanding on Procedures to Amend and Modify the TIP

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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-STIP[1] – 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).

9/27/12

Barry Seymour, Executive Director — Date
Delaware Valley Regional Planning Commission

9/26/12

Honorable Matthew Holt, Chairman — Date
North Jersey Transportation Planning Authority

10-1-2012

Honorable Frank Sutton, Chairman — Date
South Jersey Transportation Planning Organization

10-9-2012

James Weinstein, Executive Director — Date
New Jersey Transit Corporation

10/24/12

Honorable James S. Simpson, Commissioner — Date
New Jersey Department of Transportation

Attest (Witnessed AFFIX SEAL)

JACQUELINE TRAUSI
SECRETARY
NEW JERSEY
DEPARTMENT OF TRANSPORTATION

October 24, 2012

APPENDIX E

DVRPC Local Program

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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STBGP-PHILA and STBGP-TRENTON

DVRPC's Local Program is primarily funded with federal STBGP-PHILA and STBGP-TRENTON funds for locally sponsored Highway projects or program line items. In this TIP, STBGP-PHILA and STBGP-TRENTON have broken out from one fund source, STBGP-STU, which is shown in the current and prior TIPs. STBGP (formerly known as STP) stands for the Surface Transportation Block Grant Program, and STU stands for the urban allocation of these funds for DVRPC, an MPO region with a population over 200,000, per federal regulation. , STBGP-PHILA reflects designated funds for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area, while STBGP-TRENTON reflects funds designated for the "Trenton, NJ" Urbanized Area. These funds are typically used for locally generated projects, not for NJDOT state-sponsored projects.

MPOs Exchange with NJ TRANSIT (FY14-FY18)

An exchange of STBGP program funds for STATE funds among the three New Jersey MPOs (DVRPC, NJTPA, and SJTPO) and NJ TRANSIT first occurred in FY2014. Between FY2014 and FY2018, a total of $448,438,000 STBGP sub-allocated funding (federal funds dedicated for MPO assignment) have been made available for NJ TRANSIT's use from the MPOs. In return, an equal amount of State Transportation Trust Fund (TTF) funding was made available for MPO assignment. The Program Exchange for DVRPC from FY2014 to FY2018 entailed exchanging a total of $58,438,000 State TTF ("STATE-DVRPC") for an equal portion of DVRPC's STBGP-STU federal funds for local projects.

This exchange did not result in any loss or gain of funds. Some of the historically funded STBGP-STU federal projects have advanced with state rather than federal funds. The state funds provided to DVRPC are not administered the same way as the existing state funded County and Local Municipal Aid programs but instead more closely resemble the existing Federal Aid program. Local projects were evaluated to determine whether they should advance with state or federal funds, and the program exchange funding levels for the DVRPC region varied each year between FY14 and FY18 depending on the exact amount of STBGP suballocation, the annual state TTF appropriation, and the evaluation of which funding type (federal or state) was most appropriate for a given project. Projects designated to be funded with state program exchange funds are noted as "STATE-DVRPC" in project records. A DVRPC Local Program Report is included in this section to identify anticipated funding sources for particular projects.

An MOU was developed to outline the general parameters of the exchange of program funds among those agencies for implementing capital projects in the NJ TIPs for the New Jersey MPOs (DVRPC, SJTPO, and NJTPA) and the STIP. Benefits resulting from this exchange of program funds have included the following:

- More flexible schedules for state obligation and ability to "roll over" funds from one FY to the next. This is because TTF funds do not face the same expiration and obligation deadlines that federal funds do.
- Federal STBGP funds are beneficial for NJ TRANSIT's use in its capital program.
- Funding subregional projects with TTF funds eliminates the risk of federal inactivity. New Jersey's rate of inactivity is higher than most states.

YEAR OF EXPENDITURE (Y-O-E)

TIPs are federally required to show future construction cost estimates by using year-of-expenditure (Y-O-E) dollars. Y-O-E dollars are intended to demonstrate an adjustment for inflation for project costs from the present time to the expected year of construction. Programming estimated project costs in the DVRPC Local Program with Y-O-E dollars ensures that more accurate cost estimates are used in planning, programming and implementation of those projects. It also avoids underestimating project costs over time. For the DVRPC

Local Program in the TIP, a 3 percent inflation rate was applied to a project's base construction cost estimate to reflect its Y-O-E costs, if the project construction is programmed after the second year of the TIP (FY22–FY29) since the TIP is updated every two years, and there is frequent opportunity to update project costs. The kinds of projects that are not adjusted for inflation are as follows:

- projects that are selected from a Competitive Program (e.g., DVRPC Regional Trails Program, DVRPC CMAQ Competitive Program);
- discretionary funded projects (e.g., "High-Priority," earmark);
- local match;
- capital maintenance projects that are "replacements in-kind," such as bus replacements/purchases, transit facilities maintenance, paving or reconstructing roads, or rehabilitating or replacing bridges with no increase in the capacity of the current system; for County Bus Purchases, the costs are based on NJ TRANSIT's last vehicle procurement, with a 5 percent increase to account for the anticipated chassis increase that occurs every year;
- costs for pre-construction phases;
- projects with their total construction cost cash-flowed over multiple years; and
- federal PL or PL-FTA funded projects.

DVRPC applied a 3 percent inflation rate during the development of the TIP and Long-Range Plan, which was informed by these four indices: the National Highway Construction Cost Index, the Producer Price Index for Construction Materials Special Index, the Consumer Price Index for all urban areas (CPI-U all urban areas), and the Consumer Price Index for the greater Philadelphia area (CPI-U Philadelphia-Wilmington-Atlantic City). Further, as project construction costs and schedule shift overtime, resulting in TIP modifications, Y-O-E cost will not be adjusted with every TIP modification throughout the life of the TIP.

Inflation is calculated by using the formula, $P_n = P\ (1+i)^{n}$, where

- P_n is the Total Inflated Estimated Cost shown in the TIP;
- P is the base estimated cost provided by the Project Sponsor;
- i is the 3 percent inflation rate;
- n is the difference between base year and program year; and
- $(1+i)^{n}$ is the inflation factor.

This formula reflects the new inflation prices from each previous value calculated. If the current estimated construction cost of a project is $200,000, and construction is programmed in FY2025, the base year is FY2020; the future year is FY2025. The initial cost (P) is $200,000; inflation rate (i) is 3 percent (or 0.03); and (n) is 5 (FY2025 minus FY2020). Therefore, P_n is $200,000 $(1+0.03)^5$= $231,855. DVRPC would program $0.232 million for this project's construction phase in FY2025 because the TIP shows project costs in millions. Note that in the DVRPC Regional Highway and NJDOT Statewide Program, NJDOT's construction cost estimates are escalated to the mid-point of construction to address Y-O-E dollars. NJDOT also uses the Cost Estimation System software to prepare more accurate and consistent construction cost estimates.

DVRPC LOCAL PROGRAM BY COUNTY

Burlington

PHASE	FUND	FY14-19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY14-29	FY20-23	FY20-29
D0302	**Burlington County Roadway Safety Improvements**														
EC	**STBGP-PHILA**	0.000	**0.800**		**0.800**		1.000		1.000		1.000		***4.600***	***1.600***	***4.600***
D1401	**Burlington County ATMS Upgrade & CR 656 DMS Deployment**														
CON	**14-STATE-DVRPC**	3.600											***3.600***	***0.000***	***0.000***
CON	**17-STATE-DVRPC**	0.115											***0.115***	***0.000***	***0.000***
D1510	**Burlington County Bus Purchase**														
EC	**CMAQ**	0.000			**0.476**		0.476		0.476		0.476		***1.904***	***0.476***	***1.904***
D1804	**CR 537, CR 628, and CR 660 Guiderail Installation**														
CON	**15-STATE-DVRPC**	0.000	**0.872**										***0.872***	***0.872***	***0.872***
CON	**16-STATE-DVRPC**	0.000	**0.276**										***0.276***	***0.276***	***0.276***
CON	**17-STATE-DVRPC**	0.000	**0.552**										***0.552***	***0.552***	***0.552***
D9903	**Smithville Road Bridge over Rancocas Creek, CR 684**														
CON	**16-STATE-DVRPC**	4.836											***4.836***	***0.000***	***0.000***

Camden

PHASE	FUND	FY14-19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY14-29	FY20-23	FY20-29
D0410	**Camden County Roadway Safety Improvements**														
EC	**STBGP-PHILA**	0.000	**0.600**	**0.200**	**0.600**	**0.300**	0.700	0.300	0.700	0.300	0.700	0.300	***4.700***	***1.700***	***4.700***
D0601	**Camden County Bus Purchase**														
EC	**CMAQ**	0.000	**1.694**		**0.924**		0.924		0.924		0.924		***5.390***	***2.618***	***5.390***
D1402	**Grove Street (CR 644), Reconstruction**														
CON	**15-STATE-DVRPC**	0.996											***0.996***	***0.000***	***0.000***
D1505	**ADA Improvements**														
CON	**14-STATE-DVRPC**	4.962											***4.962***	***0.000***	***0.000***
CON	**15-STATE-DVRPC**	1.211											***1.211***	***0.000***	***0.000***

Camden

PHASE	FUND	FY14-19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY14-29	FY20-23	FY20-29
D1709	**Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)**														
CON	STBGP-PHILA	0.000		8.051									8.051	8.051	8.051
DES	STBGP-PHILA	0.000	0.755										0.755	0.755	0.755
D1913	**Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout**														
CON	STBGP-PHILA	0.000		1.349									1.349	1.349	1.349
DES	HSIP	0.000	0.101										0.101	0.101	0.101
D1914	**Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)**														
CON	STBGP-PHILA	0.000			9.835								9.835	9.835	9.835
DES	STBGP-PHILA	0.000		0.738									0.738	0.738	0.738
PE	STBGP-PHILA	0.000	1.721										1.721	1.721	1.721

Gloucester

PHASE	FUND	FY14-19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY14-29	FY20-23	FY20-29
D0401	**Gloucester County Roadway Safety Improvements**														
EC	15-STATE-DVRPC	0.612											0.612	0.000	0.000
EC	STBGP-PHILA	0.000		0.800		1.000		1.000		1.000		1.000	4.800	1.800	4.800
D1203	**Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail**														
CON	18-STATE-DVRPC	0.000	3.900										3.900	3.900	3.900
ROW	16-STATE-DVRPC	1.000											1.000	0.000	0.000
D1508	**Holly Avenue (CR 624), Lambs Road (CR 635) to Rt 47 (Delsea Drive)**														
CON	15-STATE-DVRPC	0.587											0.587	0.000	0.000
D1509	**CR 553/CR553 Alt, East Ave to Lambs Rd (CR 635) and Lambs Road, CR 635 to CR 553**														
CON	14-STATE-DVRPC	3.750											3.750	0.000	0.000
CON	15-STATE-DVRPC	0.060											0.060	0.000	0.000
D1805	**CR610 (Clayton-Williamstown Road), Scotland Run Avenue to CR 555 (Tuckahoe Road)**														
CON	16-STATE-DVRPC	1.898											1.898	0.000	0.000
D1906	**CR 581 (Commissioners Road), Bridge over Oldman's Creek**														
CON	17-STATE-DVRPC	0.000			3.095								3.095	3.095	3.095

Gloucester

PHASE	FUND	FY14-19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY14-29	FY20-23	FY20-29
DES	17-STATE-DVRPC	0.000		0.300									0.300	0.300	0.300
PE	17-STATE-DVRPC	0.000	0.300										0.300	0.300	0.300
D9807	Gloucester County Bus Purchase														
CON	CMAQ	0.000	0.238		0.238		0.238		0.238		0.238		1.190	0.476	1.190

Mercer

PHASE	FUND	FY14-19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY14-29	FY20-23	FY20-29
99362	Trenton Amtrak Bridges														
CON	STBGP-TRENTON	0.000									1.811	5.088	6.899	0.000	6.899
DES	15-STATE-DVRPC	2.800											2.800	0.000	0.000
PE	14-STATE-DVRPC	2.450											2.450	0.000	0.000
D0412	Mercer County Roadway Safety Improvements														
EC	STBGP-TRENTON	0.000		0.800		0.800		1.000		1.000		1.000	4.600	1.600	4.600
D0701	Princeton-Hightstown Road Improvements, CR 571														
CON	18-STATE-DVRPC	0.000	10.000										10.000	10.000	10.000
DES	15-STATE-DVRPC	0.800											0.800	0.000	0.000
DES	18-STATE-DVRPC	0.105											0.105	0.000	0.000
D0702	Mercer County Signal Project, CR 533														
CON	17-STATE-DVRPC	5.858											5.858	0.000	0.000
D1011	Mercer County Bus Purchase														
EC	CMAQ	0.000	0.756		0.756		0.756		0.756		0.756		3.780	1.512	3.780
D1507	Signal Upgrades														
CON	17-STATE-DVRPC	0.812											0.812	0.000	0.000
D1511	Mercer County Guiderail Inventory and Condition Assessment														
PLS	14-STATE-DVRPC	1.100											1.100	0.000	0.000
D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek														
CON	STBGP-TRENTON	0.000		4.230	5.153	4.478	5.406	4.537	5.670	4.806	4.135		38.415	13.861	38.415
DES	STBGP-TRENTON	0.000	2.500										2.500	2.500	2.500

Mercer

PHASE	FUND	FY14-19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY14-29	FY20-23	FY20-29
D1901	**Mercer County's Electronic Traffic Control Devices Inventory**														
PLS	**STBGP-TRENTON**	0.000	**0.225**										***0.225***	***0.225***	***0.225***
D1910	**Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)**														
CON	**HSIP**	0.000				**3.000**	3.000	3.000	0.219				***9.219***	***3.000***	***9.219***
DES	**HSIP**	0.000			**0.691**								***0.691***	***0.691***	***0.691***
PE	**HSIP**	0.000	**1.613**										***1.613***	***1.613***	***1.613***
L064	**Route 206, South Broad Street Bridge over Assunpink Creek**														
CON	**STBGP-TRENTON**	0.000	**3.000**	**3.000**	**3.500**								***9.500***	***9.500***	***9.500***

Various

PHASE	FUND	FY14-19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY14-29	FY20-23	FY20-29
01300	**Transportation Systems Management and Operations (TSMO)**														
EC	**STBGP-PHILA**	0.000	**0.234**	**0.234**	**0.234**	**0.234**	0.234	0.234	0.234	0.234	0.234	0.234	***2.340***	***0.936***	***2.340***
04314	**Local Safety/ High Risk Rural Roads Program**														
ERC	**HSIP**	0.000	**1.286**	**3.000**	**2.309**				2.781	3.000	3.000	3.000	***18.376***	***6.595***	***18.376***
06326	**Local Concept Development Support**														
PLS	**STBGP-PHILA**	0.000	**0.700**	**0.700**	**0.700**	**0.700**	0.700	0.700	0.700	0.700	0.700	0.700	***7.000***	***2.800***	***7.000***
10347	**Local Aid Consultant Services**														
EC	**STBGP-PHILA**	0.000		**0.200**		**0.200**		0.200		0.200		0.200	***1.000***	***0.400***	***1.000***
11383	**Transportation Management Associations**														
EC	**STBGP-PHILA**	0.000	**2.000**	**2.000**	**2.000**	**2.000**	2.000	2.000	2.000	2.000	2.000	2.000	***20.000***	***8.000***	***20.000***
D0204	**Transportation and Community Development Initiative (TCDI) DVRPC**														
EC	**STBGP-PHILA**	0.000	**0.680**	**0.105**	**0.680**	**0.105**	0.680	0.105	0.680	0.105	0.680	0.105	***3.925***	***1.570***	***3.925***
D026	**DVRPC, Future Projects**														
ERC	**17-STATE-DVRPC**	0.000	**4.163**										***4.163***	***4.163***	***4.163***
ERC	**18-STATE-DVRPC**	0.000	**3.395**										***3.395***	***3.395***	***3.395***
ERC	**STBGP-PHILA**	0.000	**11.689**	**5.737**	**5.541**	**16.536**	16.057	17.289	17.082	18.586	18.151	19.677	***146.345***	***39.503***	***146.345***
D0406	**RideECO Mass Marketing Efforts--New Jersey**														
EC	**CMAQ**	0.000	**0.050**	**0.050**	**0.050**	**0.050**	0.050	0.050	0.050	0.050	0.050	0.050	***0.500***	***0.200***	***0.500***

Various

PHASE	FUND	FY14-19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY14-29	FY20-23	FY20-29
D0407	**Ozone Action Program in New Jersey**														
EC	**CMAQ**	0.000	**0.040**	**0.040**	**0.040**	**0.040**	0.040	0.040	0.040	0.040	0.040	0.040	***0.400***	***0.160***	***0.400***
D1601	**New Jersey Regional Signal Retiming Initiative**														
PLS	**CMAQ**	0.000	**0.350**		**0.350**								***0.700***	***0.700***	***0.700***
X065	**Local CMAQ Initiatives**														
EC	**CMAQ**	0.000	**0.872**	**1.910**	**1.166**	**1.910**	1.516	1.910	1.516	1.910	1.516	1.910	***16.136***	***5.858***	***16.136***
X30A	**Metropolitan Planning**														
PLS	**18-STATE-DVRPC**	1.500											***1.500***	***0.000***	***0.000***
PLS	**PL**	0.000	**2.538**	**2.538**	**2.538**	**2.538**	2.538	2.538	2.538	2.538	2.538	2.538	***25.380***	***10.152***	***25.380***
PLS	**PL-FTA**	0.000	**0.700**	**0.700**	**0.700**	**0.700**	0.700	0.700	0.700	0.700	0.700	0.700	***7.000***	***2.800***	***7.000***
PLS	**STBGP-PHILA**	0.000	**1.850**	**1.600**	**1.600**	**1.600**	1.600	1.850	1.600	1.600	1.600	1.600	***16.500***	***6.650***	***16.500***

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APPENDIX F

DVRPC TIP PROJECT BENEFIT CRITERIA

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DVRPC TIP PROJECT BENEFIT CRITERIA

Using evaluation criteria is one means to most effectively balance programming the region's needs and resources. DVRPC established a universal criterion to evaluate a variety of modes (roadway, transit, bike, pedestrian, freight) and project types, and can be used in the New Jersey and Pennsylvania counties in the DVRPC region. Other factors that were considered for new TIP project candidates include local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and ensuring that various project types are considered in the TIP project selection process, such as all types of non-major roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects. Specific funding sources that have their own criteria developed for very specific analysis include TAP, HSIP, and CMAQ. In these instances, the more specific project evaluation criteria will be used in conjunction with or in place of the TIP benefit criteria. During the development of the TIP for New Jersey, only new TIP candidate projects were assessed by DVRPC's universal benefit criteria.

DVRPC used the February 27, 2014 DVRPC Board adopted TIP Project Benefit Criteria to evaluate all new TIP project candidates that were submitted in fall 2018 and winter 2019. An update to the 2014 Criteria was under progress during the update of this TIP document, and the DVRPC Board approved the updated Criteria on July 25, 2019. DVRPC staff developed the original and updated Criteria with New Jersey and Pennsylvania members of a working subcommittee of the DVRPC RTC, where the Criteria is designed to align directly with the multimodal goals of the Long-Range Plan, as well as reflect the increasingly multimodal nature of projects in the TIP. The original and newly adopted Criteria generally consider one of two key questions:

- Is this project located where we want to make investments?
- How beneficial or effective is this project?

The original and newly adopted TIP Benefit Criteria were developed to represent the following characteristics:

- align with the Long-Range Plan and other regional objectives;
- be relevant to different types of TIP projects;
- indicate differences between projects;
- avoid measuring the same goal(s) multiple times;
- cover the entire nine-county region;
- be more quantitative than qualitative;
- use readily available data with a strong likelihood of continued availability; and
- be simple and understandable

The following briefly summarizes the original Criteria used for project evaluation.

Facility/Asset Condition: brings a facility or asset into an SGR, extends the useful life of a facility, or removes a functionally obsolete bridge rating;

Safety: impacts safety-critical element for transit, high-crash road location, or incorporates an FHWA proven safety countermeasure;

Reduce Congestion: location in CMP congested corridors, or appropriate everywhere CMP strategy; annual average daily traffic (AADT) per lane, and daily transit riders per daily seats;

Invest in Centers: location in Planning Center or Freight Center; or high, medium-high, or medium transit score areas, or connection between two or more key centers;

Facility/Asset Use: levels of daily VMT, trucks, and transit ridership;

Economic Competitiveness: provides reduced operating/maintenance costs, or is part of an economic development or transit-orient development (TOD) project;

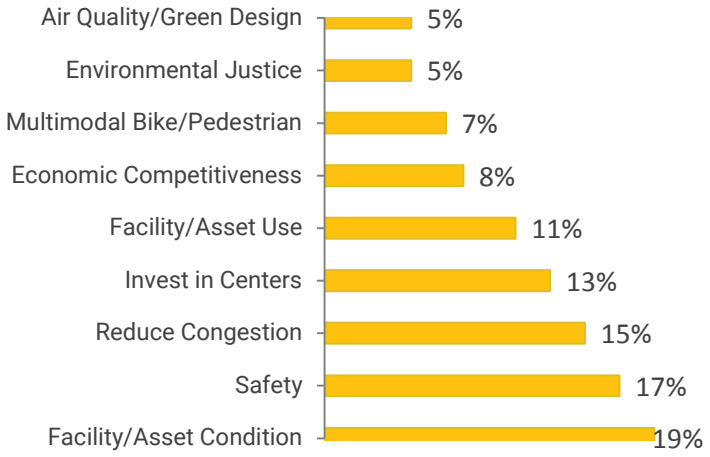
Multimodal Bike/Pedestrian: accounts for bicyclists and pedestrians using the facility; new trails, sidewalks, or bike lanes, and connections to other multimodal facilities;

EJ: benefits census tracts with high IPD (previously known as "DOD") communities; and

Air Quality/Green Design: stresses air quality benefits and incorporates environmentally friendly principals.

After defining the criteria, a decision-making tool was used to weigh the criteria. The higher the weight, the higher a priority the project candidate is for the DVRPC region.

Figure F-1: DVRPC TIP Project Benefit Criteria Weights



Source: DVRPC, 2014

Each criterion could receive up to a maximum of 1 point. Each project can receive a total score that is the sum of the weight times the rating for each criteria. The tool can compare the project's estimated total state and federal cost to the total score, as a benefit-cost ratio. Other sources of funding that may increase a project's benefit-cost ratio, such as additional local funding beyond match requirements; non-traditional funding grants; and developer or private contributions, will not count toward a project's cost for the benefit-cost ratio. The tool provides a ranking of projects with the highest benefit-cost ratios, but the RTC makes the recommendation, and ultimately the DVRPC Board makes the final decision to determine TIP project selections.

TIP Project Benefit Criteria and Measures

The following sections detail each of the proposed criteria.

1. FACILITY/ASSET CONDITION

This criterion relates to the Long Range Plan goal of rebuilding and maintaining the region's transportation infrastructure. The region has a substantial backlog of road, bridge, and transit infrastructure repair needs. These "fix-it-first" projects need to be the regional priority until an SGR is achieved. Data will come from road, bridge, and transit asset management systems.

Transit Project Rating

- 1 point if the improvement brings the asset into an SGR, or
- 0.5 points if project extends the useful life of a facility/asset not in poor condition.

Roadway and Bridge Project Rating

- 1 point if the project will bring a bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an interstate road segment with an IRI of ≥ 180, an NHS facility with an IRI ≥ 200, a roadway with more than 2,000 vehicles per day with an IRI ≥ 230, or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 260 into an SGR;
- 0.8 points if the project will bring a facility or asset with a "Poor/Worst on 4- or 5-point scale" asset management system rating into a state-of-good repair;
- 0.5 points if the project will extend the useful life of a facility that is not in poor condition, or resolves a fracture-critical issue on a bridge;
- 0.25 points if the project eliminates a functional obsolete issue on a bridge.

2. SAFETY

This criterion relates to the Long Range Plan goal of creating a safer transportation system. Projects that improve DOT identified high-crash locations and have a safety component will score 0.5 points per high-crash location. In addition, projects that incorporate one or more FHWA proven safety countermeasure can score 0.5 points per countermeasure, (defined at: safety.fhwa.dot.gov/provencountermeasures). Transit projects that are deemed safety critical will receive 1 point.

Transit Safety Rating

- 1 point if project is a safety critical transit project.

Roadway Safety Rating

- Up to a maximum of 1 point:
    - 0.5 points per safety improvement in one or more NJDOT-identified high-crash location (up to 1 point),
    - 0.5 points per incorporated FHWA proven safety countermeasure below (up to 1 point):

- ☐ roundabouts;
- ☐ access management;
- ☐ signal back-plates with retroreflective borders;
- ☐ longitudinal rumble strips and stripes on two-lane roads;
- ☐ enhanced delineation and friction for horizontal curves;
- ☐ safety edge;
- ☐ medians and pedestrian crossing islands in urban and suburban areas;
- ☐ pedestrian hybrid beacons; or
- ☐ road diets.

3. REDUCE CONGESTION

Reducing congestion is a goal in the Long Range Plan. This has a significant impact on the region's economy, as competitiveness within a global economy means the region needs to be able to efficiently move people and goods. This criterion considers location in CMP corridors and the facility's existing level of congestion or overcrowding.

Is the project located in a CMP Priority or Congested Subcorridor?

The CMP has conducted considerable analysis of the regional transportation network and the impact of congestion. Developed with the counties, DOTs, transit operators, and other regional stakeholders, the CMP has identified a subset of Priority Subcorridors for transportation investment with specific strategies for mitigating congestion. This criterion also considers Congested Subcorridors and Emerging Corridors as additional rating factors. In areas where Priority, Congested Subcorridors, or Emerging Corridors overlap, only the higher value will be counted.

<u>CMP Rating:</u>

Maximum of A or B:

A. 0.5 points if project implements an appropriate everywhere strategy in the CMP. CMP appropriate everywhere strategies include:

- ☐ safety improvements and programs;
- ☐ signage;
- ☐ context sensitive design;
- ☐ improvements for walking and bicycling;
- ☐ basic upgrade of traffic signals;
- ☐ signal prioritization for emergency vehicles;
- ☐ making transfers easier for passengers;
- ☐ intersection improvements of a limited scale;
- ☐ bottleneck removal of a limited scale;
- ☐ environmental justice outreach for decision-making;
- ☐ access management;
- ☐ marketing/outreach for transit and transportation demand management (TDM) services;
- ☐ revisions to existing land use or transportation regulations;
- ☐ growth management;
- ☐ smart growth; or
- ☐ complete streets.

B. (Project length in priority corridor x 100 percent + project length in congested corridor x 70 percent + project length in emerging corridor x 30 percent) divided by total project length.

What is the average AADT divided by the average number of lanes or transit ridership divided by the number of seats?

This criterion looks at facility- or route-specific congestion or overcrowding. AADT and average lanes data will come from the Roadway Management System (RMS). Transit seats will be computed by seats per vehicle multiplied by average number of vehicles (for rail routes) multiplied by daily service frequency. This data will come from annual route statistics reports, or the transit agency itself.

Congestion/Overcrowding Rating

For limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000.

For arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500.

For Transit Facilities: 1 point if Daily Passengers/Daily Seats (# of vehicles * seats per vehicle * Total Daily Service frequency) is greater than 1; else Daily Passengers/Daily Seats.

4. INVEST IN CENTERS

This criterion reflects the Long Range Plan's core principle to create livable communities within more than 120 regional development centers and 44 Freight Centers. Identifying focus areas for future development creates a better linkage between land use and transportation.

Projects will be rated on how well they serve centers by their location within Centers, or high, medium-high, or medium transit score areas. A hybrid GIS layer has been created with a quarter mile around all Long-Range Plan Centers (from the Metro Center to Rural and Neighborhood centers), and all non-Center areas of the region are high, medium-high, or medium transit score locations, or none of the above. All project limits within the Centers and Center buffer areas, or within high transit score areas will receive 1 point. All project areas within medium-high transit score areas will receive 0.75 points. All project limits within medium transit score areas will receive 0.5 points. The sum of the project within these three limits (multiplied by the rating), will then be divided by the total project length to get a Centers/transit score rating.

Projects can also be rated for being a critical link between two or more centers. Projects that either maintain or improve service on a facility that links centers will get 0.25 points added to their Centers/transit score rating (up to a maximum of 1 point).

Centers Rating
(100% x Project length within ¼ mile or inside Plan and Freight Centers + 100% x project length in high transit score areas + 75% x project length in medium-high transit score areas + 50% x project length in medium transit score areas)/total project length.

Bonus: +0.25 points (up to 1 point maximum) if the project improves or maintains a critical facility that links two or more regional Plan or Freight Centers.

5. FACILITY/ASSET USE

This criterion looks at how much use the facility or asset receives in a multimodal manner, to determine the scale of the project's impact on the transportation system. Use will be determined by the total number of vehicle miles traveled (VMT), average number of daily trucks, or affected daily transit riders. The greater the facility's use, the more important it is in terms of risk to negative regional impacts, and the broader the benefits are that can be delivered by implementing the project. Only existing users are counted, and the evaluation criteria do not attempt to estimate future users as a result of the project.

VMT

VMT will be determined by using the average AADT for all segments multiplied by facility length. Data will come from the RMS. Projects that are located at specific intersection(s) and bridge(s) will assume a project length of a mile, essentially using AADT as the proxy for usage. Intersections and bridges that are improved as part of a larger corridor project will be embedded into the overall project length (and will not use the one-mile assumption). New segments will use their length multiplied by the average AADT for the facilities they connect to (beginning and endpoints only).

Daily VMT Rating

One point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else, total daily VMT divided by 500,000.

Daily Trucks

Daily trucks will be determined by multiplying the percentage of daily trucks by the average AADT for all segments. Data will come from the RMS. For freight rail projects, DVRPC will work with the private rail company to estimate daily truck equivalents.

Daily Trucks Rating

One point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.

Daily Affected Transit Riders

Daily affected transit riders will account for the average daily ridership using the route in question, or routes the asset depends on. For example the Jenkintown Substation powers the Lansdale-Doylestown, Warminster, and West Trenton lines. A project to improve the Jenkintown substation affects the riders of all three lines.

Daily Affected Transit Riders Rating
Ridership values will come from annual route ridership reports published by the transit agencies, or direct transit agency data. One point if the number of daily transit riders affected is 50,000 or above; else, daily affected ridership divided by 50,000.

6. ECONOMIC COMPETIVENESS

This criterion rewards projects that build the regional economy by investing in transportation improvements related to economic development or TOD, reducing agency operating or maintenance costs, or reducing transportation system user costs. Projects rated for economic development or TOD must indicate the specific development it is supporting.

Economic Competiveness Rating

Sum of each checkbox, up to a maximum of 1 point:

- ☐ Does the project reduce agency maintenance or operating costs?
  (0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- ☐ Does the project reduce public or private transportation system user vehicle maintenance or operating costs? (0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- ☐ Does project support a known economic development or a TOD project? (0.5 points if it supports)

7. MULTIMODAL BIKE/PEDESTRIAN

This criterion relates to the Long Range Plan goal of fostering a multimodal transportation system. It will rate new facilities based on length and connections to existing multimodal facilities, or existing use of facilities. In some cases a road may add a bike lane, where there is already significant bicycle use. This project will be able to score based on both the new bike lane and the existing use.

The rating for existing facilities will be based on daily bicyclists and pedestrian use. This data will come from DVRPC counts, and can be supplemented with county counts if no DVRPC counts are available. New bike and pedestrian facilities will be rated based on project length and connections to other existing bike and pedestrian facilities, transit stations, or bus routes. Projects that make a critical last-mile transit connection or link facilities over a difficult connection, such as a bridge, will receive a 0.5-point bonus.

Sum of each checkbox, up to a maximum of 1 point:

- ☐ 1 point if the number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.
- ☐ Up to 0.5 points for a new trail, sidepath, bike lane, or sidewalk; total length in miles divided by 10.
  - points for each bus route, each train station, or each existing bike/ped facility the proposed new bike/ped facility connects to.
  - +0.5 points for new sidewalks and bike facilities to fill a difficult gap, such as on a bridge, or new ‘first/last mile’ bike/ped connection to a public transit station or key destination.

8. EJ

Does the project serve EJ communities and the additional population groups with additional transportation needs, as defined by the DVRPC IPD methodology? This indicator also helps to ensure that these communities do not suffer from worse overall infrastructure condition than other communities.

EJ Rating

(100% x project length in 7-8 IPD communities + 70% x project length in 5-6 IPD communities + 30% x project length in 3-4 IPD communities) divided by total project length.

9. AIR QUALITY/GREEN DESIGN

This criterion relates to the Long-Range Plan goal of limiting transportation impacts on the natural environment. Projects will rate if they provide air quality benefits, incorporate green design principles, use green or recycled materials, or reduce environmental impact. Examples of projects for each category are shown below, but this list is not intended to be limited to these examples only. Other green design principles not listed here can also be considered with TIP subcommittee group consensus.

Air Quality Rating:

- ☐ 0.5 points for air quality improvements: Air quality: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, VMT, greenhouse gas emissions, or vehicle idling.

Green Design Rating:

0.5 points for incorporating any one of the checkboxes below:

- ☐ Green design: bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins;
- ☐ Green or recycled materials: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts; and/or
- ☐ Reduced environmental impact: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings.

Future Revisions

The updated TIP Project Benefit Criteria that the DVRPC Board approved on July 25, 2019 is available at www.dvrpc.org/TIP, which DVRPC staff will use going forward to evaluate new project candidates during the next TIP Update. It is intended that the evaluation criteria are part of a living document.

Detailed TIP Project Benefit Criteria

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUBCRITERIA CAN SCORE UP TO 1 POINT)
Invest in Centers	-	Long-Range Plan Centers, Freight Centers, Transit Score Index	+ (100% x Project length within ¼ mile or inside Plan or Freight Centers + 100% x project length in high transit score areas + 75% x project length in medium-high transit score areas + 50% x project length in medium transit score areas) /total project length. + 0.25 points if project improves or maintains a *critical* facility that links two or more regional Plan or freight centers.
Reduce Congestion	CMP	CMP Appropriate Everywhere Strategies, CMP Priority Corridors	Maximum of A or B below: A. 0.5 points if project implements an appropriate everywhere strategy in the CMP ☐ safety improvements and programs; ☐ signage; ☐ context sensitive design; ☐ improvements for walking and bicycling; ☐ basic upgrade of traffic signals; ☐ signal prioritization for emergency vehicles; ☐ making transfers easier for passengers; ☐ intersection improvements of a limited scale; ☐ bottleneck removal of a limited scale; ☐ environmental justice outreach for decision-making; ☐ access management; ☐ marketing/outreach for transit and TDM services; ☐ revisions to existing land use or transportation regulations; ☐ growth management; ☐ smart growth; or ☐ complete streets. B. (project length in priority corridor x 100 percent + project length in congested corridor x 70 percent + project length in emerging corridor x 30 percent)/total project length.
	Congestion / Overcrowding	RMS	A. Limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000. B. Arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500. C. Transit facilities: 1 point if daily passengers/daily seats (# of vehicles * seats per vehicle * total daily service frequency) >1; else daily passengers/daily seats.
Environmental Justice	-	IPD	(100% x project length in 7-8 IPD communities + 70% x project length in 5-6 IPD communities + 30% x project length in 3-4 IPD communities)/total project length.
Facility / Asset Use	Daily VMT	RMS	1 point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else total daily VMT divided by 500,000. For computation of VMT, projects that only involve bridges or intersections assume that each of these facilities is 1 mile in length. In this case the value will be the average AADT multiplied by the number of bridges or intersections. Projects where bridge or intersection improvements are a part of a larger scope will rely on the limits of the larger project.
	Daily Trucks	RMS	1 point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.
	Daily Transit Riders	Transit Agencies,	1 point if the number of daily transit riders affected is 50,000 or above; else daily affected ridership divided by 50,000.

Detailed TIP Project Benefit Criteria (Continued)

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUBCRITERIA CAN SCORE UP TO 1 POINT)
Multimodal–Bike and Pedestrian	New facilities	DVRPC multiuse trail network, bus routes, train/trolley/subway stations; DVRPC bike/ pedestrian counts	Up to a maximum of 1 point**:** ■ Up to 0.5 points for any new trail, sidepath, bike lane, or sidewalk: total length in miles divided by 10; ○ 0.1 points for each bus route, each train station, or each existing bike/pedestrian facility that a proposed new bike/ pedestrian facility connects to; ■ 0.5 points if new sidewalks and bike facilities fill a difficult gap, such as on a bridge, or new 'first/last mile' bike/ pedestrian connection to a public transit station or key destination; and ■ 1 point if number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.
Air Quality/Green Design	–	Project Sponsor/ Scope	0.5 points for air quality benefits such as: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, VMT, greenhouse gas emissions, or vehicle idling; and/or 0.5 points for any one of the green design checkboxes below: ■ Green design such as bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins; ■ Green or recycled materials such as: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts; ■ Reduced environmental impact, such as: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings.
Economic Competitiveness	–	Project Sponsor, RTC, DVRPC	Up to a maximum of 1 point: ■ Project saves or reduces agency operating/maintenance costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases; ■ Project saves user or public/private vehicle operating costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases); ■ 0.5 points if project supports a known economic development project or a TOD.

Detailed TIP Project Benefit Criteria (Continued)

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUB CRITERIA CAN SCORE UP TO 1 POINT)
Safety	–	Transit agency, DOT, Project Sponsor/scope	Transit Projects Only: safety critical transit project =1 point Roadway/Bike/Ped. Projects: 0.5 points per safety improvement/critical safety location (up to 1 point) The project is in one or more DOT-identified high crash location: ■ Pennsylvania Roadway Departure Improvement Program (RDIP): The project must implement the specific identified safety improvement: enhanced signs and markings for curves (CSM), enhanced signs and markings for curves + high-friction surfaces (CMS-HFS), centerline rumble strips (CLRS), edgeline rumble strips or shoulder rumble strips (ELRS/SRS), wider shoulders/edgeline rumble strips (WS-ELRS), center-and edge line pavement markings (C&EL PM), alignment delineation/lighting (ADL), high friction surfaces (HFS), guiderail relocations/safety enhancements (GR), tree removal/safety enhancements (TR), utility pole removal/safety enhancements (UP), enforcement and education–alcohol related (EEA), enforcement and education–speeding related (EES), enforcement and education–restraint related (EER), infrastructure improvements–speeding related (II), or install cable median barrier (CMB); ■ Pennsylvania Intersection Safety Improvement Program (ISIP): The project must implement the specific identified safety improvement: STOP, SIGNAL, LEFT TURN, PED, or SPEED; ■ The project incorporates one or more FHWA-proven safety countermeasures (see safety.fhwa.dot.gov/provencountermeasures): – roundabouts; – access management; – signal backplates with retroreflective borders; – longitudinal rumble strips and stripes on two-lane roads; – enhanced delineation and friction for horizontal curves; – safety edge; – medians and pedestrian crossing islands in urban and suburban areas; – pedestrian hybrid beacons; and – road diets.

Detailed TIP Project Benefit Criteria (Continued)

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUB CRITERIA CAN SCORE UP TO 1 POINT)
Facility / Asset Condition	-	Asset Management System Rating	Transit Projects (up to 1 point): ■ 1 point if the improvement brings the asset from a poor condition into an SGR; ■ 0.5 points if the project extends the useful life of a facility/asset not in poor condition. Roadway and Bridge Projects (up to 1 point): ■ 1 point if the project will bring a bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an Interstate road segment with an IRI of ≥ 180, an NHS facility with an IRI of ≥ 200, a roadway with more than 2,000 vehicles per day with an IRI of ≥ 230, or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 260 into an SGR; ■ 0.8 points if the project will bring a facility or asset with a "Poor/Worst on 4- or 5-point scale" asset management system rating into an SGR; ■ 0.5 points if the project extends the useful life of a facility not in poor condition, or resolves a fracture critical issue on a bridge; and ■ 0.25 points if the project removes a functional obsolescence issue on a bridge.

Source: DVRPC, 2019

APPENDIX G

Summary of the TIP Public Involvement Process, Public Comments, Agency Responses, and List of Recommended Changes

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DVRPC Public Involvement Process

A critical component of the DVRPC TIP development and adoption process is the Public Involvement Process that is documented in this Appendix. This Appendix includes multiple documents:

- Overview summary of the TIP Public Involvement Process;
- Abbreviated summary (index) and original public comments (full content) received during the July 9, 2019, through August 9, 2019, formal public comment period;
- Responses to the public comments submitted during the comment period, which were provided by the appropriate agency for a project or issue raised in the public comment. Note that DVRPC compiled the comments and responses, and provided 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;
- Several items of supporting documentation from the Public Involvement Process, including the DVRPC formal public notice on the public comment period; a "Highlights" document of the Draft TIP, which was e-mailed 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 public comment period in area newspapers, as required.
- List of Recommended Changes to the Draft DVRPC FY2020 TIP for New Jersey: since the Board's approval of the FY2020 TIP on September 26, 2019, changes listed in the table have been incorporated into this final TIP document. The DVRPC Board was presented with the Draft Program and the List of Recommended Changes for adoption as the region's official selection of transportation projects.

Summary of the Public Involvement Process for the FY2020 TIP for New Jersey

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 a 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. DVRPC strives to provide a variety of opportunities for residents to participate and become informed of the programming decisions that will affect the future of this region.

DVRPC engages in a multi-faceted public outreach program in order to provide a variety of opportunities for members of the public to make comments 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 enhanced public participation process, and in particular, during the formal Draft TIP public comment period. The 32-day public comment period for the Draft DVRPC FY2020 TIP for New Jersey opened on July 9, 2019 and closed on August 9, 2019 at 5:00 PM (EST). Outreach occurred to specific communities as well as to the region as a whole. Per the Commission's recently adopted language access plan, the Public Notice and Draft TIP Highlights document were translated into Spanish and distributed to the libraries. DVRPC also sent the Public Notice of the public comment period and the scheduled public meeting/information session to individuals and organizations representing traditional and underserved transportation users; minority and low income populations; tribal governments; interest groups; nonprofit organizations; traditional transportation and transit users; the private sector; and the general public. An email notice about the public comment period was sent to over 3,500 individuals, organizations, and DVRPC affiliated groups.

Legal notices explaining the public comment process were published by five newspapers: *The Philadelphia Inquirer*, the *Courier-Post*, *The Times of Trenton*, *South Jersey Times*, and *Al Dia*. Media advisories were issued to a wide variety of electronic and print media outlets prior to the start of the public comment period. Hardcopies of the Draft TIP and Draft STIP documents were available at DVRPC's Resource Center, and the Draft TIP documents were mailed to 15 area libraries in New Jersey, including the City of Philadelphia, for public review. Hardcopies of the Draft TIP documents and copies of the public notices were sent to Tribal governments. The Draft TIP documents and an enhanced user-friendly web map application were made available online, which continues to be a successful format for soliciting comments. DVRPC also used various social media outlets (Facebook, Instagram, LinkedIn, and Twitter) to highlight the Draft TIP and promote the public comment period. Announcements about the Draft TIP's public comment period, the public meeting, and illustrative examples of projects in the Draft TIP were posted on DVRPC's official Facebook, Instagram, and Twitter accounts. The public meeting/information session was held on:

MONDAY, JULY 29, 2019
6:00 P.M. – 8:00 P.M. (EST)
JOYCE MCDADE ADMINISTRATION BUILDING
640 SOUTH BROAD STREET
TRENTON, NJ 08611

Copies of the announcements, media releases, legal notices, and public information document follow this summary.

This public comment period also served as an opportunity for the public to comment on the Draft STIP, available online at www.state.nj.us/transportation/capital. The public involvement process for the Draft TIP conducted by DVRPC was in cooperation with NJDOT, NJ TRANSIT, and the DRPA/PATCO to satisfy the

requirements placed by federal legislation and regulation for all FTA and FHWA funded projects in the Draft TIP and Draft STIP. Public Involvement for the Draft TIP was also used to satisfy public involvement requirements for NJDOT, NJ TRANSIT, and the DRPA/PATCO's program of projects.

DVRPC's website (www.dvrpc.org) was a vital tool in public outreach and continues to serve a useful purpose during the TIP update (and maintenance) cycle. The public notice and the entire Draft TIP and Draft STIP documents were placed on the DVRPC website, as were the dates and locations of the public meeting/information session and other general information. People were able to download and/or access Draft TIP and Draft STIP materials during the public comment period, use the Draft TIP enhanced search and web map tool, and submit their comments through the Draft TIP's online commenting feature. In addition, a dedicated e-mail address was available (tip@dvrpc.org) to facilitate the submission of comments. DVRPC also accepted comments by U.S. mail and fax.

Public Comment Guidance

In an effort to receive more substantive comments, DVRPC offered extended guidance. Listed below are questions that DVRPC asked the public to consider during the review of the Draft TIP and Draft STIP documents.

- Given the projects in this Draft TIP or Draft STIP, are we heading in the right direction? Are we meeting the needs of the region? Are we following the intent of the FAST Act?
- Does the Draft TIP or STIP 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; nontraditional projects (such as pedestrian, bicycle, or operational improvements); or freight improvements, 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, is this region investing money in the right types of projects?
- Is the Draft TIP or Draft STIP document easy to use? How can they further improve?

Comments were not limited to the broader issues of concern above. DVRPC, as always, welcomed opinions on specific projects contained in the Draft TIP or STIP, the Draft TIP or STIP development process, or on any other topic of concern. However, we reminded those intending to recommend new projects for the Draft TIP or Draft STIP that in order to earn a place on the TIP or STIP, 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 being placed on the TIP and STIP in some future year. DVRPC also made available a guide to help members from the public craft effective comments on the Draft TIP and STIP. It is available online at www.dvrpc.org/TIP/Draft/pdf/tips.pdf.

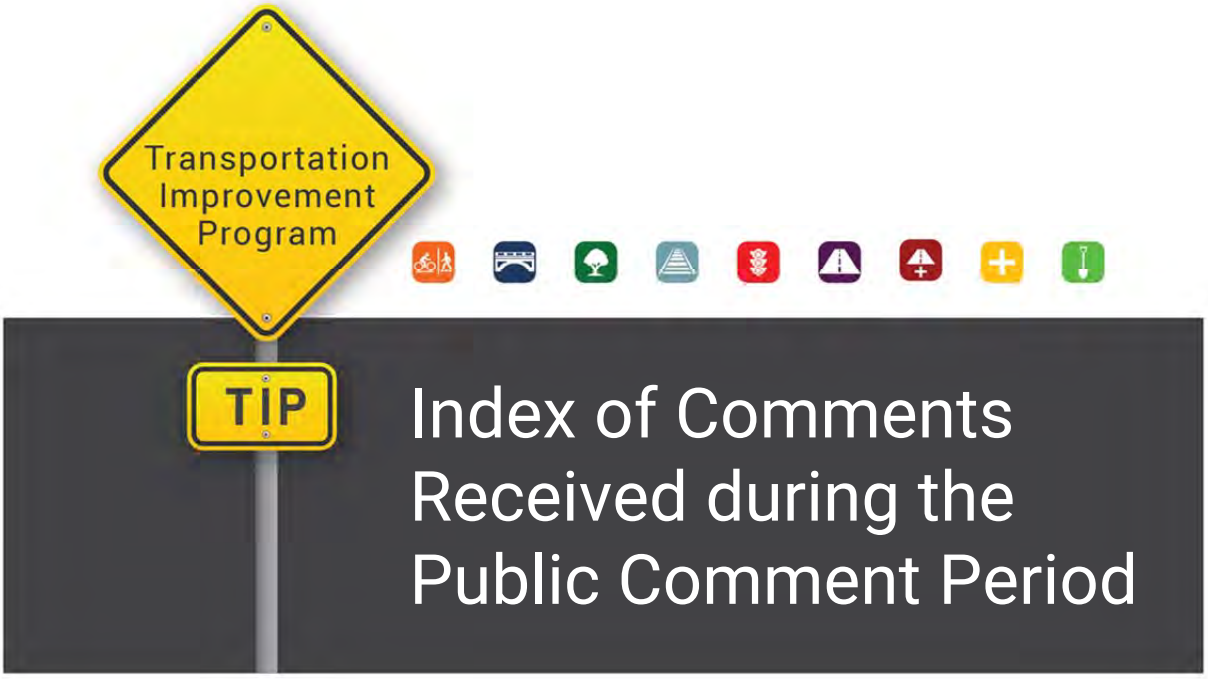
Summary of Public Comments

After the public comment period ended, DVRPC reviewed each public submission via the online commenting feature of the Draft TIP web map, email, fax, and snail mail, and if necessary, followed-up with the person who submitted a comment ("commentor") for clarification. A total of 69 individuals from the general public (including some on behalf of advocacy groups), advocacy groups, a County Freeholder, and municipal representatives submitted 77 written comments on the Draft TIP via the web-based online commenting application, email and U.S. mail. The public commented on a total of 82 issues. Since some individuals commented on more than one issue in a submitted comment, DVRPC assigned each issue an "Item ID" that was used to identify responses from the DVRPC regional planning partner agencies and included in the Appendix.

There were five general types of issues out of 82 issues received from 69 individuals. They are listed below by percent of comments received per issue.

1. All but one of the 65 percent of comments were requests for DVRPC to set-aside $1 million in the next DVRPC Competitive CMAQ Program for Circuit Trails; one comment expressed gratitude to DVRPC for doing this in the previous FY2018 Competitive CMAQ Program;
2. 22 percent of comments were project concerns, questions, and/or suggestions;
3. Nine percent of comments were requests for a new TIP project, line item, or study;
4. Four percent of comments supported a project or other TIP related item; and
5. One percent of comments were general concerns, questions, and/or suggestions.

A response from the appropriate agency was provided for every public comment that DVRPC received via email, U.S. mail, or the web application during the public comment period.



Index of Comments Received during the Public Comment Period

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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INDEX OF COMMENTS

ITEM #	COMMENTOR	SUMMARY OF COMMENT

Summary of Comments Received from the General Public

Burlington County

General TIP Comments: General concerns questions, and/or suggestions

1	Hana Cain	Identified an asset need

General TIP Comments: Requests for a new TIP project/line item/study

2	Jeffrey Oliver	Requests the Centerton Road Bridge over the Rancocas Creek to preserve its function for motor vehicles and/or be added to the TIP.
3	Victoria Cuneo	Requests the Centerton Road Bridge over the Rancocas Creek to preserve its function for motor vehicles and/or be added to the TIP.

Mercer County

DB #: D1710: Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (Local Project)

4	Will Cowan	Project comments/concerns/suggestions

DB #: D1910: Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (Local Project)

5	Will Cowan	Project comments/concerns/suggestions

Various Counties

General TIP Comments: DVRPC Competitive CMAQ Program request or comment

6	Alan Mann	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
7	Alexandra Pinz	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
8	Ali Jaffar	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
9	Ann Gillespie	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
10	Barbara Boland	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
11	Bob Gallagher	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
12	Brandee Blasi	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
13	Brian O'Mara	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
14	CB Michaels	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
15	Chris Cominetto	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
16	Craig Wilkie	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
17	Dan Rappoport	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
18	David Heller	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
19	Don Vonderschmidt	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
20	Ed Arnold	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
21	Eileen Kuriskin	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects

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ITEM #	COMMENTOR	SUMMARY OF COMMENT

Summary of Comments Received from the General Public

22	Eileen Kuriskin	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
23	Eleanor Horne	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
24	Frances Horn	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
25	Geannine LeBude	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
26	Gregory Milewski	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
27	Ilene Dougherty	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
28	Janet Heroux	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
29	Janilsa Smith	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
30	Jim DeSandro	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
31	John Bradley	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
32	John Fitzpatrick	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
33	Jon Davis	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
34	Karen Allen	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
35	Kathleen McCaffrey	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
36	Katrina Janco	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
37	Lisa Joy	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
38	Liz Sewell, Rails-to-Trails Conservancy	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
39	Louis Styers	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
40	Marian Stuart	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
41	Mark Budka	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
42	Michael Stabile	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
43	Mike Vazquez	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
44	Mike Zickler	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
45	Neil LeBude	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
46	P. John Paulson	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
47	Paul Wisniewski	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects

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ITEM #	COMMENTOR	SUMMARY OF COMMENT

Summary of Comments Received from the General Public

48	Rachel Truckley	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
49	Robert Szabo	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
50	Scott Barnes	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
51	Silvia Ascarelli	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
52	Sonia Szczesna	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
53	Stella Bonaparte	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
54	Stewart Clamen	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
55	Suzanne Schwartz	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
56	Thomas Atherholt	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
57	Todd Lane	Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects
58	Alison Hastings	Expresses gratitude re: DVRPC FY2018 Competitive CMAQ Program's $2 million Circuit Trail project awards

General TIP Comments: Supports project or other TIP related item

59	Gary Toriello	Supports Draft TIP

Summary of Comments Received from the Advocacy Groups

Burlington County

DB #: 12346: Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd

60	John Boyle, Bicycle Coalition of Greater Philadelphia	Supports project

DB #: 12346A: Route 130, CR 545 (Farnsworth Avenue)

61	John Boyle, Bicycle Coalition of Greater Philadelphia	Supports project

DB #: 9212C: Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)

62	John Boyle, Bicycle Coalition of Greater Philadelphia	Against project as is; provides project suggestions

Camden County

DB #: D1709: Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements) (Local Project)

63	Julia Raskin, NJ Conservation Foundation	Project comments/concerns/suggestions
64	Sonia Szczesna, Tri-State Transportation Campaign	Project comments/concerns/suggestions

DB #: D1914: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (Local Project)

65	Julia Raskin, NJ Conservation Foundation	Project comments/concerns/suggestions
66	Sonia Szczesna, Tri-State Transportation Campaign	Project comments/concerns/suggestions

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ITEM #	COMMENTOR	SUMMARY OF COMMENT

Summary of Comments Received from the Advocacy Groups

Gloucester County

DB #: D1203: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (Local Project)

67	John Boyle, Bicycle Coalition of Greater Philadelphia	Project questions
68	Sonia Szczesna, Tri-State Transportation Campaign	Project questions

Summary of Comments Received from the DVRPC Planning Partners & Agencies

Burlington County

DB #: 12380: Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections

69	Burlington County Freeholder Director Tom Pullion	Requests to advance project schedule
70	Mount Laurel Township Mayor Kurt Folcher	Requests to advance project schedule

DB #: 18326: Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

71	Burlington City Mayor Barry Conaway	Requests to advance project schedule and continue studying the intersection with consideration of the Connector Road — River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way by-pass concept
72	Burlington County Freeholder Director Tom Pullion	Requests to advance project schedule and continue studying the intersection with consideration of the Connector Road — River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way by-pass concept
73	Burlington Township Mayor Brian Carlin	Requests to advance project schedule and continue studying the intersection with consideration of the Connector Road — River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way by-pass concept
74	Florence Township Mayor Craig H. Wilkie	Requests to advance project schedule and continue studying the intersection with consideration of the Connector Road — River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way by-pass concept

DB #: 191A: Route 295/38, Missing Moves, Mount Laurel

75	Burlington County Freeholder Director Tom Pullion	Requests to advance project schedule
76	Mount Laurel Township Mayor Kurt Folcher	Requests to advance project schedule

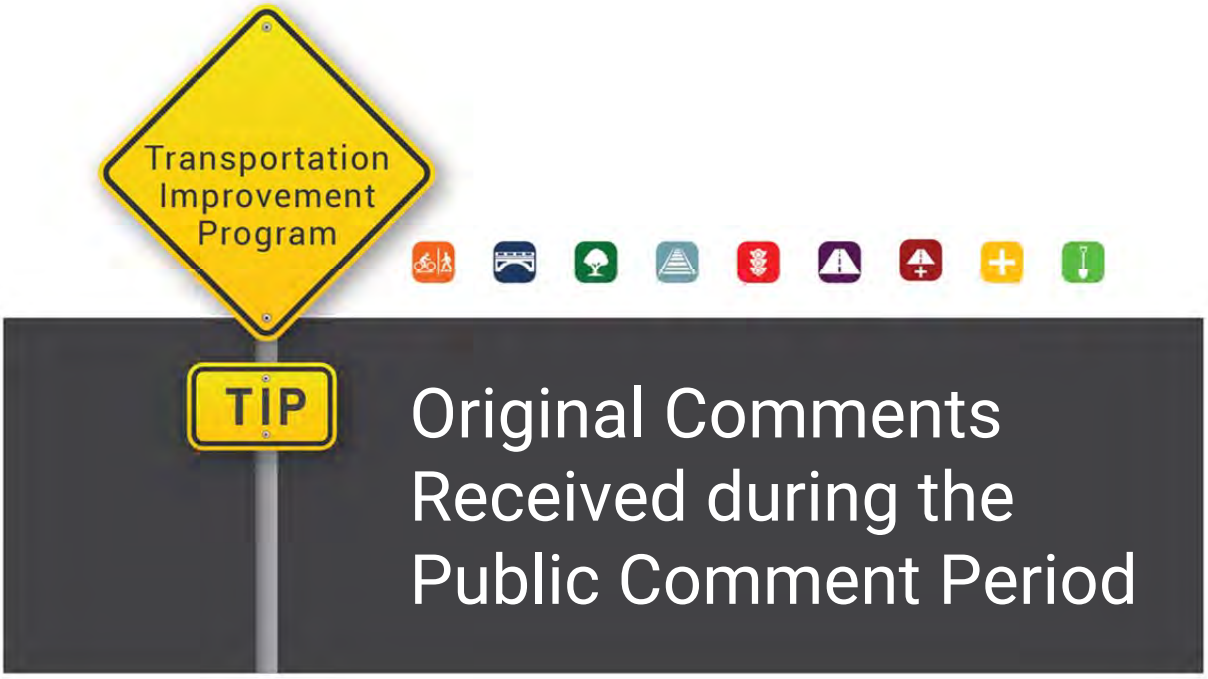
General TIP Comments: Requests for a new TIP project/line item/study

77	Burlington County Freeholder Director Tom Pullion	Requests to advance a Long-Range Plan project, replace jughandle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road, to the FY2020 TIP Study and Development Program
78	Delanco Township Mayor Kate Fitzpatrick	Requests to advance a Long-Range Plan project, replace jughandle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road, to the FY2020 TIP Study and Development Program
79	Edgewater Township Municipal Clerk Colleen Treusch	Requests to advance a Long-Range Plan project, replace jughandle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road, to the FY2020 TIP Study and Development Program
80	Florence Township Mayor Craig H. Wilkie	Requests to consider the Connector Road — River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way by-pass concept in the TIP
81	Willingboro Township Mayor Martin Nock	Requests to advance a Long-Range Plan project, replace jughandle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road, to the FY2020 TIP Study and Development Program

NJ TRANSIT

DB #: T95: Light Rail Infrastructure Improvements

82	Loretta Kelly	Project questions



Original Comments Received during the Public Comment Period

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Item ID#: 1

Name: Hana Cain **County:** Burlington County

Project Title: General Comment

Comment:

Burlington County Route 537 (Garden St in Mt Holly) needs to be repaved

Item ID#: 2

Name: Jeffrey Oliver **County:** Burlington County

Project Title: General Comment

Comment:

The Centerton Bridge in Burlington County affects so many. Without access many are traveling 295 during peak hours and feel endangered from high volume and speed they must deal with. I personally know several that refuse to take The southbound direction and go to Rt. 130 and up Creek Rd. just to avoid that stretch. People cancel Dr. appointments to avoid taking that road. It's ridiculous to drive miles out of your way to take a 5 minute trip to shop or go to a Dr. appointment because you fear driving that stretch of road. Elderly and young drivers suffer the most. Please find away to bring our bridge back. We desperately miss our Centerton Bridge.

Item ID#: 3

Name: Victoria Cuneo **County:** Burlington County

Project Title: General Comment

Comment:

The lives of residents of local communities were irrevocably changed by the abrupt 2014 closure of the Centerton Bridge. A petition to rebuild the bridge has more than 4370 signatures. We have a Facebook page: Rebuild the Centerton Bridge. We have written letters to members of the Freeholder board, to senators and representatives - some of whom were photographed in front of the bridge when they wanted the gas tax passed. We attend every Freeholder meeting, and ask for the bridge to be rebuilt. There is a feasibility study in progress at this time.

It is not just the elderly of the area affected by the closure of the bridge. My own commute from Moorestown to Columbus has been altered - I avoided 295 because of the traffic and frequent accidents through that area. Many mornings (or afternoons) I am delayed thanks to accidents between exits 40 and 45.

I also work at the Wegman's in Mount Laurel, and know many co-workers - and people in other stores - whose daily commute is extended by the closure. An estimated 14K cars passed over that bridge on a daily basis prior to its closure. 295 has been tremendously impacted. Whether it was built to accommodate the closure is immaterial - the construction was inadequate, because there are

accidents in that area on a regular basis (often motorcycles, that previously used the bridge). That portion of Route 130 is also infamous for being a high-accident zone; I know people who refuse to use it. There are many county residents whose personal boundaries have shrunk because of the bridge closure.

Estimates for the cost of rebuilding the bridge have doubled and tripled since the initial closure; we wonder if there is a hidden agenda behind such actions. We do not need a fancy span; no boat traffic uses that portion of the Rancocas Creek. In 1962, the Coast Guard determined that water plants and silt in the creek make it too shallow for boats with deep drafts, so a swing bridge or tall arch is not required. They placed markers in the creek above this area at that time to deter boat traffic. The present bridge is a swing bridge; friends who have lived in the Twin Hills neighborhood of Willingboro for 30 years have never seen it open for boat traffic. The idea that we need to accommodate water traffic is fiction. One lane each way, with a bike/pedestrian path to benefit bicyclists who enjoy the many trails in New Jersey would be fine. A speed limit of 25 is recommended.

Historically, the bridge is significant. Built in 1903, it appears in the county seal of Burlington and is vital to the municipalities of Moorestown -Delran -Mount Laurel- Willingboro-Burlington. Please put the Centerton Bridge on your long-term list of projects - the residents of the most populated part of Burlington County need it. We appreciate having the opportunity to have our voices heard in this venue. Thank you. I attended the July 29 meeting in Trenton and was extremely impressed by what I saw and heard. For the first time since 2011 (I am a teacher), I am proud and happy to be a native of this state

Item ID#: 4

Name: Will Cowan **County:** Mercer County

Project Title: General Comment

Comment:

Reduce lane width to 10'. As the bridge is located in an urban area with signalized intersections (w/ high pedestrian volumes) on either end, road should be constructed in a context sensitive way but not allowing motorists to gain speed with a wide roadway. Consider barrier protected bike lanes to further reduce the visual width of the roadway.

Item ID#: 5

Name: Will Cowan **County:** Mercer County

Project Title: General Comment

Comment:

Comment in support of project. I also recommend inclusion of additional traffic calming treatments, such as curbed medians and crosswalks at mid block locations to accommodate bus riders and connect communities on both sides of the roadway

Item ID#: 6

Name: Alan Mann **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Alan Mann
PRINCETON, NJ 08540

Item ID#: 7

Name: Alexandra Pinz **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Alexandra Pinz
Princeton, NJ 08540

Item ID#: 8

Name: Ali Jaffar **County:** Various Counties

Project Title: General Comment

Comment:

Bike trails are critical infrastructure and ensuring the protection of the trails, specifically, the Circuit Trails, are critical. Set aside a million dollars for this, please.

Item ID#: 9

Name: Ann Gillespie **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

These trails will help economically, environmentally, and recreationally.

Sincerely,
Ann Gillespie
Audubon, NJ 08106

Item ID#: 10

Name: Barbara Boland **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Barbara Boland
Manchester, NJ 08759 [Ocean County]

Item ID#: 11

Name: Bob Gallagher **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Bob Gallagher
Pine Beach, NJ 08741 [Ocean County]

Item ID#: 12

Name: Brandee Blasi **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Brandee Blasi
West Deptford, NJ 08066

Item ID#: 13

Name: Brian O'Mara **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Brian O'Mara
Hamilton, NJ 08619

Item ID#: 14

Name: CB Michaels **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
cb michaels
Mantua, NJ 08051

Item ID#: 15

Name: Chris Cominetto **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects

now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Chris Cominetto
Cherry Hill, NJ 08003

Item ID#: 16

Name: Craig Wilkie **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Craig Wilkie
Florence, NJ 08505

Item ID#: 17

Name: Dan Rappoport **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
dan rappoport
Princeton, NJ 08540

Item ID#: 18

Name: David Heller **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP. This is very important for not just the DVRPC region, but the extended Southern New Jersey region.

Sincerely,
David Heller
Vineland, NJ 08360 [Cumberland County]

Item ID#: 19

Name: Don Vonderschmidt **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Don Vonderschmidt
Marlton, NJ 08053

Item ID#: 20

Name: Ed Arnold **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Ed Arnold
Sicklerville, NJ 08081

Item ID#: 21

Name: Eileen Kuriskin **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Eileen Kuriskin
Westampton, NJ 08060

Item ID#: 22

Name: Eileen Kuriskin **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Eileen Kuriskin
Westampton, NJ 08060

Item ID#: 23

Name: Eleanor Horne **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Eleanor Horne
Lawrenceville, NJ 08648

Item ID#: 24

Name: Frances Horn **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects

now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
FRANCES HORN
Cinnaminson, NJ 08077

Item ID#: 25

Name: Geannine LeBude **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Geannine LeBude
Burlington, NJ 08016

Item ID#: 26

Name: Gregory Milewski **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Gregory Milewski
Audubon, NJ 08106

Item ID#: 27

Name: Ilene Dougherty **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Ilene Dougherty
Maple Shade, NJ 08052

Item ID#: 28

Name: Janet Heroux **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Janet Heroux
Princeton, NJ 08540

Item ID#: 29

Name: Janilsa Smith **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Janilsa Smith
08562, NJ 08562

Item ID#: 30

Name: Jim DeSandro **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Jim DeSandro
Barrington, NJ 08033

Item ID#: 31

Name: John Bradley **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
JOHN BRADLEY
Haddon Township, NJ 08108

Item ID#: 32

Name: John Fitzpatrick **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
john fitzpatrick
pitman, NJ 08071

Item ID#: 33

Name: Jon Davis **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects

now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Jon Davis
Sicklerville, NJ 08081

Item ID#: 34

Name: Karen Allen **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Karen Allen
Mullica Hill, NJ 08062

Item ID#: 35

Name: Kathleen McCaffrey **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Kathleen Mccaffrey
Medford, NJ 08055

Item ID#: 36

Name: Katrina Janco **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Katrina Janco
Audubon, NJ 08106

Item ID#: 37

Name: Lisa Joy **County:** Various Counties

Project Title: General Comment

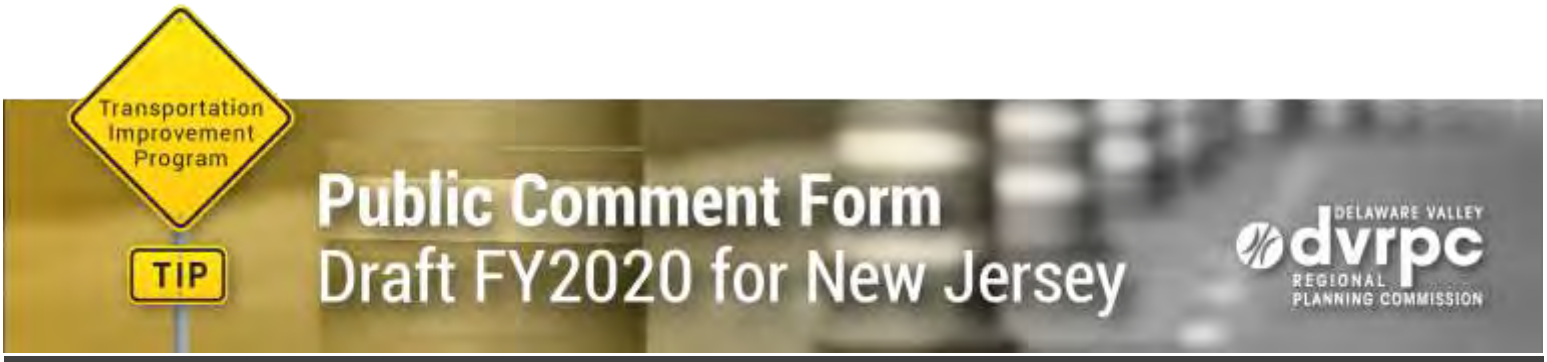
Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Lisa Joy
Trenton, NJ 08620



Item ID#: 38

Name: Liz Sewell, Rails-to-Trails Conservancy **County:** Various Counties

Project Title: General Comment

Comment:

Dear DVRPC Board members, :
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Liz Sewell
Haddonfield, NJ 08033

Item ID#: 39

Name: Louis Styers **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Louis Styers
Southampton, NJ 08088

Item ID#: 40

Name: Marian Stuart **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Marian Stuart
Skillman,, NJ 08558 [Somerset County]

Item ID#: 41

Name: Mark Budka **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

I am very interested in safe bike routes for my health and the health of my family.

I like to have the ability to bike to other places, enjoy local towns and shops, and return home safely without the threat of cars.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Mark Budka
Moorestown, NJ 08057

Item ID#: 42

Name: Michael Stabile **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
Thank you for supporting the $2M award for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

We truly need safe cycling trails for our work, recreation and youth.

Sincerely,
Michael Stabile
SHAMONG, NJ 08088

Item ID#: 43

Name: Mike Vazquez **County:** Various Counties

Project Title: General Comment

Comment:

Please set aside 1 million dollars for trails

Item ID#: 44

Name: Mike Zickler **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Mike Zickler
Moorestown, NJ 08057

Item ID#: 45

Name: Neil LeBude **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Neil LeBude
Burlington, NJ 08016

Item ID#: 46

Name: P. John Paulson **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Thanks, John Paulson

Sincerely,
P. John Paulson
Ocean City, PA 08226 [Cape May County]

Item ID#: 47

Name: Paul Wisniewski **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Paul Wisniewski
Collingswood, NJ 08108

Item ID#: 48

Name: Rachel Truckley **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

These trails will assist in providing our youth and their families with additional space to explore in the natural environment.

Sincerely,
Rachel Truckley
Camden, NJ 08102

Item ID#: 49

Name: Robert Szabo **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Robert Szabo
COLLINGSWOOD, NJ 08108

Item ID#: 50

Name: Scott Barnes **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:

I am writing to urge you to set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP. As a bicyclist and bicycle commuter, I value a safe and well-maintained trail network in my local community and region. Having such a network strengthens our region's competitiveness and encourages more citizens to engage in healthy recreational activities.

Sincerely,
Scott Barnes
Wenonah, NJ 08090

Item ID#: 51

Name: Silvia Ascarelli **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Silvia Ascarelli
Princeton Junction, NJ 08550

Item ID#: 52

Name: Sonia Szczesna **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Sonia Szczesna
Trenton, NJ 08611

Item ID#: 53

Name: Stella Bonaparte **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Stella Bonaparte

Collingswood, NJ 08108

Item ID#: 54

Name: Stewart Clamen **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

I feel that an extensive biking network in our area will help promote both commuter and recreational cycling which can improve health and well-being in the community.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Stewart Clamen
Cherry Hill, NJ 08003

Item ID#: 55

Name: Suzanne Schwartz **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Suzanne Schwartz
Audubon, NJ 08106

Item ID#: 56

Name: Thomas Atherholt **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Thomas Atherholt
Moorestown, NJ 08057

Item ID#: 57

Name: Todd Lane **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
First, thank you for awarding $2M for two Circuit Trail projects in 2018.

However, in order for the region to complete 500 miles of Circuit Trails by 2025, there are 61 miles that need to be constructed in New Jersey. Clearly, more funding is needed to advance these projects now.

Please set aside at least $1 Million of the FY2020 Competitive CMAQ Program for construction-ready Circuit Trails projects and reflect that set aside in the 2020 New Jersey TIP.

Sincerely,
Todd Lane
Brigantine, NJ 08203 [Atlantic County]

Item ID#: 58

Name: Alison Hastings **County:** Various Counties

Project Title: General Comment

Comment:

Dear members:
Thank you for awarding $2M for two Circuit Trail projects in 2018.

Sincerely,
Alison Hastings
Haddon Township, NJ 08108

Item ID#: 59

Name: Gary Toriello **County:** Various Counties

Project Title: General Comment

Comment:

SUPPORT [the Draft TIP]

Item ID#: 60

Name: John Boyle, Bicycle Coalition of Greater **County:** Burlington County

Project Title: General Comment

Comment:

Comments from the Bicycle Coalition of Greater Philadelphia:We support this project and we hope that the public can be a part of the design process.

Item ID#: 61

Name: John Boyle, Bicycle Coalition of Greater **County:** Burlington County

Project Title: General Comment

Comment:

Comments from the Bicycle Coalition of Greater Philadelphia:We fully support this project.

Item ID#: 62

Name: John Boyle, Bicycle Coalition of Greater **County:** Burlington County

Project Title: General Comment

Comment:

Comments from the Bicycle Coalition of Greater Philadelphia: We cannot support this project as presented. New Jersey bicycle and pedestrian compatibility guidelines are outdated and should be replaced with current NJDOT complete streets guide standards.

Item ID#: 63

Name: Julia Raskin, NJ Conservation Foundati **County:** Camden County

Project Title: DBNUM: (D1709) Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)

Comment:

The scope of this project does not include the intersection of Glen Drive and Kaighn Ave, where the Green Way exits Farnham Park to connect to the Kaighn Ave Multi-Use trail. NJ Conservation Foundation and the Parkside Business Community in Partnership are working together to build a new trail along Euclid Avenue that would connect the Green Way and the Circuit to the Camden Historical Society and would act as a gateway to the Parkside neighborhood. With fast moving traffic on Kaighn Avenue, the current crosswalk is insufficiently marked to create a safe crossing for people who are entering or exiting the park to access the Circuit Trail on Kaighn Avenue or the proposed trail to the Camden Historical Society. Additionally, the curb where the trail head meets the crosswalk is not ADA accessible. Connecting to a section of Park Boulevard already busy with vehicles, bicycles as well as pedestrians, the Euclid Avenue trail would serve as a safer and pronounced gateway for Parkside residents and visitors, however this crosswalk must be addressed to ensure the safety of pedestrians and bicyclists traveling from Farnham Park or the Kaighn Avenue Circuit Trail.

Item ID#: 64

Name: Sonia Szczesna, Tri-State Transportatio **County:** Camden County

Project Title: General Comment

Comment:

The scope of this project does not include the intersection of Glen Drive and Kaighn Ave, where the Green Way exits Farnham Park to connect to the Kaighn Ave Multi-Use trail. NJ Conservation Foundation and the Parkside Business Community in Partnership are working together to build a new trail along Euclid Avenue that would connect the Green Way and the Circuit to the Camden Historical Society and would act as a gateway to the Parkside neighborhood. With fast moving traffic on Kaighn Avenue, the current crosswalk is insufficiently marked to create a safe crossing for people who are entering or exiting the park to access the Circuit Trail on Kaighn Avenue or the proposed trail to the Camden Historical Society. Additionally, the curb where the trail head meets the crosswalk is not ADA accessible. Connecting to a section of Park Boulevard already busy with vehicles, bicycles as well as pedestrians, the Euclid Avenue trail would serve as a safer and pronounced gateway for Parkside residents and visitors, however this crosswalk must be addressed to ensure the safety of pedestrians and bicyclists traveling from Farnham Park or the Kaighn Avenue Circuit Trail.

Item ID#: 65

Name: Julia Raskin, NJ Conservation Foundati **County:** Camden County

Project Title: DBNUM: (D1914) Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)

Comment:

According to the DVRPC's Mt. Ephraim Avenue (CR 605) Pedestrian Road Safety Audit, Mt. Ephraim has five major clusters of crashes and poses a real safety threat to all road users, particularly people

biking and walking. It is critical that that changes
coming to this avenue include traffic calming measures such curb extensions and a road diet, and consider including a bike lane south of Carl Miller road.

Item ID#: 66

Name: Sonia Szczesna, Tri-State Transportatio **County:** Camden County

Project Title: General Comment

Comment:

According to the DVRPC's Mt. Ephraim Avenue (CR 605) Pedestrian Road Safety Audit, Mt. Ephraim has five major clusters of crashes and poses a real safety threat to all road users, particularly people biking and walking. It is critical that that changes coming to this avenue include traffic calming measures such curb extensions and a road diet, and consider including a bike lane south of Carl Miller road.

Item ID#: 67

Name: John Boyle, Bicycle Coalition of Greater **County:** Gloucester County

Project Title: DBNUM: (D1203) Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

Comment:

Comments from the Bicycle Coalition of Greater Philadelphia: #D1203 has been listed for several years with 2 to 3 million dollars of funding. What is the status of this project? And why has the available funding been removed?

Item ID#: 68

Name: Sonia Szczesna, Tri-State Transportatio **County:** Gloucester County

Project Title: General Comment

Comment:

D1203 has been in the TIP for several years with 2 to 3 million dollars in funds. What is the status of this project? And why have the available funds been zeroed out?

Item ID#: 69

Name: Burlington County Freeholder Director T **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: EXCERPT FROM ENCLOSED LETTER.] The Burlington County Board of Chosen Freeholders (Board) supports the Draft FY2020 TIP for New Jersey that lists the thirteen New Jersey Highway Program projects and the six Study and Development Program projects for Burlington County. While it finds the nineteen projects extremely important, the Board believes one of the New

Jersey Highway Program projects and two of the Study and Development Program projects are of vital significance for addressing current and future traffic issues afflicting Burlington County. The New Jersey Highway Program project is DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673). The two Study and Development Program projects are DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656), and DB# 191A Route 295/38, Missing Moves, Mount Laurel.

New Jersey Highway Program Project DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673):
Route 73 is a major arterial that traverses through densely developed communities with concentrations of housing, employment centers and retail/commercial corridors in Burlington and Camden Counties. Many county and municipal roads provide access to Route 73 from the concentrations of land uses. These land use patterns and circulation networks send a tremendous amount of traffic to Route 73.

Mount Laurel is one of the highly developed communities that has two problematic intersections along Route 73 that are heavily utilized and highly congested. The geometry of the intersection of Route 73 and CR 616 is very complicated. The approaches of CR 616 to Route 73 are offset to each other by less than 250 feet causing difficulty for motorists entering and exiting Route 73 to access either approach of CR 616. The intersection of Ramblewood Parkway that opposes the western approach of CR 616 at Route 73 further complicates the operation of the traffic signal. The signalization of the intersection has several phases that are needed to move traffic through the intersection. The existing geometry and the number of approaches prohibit an efficient operation of the intersection, and the existing traffic congestion causes the intersection to fail.

CR 673 is a major connector serving extensive employment centers around Route 73. The intersection is overwhelmed with a tremendous amount of traffic. While the jughandle from southbound Route 73 to CR 673 was recently improved to provide more vehicle stacking along CR 673 at Route 73, the Route 73 and CR 673 intersection continues to fail.

The Board respectfully requests the New Jersey Department of Transportation (NJDOT) accelerate the studies of these two intersections and reduce the time line for design, right-of-way acquisition and construction for the intersections on the TIP.

Item ID#: 70

Name: Mount Laurel Township Mayor Kurt Fol **County:** Burlington County

Project Title: DBNUM: (12380) Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections

Comment:

[DVRPC NOTE: EXCERPT FROM ENCLOSED LETTER.] Mount Laurel Township would like to provide the following comments on the Draft FY2020 TIP for Burlington County, New Jersey. While it finds the nineteen projects extremely important, the Mount Laurel Governing Body believes one of the New Jersey Highway Program projects and two of the Study and Development Program projects are of

vital significance for addressing current and future traffic issues afflicting Mount Laurel Township. The New Jersey Highway Program project is DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673). The two Study and Development Program projects are DB# 191A Route 295/38, Missing Moves, Mount Laurel.

New Jersey Highway Program Project DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673):
Route 73 is a major arterial that traverses through densely developed communities with concentrations of housing, employment centers and retail/commercial corridors in Burlington and Camden Counties. Many county and municipal roads provide access to Route 73 from the concentrations of land uses. These land use patterns and circulation networks send a tremendous amount of traffic to Route 73.

Mount Laurel is one of the highly developed communities that has two problematic intersections along Route 73 that are heavily utilized and highly congested. The geometry of the intersection of Route 73 and CR 616 is very complicated. The approaches of CR 616 to Route 73 are offset to each other by less than 250 feet causing difficulty for motorists entering and exiting Route 73 to access either approach of CR 616. The intersection of Ramblewood Parkway that opposes the western approach of CR 616 at Route 73 further complicates the operation of the traffic signal. The signalization of the intersection has several phases that are needed to move traffic through the intersection. The existing geometry and the number of approaches prohibit an efficient operation of the intersection, and the existing traffic congestion causes the intersection to fail.

CR 673 is a major connector serving extensive employment centers around Route 73. The intersection is overwhelmed with a tremendous amount of traffic. While the jughandle from southbound Route 73 to CR 673 was recently improved to provide more vehicle stacking along CR 673 at Route 73, the Route 73 and CR 673 intersection continues to fail.

The Governing Body respectfully requests the New Jersey Department of Transportation (NJDOT) accelerate the studies of these two intersections and reduce the time line for design, right-of-way acquisition and construction for the intersections on the TIP. Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 — FY23).

Item ID#: 71

Name: Burlington City Mayor Barry Conaway **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: PER ENCLOSED LETTER.] The City of Burlington would like to comment on the draft DVRPC FY2020 TIP for New Jersey. While we find the (19) nineteen projects extremely important, the City of Burlington believes that the Study and Development Program, Project DB #18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656) is vitally significant to the regional effort to address current and future traffic issues for Burlington County.

Study and Development Program Project DB # 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656):
The intersection of US 130 and CR 656 is part of the crucial link between I-295 (Interchange 52) and New Jersey Turnpike Exit 6A at US 130. The region served by this intersection has experienced significant logistics-based industrial growth adding more than 13 million square feet of gross floor area over a 15-year period. Nine million square feet of new industrial space is in the pipe line. The region has a buildout potential of over 27 million square feet of industrial space. This industrial growth has generated a substantial amount of new car and truck traffic within the region. In addition to the traffic generated by industrial development, the region has experienced significant growth in interstate traffic from Pennsylvania travelling the Pennsylvania Turnpike Extension and utilizing New Jersey Turnpike Exit 6A to access I-295 via US 130 and CR 656.

Currently, the US 130 and CR 656 intersection is experiencing severe traffic congestion that causes the intersection to fail. Growth in future traffic will further exacerbate the congestion. Furthermore, vehicular accidents, including several involving fatalities, have significantly increased at the intersection. There is an upward trend of the frequency of accidents at the US 130 and CR 656 intersection.

We understand that NJDOT has initiated a study of the intersection of US 130 and CR 656. The Burlington County Engineer, the Burlington County Traffic Engineer and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission), along with representatives from Florence Township and Burlington Township, have participated in NJDOT's study. The study generated a number of alternatives that have unsatisfactorily addressed the traffic issues at the intersection, with several proposals potentially devastating the quality of life in several residential communities in Florence Township. There is a strong need to continue studying the intersection with consideration of the CR 656 by-pass concept the County has proposed.

It should also be noted that the intersection is an integral part of a regional plan to mitigate traffic impacts developed by Burlington County and the towns along the corridor. For the past couple of years, Burlington City, Burlington Township and Florence Township have worked collectively with Burlington County and the Burlington County Bridge Commission to develop a regional plan to develop a regional road plan to address the traffic issues along the approximately five (5) mile stretch along Route 130 from High Street in Burlington City through the subject intersection at CR 656 (Florence- Columbus Road). This collaborative plan includes improvements as follows:

1. The intersection of Route 130 and Jones Street in Burlington City
2. The swap of jurisdiction of Neck Road and Dulty's Lane between Burlington County and Burlington Township
3. Improvements to the intersection of Route 130 and Dulty's Lane in Burlington Township
4. The building of a connector road from river Road through Daniels Way and to the intersection of John Galt Way and Route 130
5. Improvements to the intersection of Route 130 and John Galt Way in Burlington Township
6. Improvements to Route 130 and Cedar Lane
7. The subject project at Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

The City of Burlington believes that the regional plan is not going to succeed without all of the components falling into place. For instance, the intersection of Route 130 and Jones Street in Burlington City has received recent NJDOT re-design and construction, however, this re-design was completed before we learned of the Amazon warehouse. Therefore, this intersection is anticipated to see extensive increase in truck traffic and is in need of further study. In the interim and for immediate consideration, we will be respectfully asking NJDOT for new signage to direct truck traffic to Dulty's Lane.

In addition, the connector road from River Road (CR 656) to Route 130 via Daniels Way and John Galt Way (both roads in Haines Industrial Center) is proposed to relieve the existing and proposed traffic increase/congestion on Route 130 and Dulty's Lane by providing an alternate parallel route for trucks to get to and from Route 130. The connector road will assist Florence Township in eliminating truck traffic currently proceeding through their residential neighborhoods on West & East Front Street and Delaware Avenue and proceeding through the Route 130, Delaware Avenue/Florence- Columbus Road. It will also allow Burlington City to reduce the proposed traffic from the new Amazon warehouse on East Pear] Street (River Road) from using Jones Street. While the connector road will mitigate the effect the existing and anticipated traffic along Route 130, those efforts will prove unsuccessful if relieving the traffic on one section of the highway is frustrated by a bottleneck a few miles north at Route 130, Delaware Avenue/Florence-Columbus Road (CR 656). The City of Burlington considers that intersection and the connector road to be the key components to making the regional traffic relieve plan successful.

For these reasons, the City of Burlington respectively requests that your study of the intersection continue to assist in finding a mutually satisfactory solution and to advance the project to design, right-of-way acquisition and construction as soon as possible.

The City of Burlington appreciates DVRPC providing guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Burlington County is a part. We look forward to working with DVRPC to continue improving the region. The transportation projects discussed above are needed to ensure the region is sustainable and livable as they affect quality of life within the City of Burlington, within Burlington County and within the region.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 - FY23).

Sincerely,
Barry W. Conaway
Mayor

Item ID#: 72

Name: Burlington County Freeholder Director T **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: EXCERPT FROM ENCLOSED LETTER.]
Study and Development Program Project DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656):
The intersection of US 130 and CR 656 is part of the crucial link between I-295 (Interchange 52) and New Jersey Turnpike Exit 6A at US 130. The region served by this intersection has experienced significant logistics-based industrial growth adding more than 13 million square feet of gross floor area over a 15-year period. Nine million square feet of new industrial space is in the pipe line. The region has a buildout potential of over 27 million square feet of industrial space. This industrial growth has generated a substantial amount of new car and truck traffic within the region. In addition to the traffic generated by industrial development, the region has experienced significant growth in interstate traffic from Pennsylvania travelling the Pennsylvania Turnpike Extension and utilizing New Jersey Turnpike Exit 6A to access I-295 via US 130 and CR 656.

Currently, the US 130 and CR 656 intersection is experiencing severe traffic congestion that causes the intersection to fail. Growth in future traffic will further exacerbate the congestion. Furthermore, vehicular accidents, including several involving fatalities, have significantly increased at the intersection. There is an upward trend of the frequency of accidents at the US 130 and CR 656 intersection.

The Board understands NJDOT has initiated a study of the intersection of US 130 and CR 656. The County Engineer, the County Traffic Engineer and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission), along with representatives from Florence Township, have participated in NJDOT's study. The study generated a number of alternatives that have unsatisfactorily addressed the traffic issues at the intersection. There is a strong need to continue studying the intersection with consideration of the CR 656 by-pass concept the County has proposed. The Board respectfully requests the study of the intersection continue toward a mutually satisfactory solution and the project advance to design, right-of-way acquisition and construction as quickly as possible.

Item ID#: 73

Name: Burlington Township Mayor Brian Carli **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: PER ENCLOSED LETTER.] Burlington Township offers the following comments to the draft DVRPC FY2020 TIP for New Jersey. While recognizing the importance of the nineteen (19) projects being considered, Burlington Township submits that the Study and Development Program project DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656) is vitally significant to the regional effort to address current and future traffic issues afflicting Northwestern Burlington County.

Project DB# 18326 Route 130. Delaware Avenue/Florence-Columbus Road (CR 656):
The intersection of US 130 and CR 656 is part of the crucial link between I-295 (Interchange 52) and New Jersey Turnpike Exit 6A at US 130. The region served by this intersection has experienced

significant logistics-based industrial growth adding more than 13 million square feet of gross floor area over a 15-year period. Nine million square feet of new industrial space have approvals and are at various stages of construction. The region has a build out potential of over 27 million square feet of industrial space. The industrial growth has generated a substantial amount of new car and truck traffic within the region. The additional traffic generated by industrial development is intensified by a significant growth in interstate traffic from Pennsylvania travelling the Pennsylvania Turnpike Extension and utilizing New Jersey Turnpike Exit 6A to access I-295 via US 130 and CR 656.

Currently, the US 130 and CR 656 intersection is experiencing severe traffic congestion that causes the intersection to fail. Growth in future traffic will further exacerbate the congestion. Furthermore, vehicular accidents, including several involving fatalities, have significantly increased at the intersection. There is an upward trend of the frequency of accidents at the US 130 and CR 656 intersection.

It is understood that NJDOT has initiated a study of the intersection of US 130 and CR 656. The Burlington County Engineer, the Burlington County Traffic Engineer and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission), along with representatives from Florence Township and Burlington Township, have participated in NJDOT's study. The study generated a number of alternatives that have unsatisfactorily addressed the traffic issues at the intersection, with several proposals potentially devastating the quality of life in several residential communities in Florence Township. There is a strong need to continue studying the intersection with consideration of the CR 656 by-pass concept the County has proposed.

It should also be noted that the intersection is an integral part of a regional plan to mitigate traffic impacts developed by the County and the towns along the corridor. For the past two and a half years, Burlington Township, Burlington City and Florence Township have worked collectively with the Burlington County and the Burlington County Bridge Commission to develop a regional plan to develop regional roadway plan to address the traffic issues along the approximately five (5) mile stretch along Route 130 from High Street in Burlington City through the subject intersection at CR 656 (Florence- Columbus Road). The plan that has evolved includes improvements to the following:

1. The intersection of Route 130 and Jones Street in Burlington City;
2. The swap of jurisdiction of Neck Road and Dulty's Lane between Burlington County and Burlington Township;
3. Improvements to the intersection of Route 130 and Dulty's Lane in Burlington Township;
4. The building of a connector road from River Road through Daniels Way and to the intersection of John Galt Way and Route 130;
5. Improvements to the intersection of Route 130 and John Galt Way in Burlington Township;
6. Improvements to Route 130 and Cedar Lane; and
7. The subject project at Route 130, Delaware Avenue/Florence Columbus Road (CR 656).

The regional plan is not going to succeed without all of those components falling into place. For instance, the connector road from River Road (CR 656) to US 130 via Daniels Way and John Galt Way (both roads in Haines Industrial Center) is proposed to relieve the existing and proposed traffic increase/congestion on Route 130 and Dulty's Lane by providing an alternate parallel route for trucks

to get to and from Route 130. The connector road will assist Florence Township in eliminating truck traffic currently proceeding through their residential neighborhoods on West & East Front Street and Delaware Avenue and proceeding through the Route 130, Delaware Avenue/Florence Columbus Road. It will also allow Burlington City to reduce the proposed traffic from the new Amazon warehouse on River Road from using Jones Street. While the connector road will mitigate the effect the existing and anticipated traffic along Route 130, those efforts will prove unsuccessful if relieving the traffic on one section of the highway is frustrated by a bottleneck a few miles North at Route 130, Delaware Avenue/Florence Columbus Road (CR 656). As such Burlington Township considers that intersection and the connector road to be the key components to making the regional traffic relief plan successful. For the above reasons, Burlington Township respectfully requests that the study of the intersection continue to assist in finding a mutually satisfactory solution and to advance the project to design, right- of-way acquisition and construction as soon as possible.

Burlington Township appreciates DVRPC providing guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Burlington County is a part. Burlington Township looks forward to working with DVRPC to continue improving the region. The transportation projects discussed above are needed to ensure the region is sustainable and livable — they affect quality of life within Burlington Township and Burlington County.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 — FY23).

Very truly yours,
Brian J. Carlin
Mayor

Item ID#: 74

Name: Florence Township Mayor Craig H. Wilk **County:** Burlington County

Project Title: DBNUM: (18326) Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

Comment:

[DVRPC NOTE: EXCERPT FROM ENCLOSED LETTER.] Florence Township would like to comment on the draft DVRPC FY2020 TIP for New Jersey. While it finds the nineteen projects extremely important, the township believes one of the Study and Development projects is of vital significance for addressing current and future traffic issues afflicting Burlington County. The Study and Development Program project is DB #18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656). In addition, Florence Township believes it is as equally important for us to support the development of a new connector road from River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way.

Study and Development Program: Project DB #18326, Route 130, Delaware Avenue/Florence-Columbus Road (CR 656):
The intersection of US 130 and CR 656 is part of the crucial link between [-295 (Interchange 52) and New Jersey Turnpike Exit 6A at US 130. The region served by this intersection has experienced

significant logistics-based industrial growth adding more than 13 million square feet of gross floor area over a 15-year period. Nine million square feet of new industrial space is in the pipe line. The region has a buildout potential of over 27 million square feet of industrial space. This industrial growth has generated a substantial amount of new car and truck traffic within the region. In addition to the traffic generated by industrial development, the region has experienced significant growth in interstate traffic from Pennsylvania traveling the Pennsylvania Turnpike Extension and utilizing New Jersey Turnpike Exit 6A to access I-295 via US 130 and CR 656.

Currently, the US 130 and CR 656 intersection is experiencing severe traffic congestion that causes the intersection to fail. Growth in future traffic will further exacerbate the congestion. Furthermore, vehicular accidents, including several involving fatalities, have significantly increased at the intersection. There is also an upward trend in the frequency of accidents at the US 130 and CR 656 intersection.

Florence Township understands NJDOT has initiated a study of the intersection of US 130 and CR 656. The County Engineer, the County Traffic Engineer and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission), along with representatives from Florence Township, Burlington Township and Burlington City have participated in NJDOT's study. The study generated a number of alternatives that have unsatisfactorily addressed the traffic issues at the intersection. There is a strong need to continue studying the intersection with consideration of the CR 656 by-pass concept that Burlington County has proposed. Florence Township respectfully requests the study of the intersection continue toward a mutually satisfactory solution and that the project advance to design, right-of-way acquisition and construction as quickly as possible.

Item ID#: 75

Name: Burlington County Freeholder Director T **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: EXCERPT FROM ENCLOSED LETTER.]
Study and Development Program Project DB# 191A Route 295/38, Missing Moves, Mount Laurel: Interchange 40 of I-295 lacks direct traffic movements to and from Route 38. Motorists traveling southbound I-295 are unable to connect directly to eastbound Route 38. Instead, motorists must travel westbound on Route 38 to the jughandle at Marter Avenue and wait at the traffic signal to turn left to travel eastbound on Route 38. Motorists desiring to access northbound I-295 from westbound Route 38 must travel past I-295 and utilize the jughandle at Marter Avenue to turn left onto eastbound Route 38 to connect with the ramp to northbound I-295. These missing movements are causing tremendous queuing backups along southbound I-295 and westbound Route 38 and at the intersection of Marter Avenue and the westbound Route 38 jughandle. Because of these missing movements and the congestion occurring near I-295 interchange 40, motorists utilize narrow, two-lane county and municipal roadways to access Interchange 43 at Creek Road (CR 636) to access northbound I-295 and to make return trips from southbound I-295. The traffic heading to and from Interchange 43 have greatly congested county and municipal roads causing intersections to fail. The missing movements at Interchange 40 have a profound negative impact on the region, affecting not

only Route 38 and Marter Avenue but roads leading to Interchange 43 as well.

The region served by Interchange 40 has grown significantly since I-295 was constructed at Route 38 over 50 years ago. Residential housing, office parks, industrial facilities and major retail centers were developed in the municipalities surrounding Interchange 40. This growth has generated significant demand to utilize I-295. As the region grows, traffic will continue to increase placing greater demands on Interchanges 40 and 43. The solution is to provide the missing movements at Interchange 40 to provide direct access to I-295 and alleviate unnecessary traffic to Interchange 43. It is imperative the solution be “right sized” in order to ensure the costs for implementation are realistic and affordable. Prior studies of the interchange produced excessively costly solutions that caused the project to be shelved.

The Board strongly encourages speedy completion of the study for Interchange 40 of I-295 and respectfully requests the project move rapidly toward design, right-of-way acquisition and construction to address the mounting traffic issues in the region.

Item ID#: 76

Name: Mount Laurel Township Mayor Kurt Fol **County:** Burlington County

Project Title: DBNUM: (191A) Route 295/38, Missing Moves, Mount Laurel

Comment:

[DVRPC NOTE: EXCERPT FROM ENCLOSED LETTER.]
Study and Development Program Project DB# 191A Route 295/38, Missing Moves, Mount Laurel: Interchange 40 of I-295 lacks direct traffic movements to and from Route 38. Motorists traveling southbound 1I-295 are unable to connect directly to eastbound Route 38. Instead, motorists must travel westbound on Route 38 to the jughandle at Marter Avenue and wait at the traffic signal to turn left to travel eastbound on Route 38. Motorists desiring to access northbound I-295 from westbound Route 38 must travel past I-295 and utilize the jughandle at Marter Avenue to turn left onto eastbound Route 38 to connect with the ramp to northbound I-295. These missing movements are causing tremendous queuing backups along southbound |-295 and westbound Route 38 and at the intersection of Marter Avenue and the westbound Route 38 jughandle. Because of these missing movements and the congestion occurring near I-295 interchange 40, motorists utilize narrow, two-lane county and municipal roadways to access Interchange 43 at Creek Road (CR 636) to access northbound I-295 and to make return trips from southbound I-295. The traffic heading to and from Interchange 43 have greatly congested county and municipal roads causing intersections to fail. The missing movements at Interchange 40 have a profound negative impact on the region, affecting not only Route 38 and Marter Avenue but roads leading to Interchange 43 as well.

The region served by Interchange 40 has grown significantly since I-295 was constructed at Route 38 over 50 years ago. Residential housing, office parks, industrial facilities and major retail centers were developed in the municipalities surrounding Interchange 40. This growth has generated significant demand to utilize |-295. As the region grows, traffic will continue to increase placing greater demands on Interchanges 40 and 43. The solution is to provide the missing movements at Interchange 40 to provide direct access to I-295 and alleviate unnecessary traffic to Interchange 43.

It is imperative the solution be "right sized" in order to ensure the costs for implementation are realistic and affordable. Prior studies of the interchange produced excessively costly solutions that caused the project to be shelved.

The Governing Body strongly encourages speedy completion of the study for Interchange 40 of I-295 and respectfully requests the project move rapidly toward design, right-of-way acquisition and construction to address the mounting traffic issues in the region.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 — FY23).

Very truly yours,
Kurt Folcher
Mayor, Mount Laurel Township

Item ID#: 77

Name: Burlington County Freeholder Director T **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: EXCERPT FROM ENCLOSED LETTER.] Connections 2045 Long-Range Plan for Greater Philadelphia: The Board respectfully requests the following projects identified in the long-range plan Connections 2045 advance to study and development on the FY2020 TIP for New Jersey:

Table 14: Major Regional Roadway Operational Improvement Projects, US 130 Corridor Improvements, Burlington County [found online at https://www.dvrpc.org/Reports/17039.pdf]
1. Eliminate US 130-Rising Sun intersection by realigning Rising Sun Road to connect with Dunns Mill Road. Please know a DVRPC prepared the study Bordentown Township Redevelopment Proposed Connector Road published April 2014 that recommends the scope of work identified in the Long-Range Plan.
2. Replace jughandle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road. Please know DVRPC funded a study of the jughandle, intersection and connector road through a Transportation and Community Development Initiative program grant given to Burlington County. The study Traffic Operational Assessment Study, Route US 130/Bridgeboro Road/Creek Road (CR 625), which was published June 2018, identified an option preferred by Burlington County, Delanco Township and Edgewater Park Township. Resolutions in support of the preferred option were adopted by the three local governments and were sent to you on October 9, 2018.

The Board appreciates DVRPC providing guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Burlington County is a part. The Board looks forward to working with DVRPC to continue improving the region. The transportation projects discussed above are needed to ensure the region is sustainable and livable – they affect quality of life within Burlington County and the region.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23)

Item ID#: 78

Name: Delanco Township Mayor Kate Fitzpatri **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: PER ENCLOSED LETTER.] Delanco Township would like to comment on the draft DVRPC FY2020 TIP:

The Township Committee, on behalf of the residents of the Township of Delanco, supports the Draft FY2020 TIP, specifically the replacement of the jug handle/intersection at northbound US 130 and Bridgeboro Road (CR 625). This improvement is vital, not only for much needed relief of backed up traffic on Route 130, the jug handle and Bridgeboro Road, but most importantly for the safety of motorists left stacked in on-coming traffic from not being able to move forward through the intersection. Also, many times, the right north-bound lane of Route 130 is backed- up with overflow trying to get into the jug handle. This creates a tremendous hazard with fast moving thru traffic on Route 130 needing to break quickly to avoid rear-ending the jug handle traffic stacked out on to Route 130. The jug handle and entire intersection are clearly inadequate for today's population and pose a serious safety threat for all using Route 130 in this area. The Route 130/Bridgeboro Road project is shown in the report as follows:

Table 14: Major Regional Roadway Operational Improvement Projects, US 130 Corridor Improvements, Burlington County [found online at https://www.dvrpc.org/Reports/17039.pdf]

Replace jug handle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road. Please know DVRPC funded a study of the jug handle, intersection and connector road through a Transportation and Community Development Initiative program grant given to Burlington County. The study Traffic Operational Assessment Study, Route US 130/Bridgeboro Road/Creek Road (CR 625), which was published June 2018, identified an option preferred by Burlington County, Delanco Township and Edgewater Park Township. Resolutions in support of the preferred option were adopted by the three local governments and were sent to you on October 9, 2018.

The Delanco Township Committee appreciates the DVRPC providing guidance and assistance to plan for a sustainable and safe Route 130 corridor for its residents and all who travel along this extremely busy roadway. The transportation project discussed above is greatly needed to ensure the area is sustainable, livable and safe.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 — FY23).

Very truly yours,
Kate Fitzpatrick
Mayor

Item ID#: 79

Name: Edgewater Township Municipal Clerk C **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: EXCERPT FROM ENCLOSED LETTER.] The Township Committee of the Township of Edgewater Park (Committee) supports the Draft FY2020 TIP for New Jersey that lists the thirteen New Jersey Highway Program projects and the six Study and Development Program projects for Burlington County. While it finds the nineteen Burlington County projects extremely important, the Committee considers one of the Study and Development Program projects of vital significance for addressing current and future traffic issues afflicting our town and neighboring towns.

Connections 2045 Long-Range Plan for Greater Philadelphia: The Committee respectfully requests the following project identified in the long-range plan Connections 2045 advance to study and development on the FY2020 TIP for New Jersey:

Table 14: Major Regional Roadway Operational Improvement Projects, US 130 Corridor Improvements, Burlington County [found online at https://www.dvrpc.org/Reports/17039.pdf]

2. Replace jughandle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road.

Please know DVRPC funded a study of the jughandle, intersection and connector road through a Transportation and Community Development Initiative program grant given to Burlington County. The study Traffic Operational Assessment Study, Route US 130/Bridgeboro Road/Creek Road (CR 625), which was published June 2018, identified an option preferred by Burlington County, Delanco Township and Edgewater Park Township. Resolutions in support of the preferred option were adopted by the three local governments and were sent to you on October 9, 2018.

The Committee is eager to work with all involved toward remedying this dangerous intersection in question which has been the site of many fatal accidents. Enclosed is the Township's Resolution No. 2018-117 is support of the Conceptual Plan Option No. 2 for the above referenced intersection. The Edgewater Park Township Committee is desirous of improvements to the said intersection to ensure the safety of our residents, neighboring residents and all those traveling through our Township.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 — FY23).

Transportation Improvement Program

TIP

Public Comment Form
Draft FY2020 for New Jersey

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Item ID#: 80

Name: Florence Township Mayor Craig H. Wilk **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: EXCERPT FROM ENCLOSED LETTER.]

Connector Road — River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way:

Florence Township has been closely working with Burlington Township, Burlington City, the Burlington County Engineer's Office and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission) to develop a connector road from River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way. Both Daniels Way and John Galt Way are located in the Haines Industrial Center which is in Florence Township and Burlington Township.

The proposed connector road would greatly alleviate traffic congestion and address the increase of traffic that will be generated in the near future. Florence Township has seen an alarming increase in truck traffic going through the heart of our residential community on West Front Street, East Front Street and Delaware Avenue. The trucks travel past a middle school, several school crossing zones, public parks and then travel over a railroad crossing at the intersection of Delaware Avenue and Railroad Avenue. We are genuinely concerned for the health and safety of our children and residents on these roads, and we are increasingly alarmed by the proliferation of trucks trying to safely navigate the railroad crossing. Tractor trailers are literally converging at the railroad crossing from both directions and safety levels are deteriorating to a point of grave concern. We literally are witnessing trucks sitting on the railroad crossing (which operates light rail service for NJT and separate freight service at night) as the light rail cars are fast approaching. We have also seen passenger vehicles, school buses and trucks stacked up behind tractor trailers across the railroad tracks. Our greatest fear at this location is that truck drivers, school buses or cars will be helplessly stuck on the tracks when the rail crossing gates come down and the trains approach unknowing what lies ahead. In a recent meeting held at the NJDOT, representatives of New Jersey Transit (NJT) also expressed concerns about mounting safety issues at this railroad crossing.

The connector road will not only improve safety in Florence Township, but it will significantly help Burlington Township and Burlington City by establishing a more conducive well-planned alternative truck route directly to and from US Route 130. The connector road will address congestion problems on Dulty's Lane in Burlington Township, and support the safe travel of truck traffic through all three of our municipalities. Further, the connector road will allow Burlington Township, Florence Township, Burlington County and NJDOT to weight restrict the roads (River Road, West and East Front Street and Delaware Avenue) because trucks will then have a highly viable alternative route to US 130.

In coordination with Burlington County, we (Burlington Township, Burlington City and Florence Township) have been working to build support for the construction of this critical connector road. The proposed roadway will safely and efficiently handle truck traffic to the Route 130 Corridor and other destinations, and greatly improve the safety and quality of life for residents in all of our communities. By working together with all other governmental agencies, we can collectively help

solve a severe traffic safety problem in the near future.

Florence Township sincerely appreciates the DVRPC providing guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Burlington County is a part. We look forward to working with the DVRPC to continue improving the region. The transportation projects discussed above are needed to ensure the region is sustainable and livable — they affect quality of life within Burlington County and the region.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 — FY23).

Very truly yours,
Craig H. Wilkie
Mayor

Item ID#: 81

Name: Willingboro Township Mayor Martin No **County:** Burlington County

Project Title: General Comment

Comment:

[DVRPC NOTE: PER ENCLOSED LETTER.] The Willingboro Township supports the Draft FY2020 TIP for New Jersey that lists the thirteen New Jersey Highway Program projects and the six Study and Development Program projects for Burlington County. The Willingboro Township Council believe the New Jersey Highway Program projects are of vital significance for addressing current and future traffic issues afflicting Willingboro, Delanco, and Edgewater Park in Burlington County.

The Willingboro Township Council respectfully requests the following project identified in the long-range plan Connections 2045 advance to study and development on the FY2020 TIP for New Jersey: Table 14: Major Regional Roadway Operational Improvement Projects, US 130 Corridor Improvements, Burlington County [found online at https://www.dvrpc.org/Reports/17039.pdf]

Replace the Jug handle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road. Please know DVRPC funded a study of the jughandle, intersection and connector road through a Transportation and Community Development Initiative program grant given to Burlington County. The study Traffic Operational Assessment Study, Route US 130/Bridgeboro Road/Creek Road (CR 625), which was published June 2018, identified an option preferred by Burlington County, Delanco Township and Edgewater Park Township. Resolutions in support of the preferred option were adopted by the three local governments and were sent to you on October 9, 2018.

Willingboro Township appreciates DVRPC guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Willingboro and Burlington County is a part. The Township Council looks forward to working with DVRPC to continue improving the region. Thank you for your consideration of our request for the Draft FY2020 Transportation Improvement

Program (TIP) for New Jersey (FY20 — FY23).

Sincerely,
Martin Nock, Mayor

Item ID#: 82

Name: Loretta Kelly **County:** NJ TRANSIT

Project Title: DBNUM: (T95) Light Rail Infrastructure Improvements

Comment:

The text associated with this item reads, in part, "Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line…" Will DVRPC NJ FY2020 TIP funds be used for both north Jersey AND south Jersey light rain lines?

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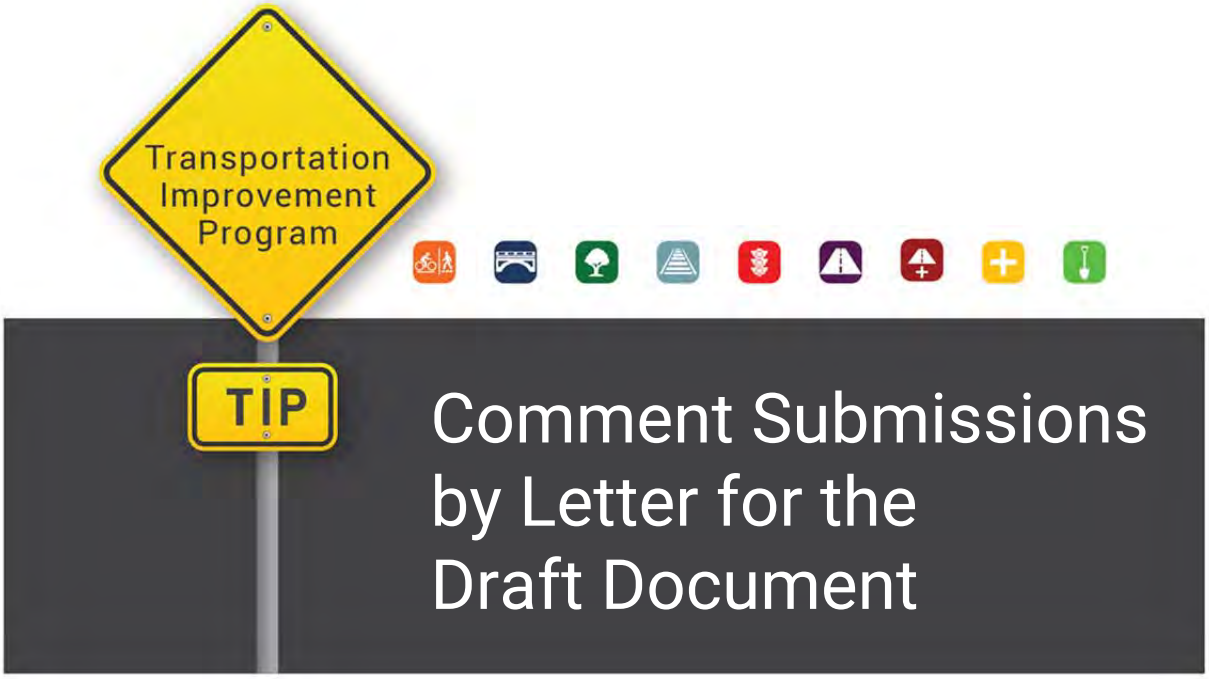

Comment Submissions by Letter for the Draft Document

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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DVRPC Note: Refer to Comment Item ID #s 69, 72, 77, and 75.

Board of Chosen Freeholders
County of Burlington

Office of the County Administrator
P.O. Box 6000, Mount Holly, NJ 08060
(609) 265-5020 • Fax: (609) 702-7000

Eve A. Cullinan
Administrator/Clerk of the Board

Burlington County Freeholders
Tom Pullion, *Director*
Balvir Singh, *Deputy*
Felicia Hopson
Daniel J. O'Connell
Latham Tiver

August 7, 2019

NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

Subject: Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23)

To whom it may concern:

The Burlington County Board of Chosen Freeholders (Board) supports the Draft FY2020 TIP for New Jersey that lists the thirteen New Jersey Highway Program projects and the six Study and Development Program projects for Burlington County. While it finds the nineteen projects extremely important, the Board believes one of the New Jersey Highway Program projects and two of the Study and Development Program projects are of vital significance for addressing current and future traffic issues afflicting Burlington County. The New Jersey Highway Program project is DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673). The two Study and Development Program projects are DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656), and DB# 191A Route 295/38, Missing Moves, Mount Laurel.

<u>New Jersey Highway Program</u>

<u>Project DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673)</u>
Route 73 is a major arterial that traverses through densely developed communities with concentrations of housing, employment centers and retail/commercial corridors in Burlington and Camden Counties. Many county and municipal roads provide access to Route 73 from the concentrations of land uses. These land use patterns and circulation networks send a tremendous amount of traffic to Route 73.

Mount Laurel is one of the highly developed communities that has two problematic intersections along Route 73 that are heavily utilized and highly congested. The geometry of the intersection of Route 73 and CR 616 is very complicated. The approaches of CR 616 to Route 73 are offset to each other by less than 250 feet causing difficulty for motorists entering and exiting Route 73 to access either approach of CR 616. The intersection of Ramblewood Parkway that opposes the western approach of CR 616 at Route 73 further complicates the operation of the traffic signal. The signalization of the intersection has several phases that are needed to move traffic through the intersection. The existing geometry and the number of approaches prohibit an efficient operation of the intersection, and the existing traffic congestion causes the intersection to fail.

CR 673 is a major connector serving extensive employment centers around Route 73. The intersection is overwhelmed with a tremendous amount of traffic. While the jughandle from southbound Route 73 to CR 673 was recently improved to provide more vehicle stacking along CR 673 at Route 73, the Route 73 and CR 673 intersection continues to fail.

The Board respectfully requests the New Jersey Department of Transportation (NJDOT) accelerate the studies of these two intersections and reduce the time line for design, right-of-way acquisition and construction for the intersections on the TIP.

Study and Development Program

Project DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

The intersection of US 130 and CR 656 is part of the crucial link between I-295 (Interchange 52) and New Jersey Turnpike Exit 6A at US 130. The region served by this intersection has experienced significant logistics-based industrial growth adding more than 13 million square feet of gross floor area over a 15-year period. Nine million square feet of new industrial space is in the pipe line. The region has a buildout potential of over 27 million square feet of industrial space. This industrial growth has generated a substantial amount of new car and truck traffic within the region. In addition to the traffic generated by industrial development, the region has experienced significant growth in interstate traffic from Pennsylvania travelling the Pennsylvania Turnpike Extension and utilizing New Jersey Turnpike Exit 6A to access I-295 via US 130 and CR 656.

Currently, the US 130 and CR 656 intersection is experiencing severe traffic congestion that causes the intersection to fail. Growth in future traffic will further exacerbate the congestion. Furthermore, vehicular accidents, including several involving fatalities, have

significantly increased at the intersection. There is an upward trend of the frequency of accidents at the US 130 and CR 656 intersection.

The Board understands NJDOT has initiated a study of the intersection of US 130 and CR 656. The County Engineer, the County Traffic Engineer and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission), along with representatives from Florence Township, have participated in NJDOT's study. The study generated a number of alternatives that have unsatisfactorily addressed the traffic issues at the intersection. There is a strong need to continue studying the intersection with consideration of the CR 656 by-pass concept the County has proposed. The Board respectfully requests the study of the intersection continue toward a mutually satisfactory solution and the project advance to design, right-of-way acquisition and construction as quickly as possible.

Project DB# 191A Route 295/38, Missing Moves, Mount Laurel

Interchange 40 of I-295 lacks direct traffic movements to and from Route 38. Motorists traveling southbound I-295 are unable to connect directly to eastbound Route 38. Instead, motorists must travel westbound on Route 38 to the jughandle at Marter Avenue and wait at the traffic signal to turn left to travel eastbound on Route 38. Motorists desiring to access northbound I-295 from westbound Route 38 must travel past I-295 and utilize the jughandle at Marter Avenue to turn left onto eastbound Route 38 to connect with the ramp to northbound I-295. These missing movements are causing tremendous queuing backups along southbound I-295 and westbound Route 38 and at the intersection of Marter Avenue and the westbound Route 38 jughandle. Because of these missing movements and the congestion occurring near I-295 interchange 40, motorists utilize narrow, two-lane county and municipal roadways to access Interchange 43 at Creek Road (CR 636) to access northbound I-295 and to make return trips from southbound I-295. The traffic heading to and from Interchange 43 have greatly congested county and municipal roads causing intersections to fail. The missing movements at Interchange 40 have a profound negative impact on the region, affecting not only Route 38 and Marter Avenue but roads leading to Interchange 43 as well.

The region served by Interchange 40 has grown significantly since I-295 was constructed at Route 38 over 50 years ago. Residential housing, office parks, industrial facilities and major retail centers were developed in the municipalities surrounding Interchange 40. This growth has generated significant demand to utilize I-295. As the region grows, traffic will continue to increase placing greater demands on Interchanges 40 and 43. The solution is to provide the missing movements at Interchange 40 to provide direct access to I-295 and alleviate unnecessary traffic to Interchange 43. It is imperative the solution be "right sized" in order to ensure the costs for implementation are realistic

and affordable. Prior studies of the interchange produced excessively costly solutions that caused the project to be shelved.

The Board strongly encourages speedy completion of the study for Interchange 40 of I-295 and respectfully requests the project move rapidly toward design, right-of-way acquisition and construction to address the mounting traffic issues in the region.

Connections 2045 Long-Range Plan for Greater Philadelphia

The Board respectfully requests the following projects identified in the long-range plan *Connections 2045* advance to study and development on the FY2020 TIP for New Jersey:

Table 14: Major Regional Roadway Operational Improvement Projects, US 130 Corridor Improvements, Burlington County

1. Eliminate US 130-Rising Sun intersection by realigning Rising Sun Road to connect with Dunns Mill Road. Please know a DVRPC prepared the study *Bordentown Township Redevelopment Proposed Connector Road* published April 2014 that recommends the scope of work identified in the Long-Range Plan.
2. Replace jughandle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road. Please know DVRPC funded a study of the jughandle, intersection and connector road through a Transportation and Community Development Initiative program grant given to Burlington County. The study *Traffic Operational Assessment Study, Route US 130/Bridgeboro Road/Creek Road (CR 625)*, which was published June 2018, identified an option preferred by Burlington County, Delanco Township and Edgewater Park Township. Resolutions in support of the preferred option were adopted by the three local governments and were sent to you on October 9, 2018.

The Board appreciates DVRPC providing guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Burlington County is a part. The Board looks forward to working with DVRPC to continue improving the region. The transportation projects discussed above are needed to ensure the region is sustainable and livable – they affect quality of life within Burlington County and the region.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23).

Very truly yours,

Tom Pullion
Freeholder Director

cc: Honorable Troy Singleton, New Jersey Senator
Honorable Herb Conaway, New Jersey Assemblyman
Honorable Carol A. Murphy, New Jersey Assemblywoman
Honorable Steve Benowitz, Mayor, Bordentown Township
Honorable Barry W. Conaway, Mayor, Burlington City
Honorable Brian J. Carlin, Mayor, Burlington Township
Honorable Kate Fitzpatrick, Mayor, Delanco Township
Honorable William “Bill” Belgard, Mayor, Edgewater Park Township
Honorable Craig H. Wilkie, Mayor, Florence Township
Honorable Kurt Folcher, Mayor, Mount Laurel Township
Honorable Martin Nock, Mayor, Willingboro Township
Joseph Andl, Deputy Director, Burlington County Bridge Commission (BCBC)
Joseph Brickley, County Engineer and Director of Public Works
Mark Remsa, Director, Economic Development and Regional Planning, BCBC

DVRPC Note: Refer to Comment Item ID # 71.

City of Burlington
New Jersey

Office of the Mayor

BARRY W. CONAWAY
Mayor

August 6, 2019

NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

RE: Draft FY2020 Transportation Improvement Program (TIP)
For New Jersey (FY20 – FY23)

To Whom It May Concern:

The City of Burlington would like to comment on the draft DVRPC FY2020 TIP for New Jersey. While we find the (19) nineteen projects extremely important, the City of Burlington believes that the Study and Development Program, Project DB #18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656) is vitally significant to the regional effort to address current and future traffic issues for Burlington County.

Study and Development Program
Project DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

The intersection of US 130 and CR 656 is part of the crucial link between I-295 (Interchange 52) and New Jersey Turnpike Exit 6A at US 130. The region served by this intersection has experienced significant logistics-based industrial growth adding more than 13 million square feet of gross floor area over a 15-year period. Nine million square feet of new industrial space is in the pipe line. The region has a buildout potential of over 27 million square feet of industrial space. This industrial growth has generated a substantial amount of new car and truck traffic within the region. In addition to the traffic generated by industrial development, the region has experienced significant growth in interstate traffic from Pennsylvania travelling the Pennsylvania Turnpike Extension and utilizing New Jersey Turnpike Exit 6A to access I-295 via US 130 and CR 656.

Currently, the US 130 and CR 656 intersection is experiencing severe traffic congestion that causes the intersection to fail. Growth in future traffic will further exacerbate the congestion. Furthermore, vehicular accidents, including several involving fatalities, have significantly increased at the intersection. There is an upward trend of the frequency of accidents at the US 130 and CR 656 intersection.

We understand that NJDOT has initiated a study of the intersection of US 130 and CR 656. The Burlington County Engineer, the Burlington County Traffic Engineer and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission), along with representatives from Florence Township and Burlington Township, have participated in NJDOT's study. The study generated a number of alternatives that have unsatisfactorily addressed the traffic issues at the intersection, with several proposals potentially devastating the quality of life in several residential communities in Florence Township. There is a strong need to continue studying the intersection with consideration of the CR 656 by-pass concept the County has proposed.

It should also be noted that the intersection is an integral part of a regional plan to mitigate traffic impacts developed by Burlington County and the towns along the corridor. For the past couple of years, Burlington City, Burlington Township and Florence Township have worked collectively with Burlington County and the Burlington County Bridge Commission to develop a regional plan to develop a regional road plan to address the traffic issues along the approximately five (5) mile stretch along Route 130 from High Street in Burlington City through the subject intersection at CR 656 (Florence-Columbus Road). This collaborative plan includes improvements as follows:

1. The intersection of Route 130 and Jones Street in Burlington City
2. The swap of jurisdiction of Neck Road and Dulty's Lane between Burlington County and Burlington Township
3. Improvements to the intersection of Route 130 and Dulty's Lane in Burlington Township
4. The building of a connector road from river Road through Daniels Way and to the intersection of John Galt Way and Route 130
5. Improvements to the intersection of Route 130 and John Galt Way in Burlington Township
6. Improvements to Route 130 and Cedar Lane
7. The subject project at Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

The City of Burlington believes that the regional plan is not going to succeed without all of the components falling into place.

For instance, the intersection of Route 130 and Jones Street in Burlington City has received recent NJDOT re-design and construction, however, this re-design was completed *before* we learned of the Amazon warehouse. Therefore, this intersection is anticipated to see extensive increase in truck traffic and is in need of further study. In the interim and for immediate consideration, we will be respectfully asking NJDOT for new signage to direct truck traffic to Dulty's Lane.

In addition, the connector road from River Road (CR 656) to Route 130 via Daniels Way and John Galt Way (both roads in Haines Industrial Center) is proposed to relieve the existing and proposed traffic increase/congestion on Route 130 and Dulty's Lane by providing an alternate parallel route for trucks to get to and from Route 130. The connector road will assist Florence Township in eliminating truck traffic currently proceeding through their residential neighborhoods on West & East Front Street and Delaware Avenue and proceeding through the Route 130, Delaware Avenue/Florence-Columbus Road. It will also allow Burlington City to reduce the proposed traffic from the new Amazon warehouse on East Pearl Street (River Road) from using Jones Street. While the connector road will mitigate the effect the existing and anticipated traffic along Route 130, those efforts will prove unsuccessful if relieving the traffic on one section of the highway is frustrated by a bottleneck a few miles north at Route 130, Delaware Avenue/Florence-Columbus Road (CR 656). The City of Burlington considers that intersection and the connector road to be the key components to making the regional traffic relieve plan successful.

For these reasons, the City of Burlington respectively requests that your study of the intersection continue to assist in finding a mutually satisfactory solution and to advance the project to design, right-of-way acquisition and construction as soon as possible.

The City of Burlington appreciates DVRPC providing guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Burlington County is a part. We look forward to working with DVRPC to continue improving the region. The transportation projects discussed above are needed to ensure the region is sustainable and livable as they affect quality of life within the City of Burlington, within Burlington County and within the region.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23).

Sincerely,

Barry W. Conaway

Barry W. Conaway
Mayor

cc: Honorable Troy Singleton, New Jersey Senator
Honorable Herb Conaway, New Jersey Assemblyman
Honorable Carol A. Murphy, New Jersey Assemblywoman
Honorable Tom Pullion, Burlington County Freeholder Director
Honorable Brian J. Carlin, Mayor, Burlington Township
Honorable Craig H. Wilkie, Mayor, Florence Township
Joseph Andl, Deputy Director, Burlington County Bridge Commission (BCBC)
Joseph Brickley, County Engineer and Director of Public Works
Mark Remsa, Director, Economic Development and Regional Planning, BCBC

DVRPC Note: Refer to Comment Item ID # 73.

BURLINGTON TOWNSHIP

851 Old York Road, Burlington, NJ 08016 • Phone (609) 239-5834
Fax (609) 387-8411

Brian J. Carlin
Mayor

August 2, 2019

NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

RE Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23)

To Whom It May Concern:

Burlington Township offers the following comments to the draft DVRPC FY2020 TIP for New Jersey. While recognizing the importance of the nineteen (19) projects being considered, Burlington Township submits that the Study and Development Program project DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656) is vitally significant to the regional effort to address current and future traffic issues afflicting Northwestern Burlington County.

Project DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

The intersection of US 130 and CR 656 is part of the crucial link between I-295 (Interchange 52) and New Jersey Turnpike Exit 6A at US 130. The region served by this intersection has experienced significant logistics-based industrial growth adding more than 13 million square feet of gross floor area over a 15-year period. Nine million square feet of new industrial space have approvals and are at various stages of construction. The region has a build out potential of over 27 million square feet of industrial space. The industrial growth has generated a substantial amount of new car and truck traffic within the region. The additional traffic generated by industrial development is intensified by a significant growth in interstate traffic from Pennsylvania travelling the Pennsylvania Turnpike Extension and utilizing New Jersey Turnpike Exit 6A to access I-295 via US 130 and CR 656.

Currently, the US 130 and CR 656 intersection is experiencing severe traffic congestion that causes the intersection to fail. Growth in future traffic will further exacerbate the congestion. Furthermore, vehicular accidents, including several involving fatalities, have significantly increased at the intersection. There is an upward trend of the frequency of accidents at the US 130 and CR 656 intersection.

It is understood that NJDOT has initiated a study of the intersection of US 130 and CR 656. The Burlington County Engineer, the Burlington County Traffic Engineer and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission), along with representatives from Florence Township and Burlington Township, have participated in NJDOT's study. The study generated a number of alternatives that have unsatisfactorily addressed the traffic issues at the intersection, with several proposals potentially devastating the quality of life in several residential communities in Florence Township. There is a strong need to continue studying the intersection with consideration of the CR 656 by-pass concept the County has proposed.

It should also be noted that the intersection is an integral part of a regional plan to mitigate traffic impacts developed by the County and the towns along the corridor. For the past two and a half years, Burlington Township, Burlington City and Florence Township have worked collectively with the Burlington County and the Burlington County Bridge Commission to develop a regional plan to develop regional roadway plan to address the traffic issues along the approximately five (5) mile stretch along Route 130 from High Street in Burlington City through the subject intersection at CR 656 (Florence-Columbus Road). The plan that has evolved includes improvements to the following:

1. The intersection of Route 130 and Jones Street in Burlington City;
2. The swap of jurisdiction of Neck Road and Dulty's Lane between Burlington County and Burlington Township;
3. Improvements to the intersection of Route 130 and Dulty's Lane in Burlington Township;
4. The building of a connector road from River Road through Daniels Way and to the intersection of John Galt Way and Route 130;
5. Improvements to the intersection of Route 130 and John Galt Way in Burlington Township;
6. Improvements to Route 130 and Cedar Lane; and
7. The subject project at Route 130, Delaware Avenue/Florence Columbus Road (CR 656).

The regional plan is not going to succeed **without all of those components falling into place.** For instance, the connector road from River Road (CR 656) to US 130 via Daniels Way and John Galt Way (both roads in Haines Industrial Center) is proposed to relieve the existing and proposed traffic increase/congestion on Route 130 and Dulty's Lane by providing an alternate parallel route for trucks to get to and from Route 130. The connector road will assist Florence Township in eliminating truck traffic currently proceeding through their residential neighborhoods on West & East Front Street and Delaware Avenue and proceeding through the Route 130, Delaware Avenue/Florence Columbus Road. It will also allow Burlington City to reduce the proposed traffic from the new Amazon warehouse on River Road from using Jones Street. While the connector road will mitigate the effect the existing and anticipated traffic along Route 130, those efforts will prove unsuccessful if relieving the traffic on one section of the highway is frustrated by a bottleneck a few miles North at Route 130, Delaware Avenue/Florence Columbus Road (CR656). As such Burlington Township considers that intersection and the connector road to be the key components to making the regional traffic relief plan successful. For the above reasons, Burlington Township respectfully requests that the study of the intersection continue to assist int finding a mutually satisfactory solution and to advance the project to design, right-of-way acquisition and construction as soon as possible.

NJ TIP Comments
c/o DVRPC Office of Communications and Engagement

August 2, 2019

Burlington Township appreciates DVRPC providing guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Burlington County is a part. Burlington Township looks forward to working with DVRPC to continue improving the region. The transportation projects discussed above are needed to ensure the region is sustainable and livable – they affect quality of life within Burlington Township and Burlington County.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23).

Very truly yours,

Brian J Carlin
Mayor

cc: Honorable Troy Singleton, New Jersey Senator
Honorable Herb Conaway, New Jersey Assemblyman
Honorable Carol A. Murphy, New Jersey Assemblywoman
Tom Pullion, Burlington County Freeholder Director
Honorable Barry W. Conaway, Mayor, Burlington City
Honorable Craig H. Wilkie, Mayor, Florence Township
Joseph Andl, Deputy Director, Burlington County Bridge Commission (BCBC)
Joseph Brickley, County Engineer and Director of Public Works
Mark Remsa, Director, Economic Development and Regional Planning, BCBC

DVRPC Note: Refer to Comment Item ID # 78.

TOWNSHIP OF DELANCO
770 Coopertown Road, Delanco, NJ 08075-5249
Phone 856-461-0561 Fax 856-461-0685

August 1, 2019

NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

Subject: Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23)

To whom it may concern:

Delanco Township would like to comment on the draft DVRPC FY2020 TIP:

The Township Committee, on behalf of the residents of the Township of Delanco, supports the Draft FY2020 TIP, specifically the replacement of the jug handle/intersection at northbound US 130 and Bridgeboro Road (CR 625). This improvement is vital, not only for much needed relief of backed up traffic on Route 130, the jug handle and Bridgeboro Road, but most importantly for the safety of motorists left stacked in on-coming traffic from not being able to move forward through the intersection. Also, many times, the right north-bound lane of Route 130 is backed-up with overflow trying to get into the jug handle. This creates a tremendous hazard with fast moving thru traffic on Route 130 needing to break quickly to avoid rear-ending the jug handle traffic stacked out on to Route 130. The jug handle and entire intersection are clearly inadequate for today's population and pose a serious safety threat for all using Route 130 in this area.
The Route 130/Bridgeboro Road project is shown in the report as follows:

Table 14: Major Regional Roadway Operational Improvement Projects, US 130 Corridor Improvements, Burlington County

Replace jug handle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road. Please know DVRPC funded a study of the jug handle, intersection and connector road through a Transportation and Community Development Initiative program grant given to Burlington County. The study *Traffic Operational Assessment Study, Route US 130/Bridgeboro Road/Creek Road (CR 625)*, which was published June 2018, identified an option

preferred by Burlington County, Delanco Township and Edgewater Park Township. Resolutions in support of the preferred option were adopted by the three local governments and were sent to you on October 9, 2018.

The Delanco Township Committee appreciates the DVRPC providing guidance and assistance to plan for a sustainable and safe Route 130 corridor for its residents and all who travel along this extremely busy roadway. The transportation project discussed above is greatly needed to ensure the area is sustainable, livable and safe.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23).

Very truly yours,

Kate Fitzpatrick
Mayor

cc: Honorable Troy Singleton, New Jersey Senator
Honorable Herb Conaway, New Jersey Assemblyman
Honorable Carol A. Murphy, New Jersey Assemblywoman
Tom Pullion, Freeholder Director
Joseph Andl, Deputy Director, Burlington County Bridge Commission (BCBC)
Joseph Brickley, County Engineer and Director of Public Works
Mark Remsa, Director, Economic Development and Regional Planning, BCBC

DVRPC Note: Refer to Comment Item ID # 79.

Township of Edgewater Park

400 Delanco Road

Edgewater Park, New Jersey 08010

Phone (609) 877-2050

Fax (609) 877-2308

August 6, 2019

NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

Subject: Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23)

To whom it may concern:

The Township Committee of the Township of Edgewater Park (Committee) supports the Draft FY2020 TIP for New Jersey that lists the thirteen New Jersey Highway Program projects and the six Study and Development Program projects for Burlington County. While it finds the nineteen Burlington County projects extremely important, the Committee considers one of the Study and Development Program projects of vital significance for addressing current and future traffic issues afflicting our town and neighboring towns.

Connections 2045 Long-Range Plan for Greater Philadelphia

The Committee respectfully requests the following project identified in the long-range plan *Connections 2045* advance to study and development on the FY2020 TIP for New Jersey:

Table 14: Major Regional Roadway Operational Improvement Projects, US 130 Corridor Improvements, Burlington County

2. Replace jughandle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road. Please know DVRPC funded a study of

the jughandle, intersection and connector road through a Transportation and Community Development Initiative program grant given to Burlington County. The study *Traffic Operational Assessment Study, Route US 130/Bridgeboro Road/Creek Road (CR 625)*, which was published June 2018, identified an option preferred by Burlington County, Delanco Township and Edgewater Park Township. Resolutions in support of the preferred option were adopted by the three local governments and were sent to you on October 9, 2018.

The Committee is eager to work with all involved toward remedying this dangerous intersection in question which has been the site of many fatal accidents. Enclosed is the Township's Resolution No. 2018-117 is support of the Conceptual Plan Option No. 2 for the above referenced intersection. The Edgewater Park Township Committee is desirous of improvements to the said intersection to ensure the safety of our residents, neighboring residents and all those traveling through our Township.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23).

Very truly yours,
Edgewater Park Township

Colleen A. Treusch

Colleen A. Treusch, RMC/CMR
Municipal Clerk

Enclosure: Resolution No. 2018-117

cc: Honorable Troy Singleton, New Jersey Senator
Honorable Herb Conaway, New Jersey Assemblyman
Honorable Carol A. Murphy, New Jersey Assemblywoman
Joseph Andl, Deputy Director, Burlington County Bridge Commission (BCBC)
Joseph Brickley, County Engineer and Director of Public Works
Mark Remsa, Director, Economic Development and Regional Planning, BCBC
Tom Pullion, Freeholder Director

EDGEWATER PARK TOWNSHIP
RESOLUTION NO. 2018-117

Resolution endorsing the Conceptual Design Plan Option No. 2 for the U.S. Route 130 – Bridgeboro Road/Creek Road Intersection

WHEREAS, the Township of Edgewater Park, Burlington County, New Jersey participated in the planning process for preparing the "Conceptual Design Plan for the U.S. Route 130 – Bridgeboro Road/Creek Road Intersection" (Conceptual Design Plan) undertaken by the Burlington County Bridge Commission Department of Economic Development and Regional Planning (EDRP) and funded by a Delaware Valley Regional Planning Commission (DVRPC) Transportation and Community Development Initiative (TCDI) grant; and

WHEREAS, the purpose of preparing the Conceptual Design Plan was to study the congestion and safety issues occurring at the intersection of U.S. Route 130 and C.R. 625 (Bridgeboro Road and Creek Road) in Delanco, Edgewater Park and Willingboro Townships and prepare a conceptual design for alleviating congestion and addressing safety issues while considering projected growth in the area; and

WHEREAS, the planning group, which consisted of representatives from the three municipalities, the Burlington County Engineer and EDRP and the traffic consultant engaged by EDRP to satisfy the requirements of the TCDI grant, selected option no. 2, a copy of which is attached, as the preferred conceptual design to address the congestion and safety issues occurring at the intersection; and

WHEREAS, after reviewing the options developed by the planning group, the Edgewater Park Township Committee concurred with the planning group finding option no. 2 as the preferred conceptual design; and

THEREFORE, BE IT RESOLVED, the Edgewater Park Township Committee respectfully makes the following requests of DVRPC:

1. Given the results of the study, the DVRPC Board should place preferred option no. 2 conceptual design solution for the U.S. Route 130 and C.R. 625 intersection on the DVRPC Long-Range Plan.

2. To expedite the needed improvements to the intersection, the DVRPC Board should advance the intersection to Concept Development on the DVRPC Transportation Improvement Program.

TOWNSHIP OF EDGEWATER PARK

William A. Belgard, III, Mayor

I certify that the foregoing Resolution No. 2018-117 is a true and correct copy of a resolution adopted by the Township Committee of the Township of Edgewater Park at a meeting held on July 17, 2018.

Colleen A. Treusch

Colleen Treusch, RMC
Municipal Clerk

Record Vote of the Township Committee on Final Passage					
Committee Member	Yes	No	Abstain	Absent	Motioned By:
Mr. Amutah	✓				2nd
Mrs. DiFilippo	✓				1st
Mr. Johnson	✓				
Mr. Trainor	✓				
Mayor Belgard	✓				

DVRPC Note: Refer to Comment Item ID #s 74 and 80.

TOWNSHIP OF FLORENCE

711 BROAD STREET • FLORENCE, NEW JERSEY 08518-2323

PHONE: (609) 499-2525 • WWW.FLORENCE-NJ.GOV

August 5, 2019

NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

Subject: Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23)

To Whom it May Concern:

Florence Township would like to comment on the draft DVRPC FY2020 TIP for New Jersey. While it finds the nineteen projects extremely important, the township believes one of the Study and Development Program projects is of vital significance for addressing current and future traffic issues afflicting Burlington County. The Study and Development Program project is DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656). In addition, Florence Township believes it is as equally important for us to support the development of a new connector road from River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way.

Study and Development Program

Project DB# 18326 Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

The intersection of US 130 and CR 656 is part of the crucial link between I-295 (Interchange 52) and New Jersey Turnpike Exit 6A at US 130. The region served by this intersection has experienced significant logistics-based industrial growth adding more than 13 million square feet of gross floor area over a 15-year period. Nine million square feet of new industrial space is in the pipe line. The region has a buildout potential of over 27 million square feet of industrial space. This industrial growth has generated a substantial amount of new car and truck traffic within the region. In addition to the traffic generated by industrial development, the region has experienced significant growth in interstate traffic from Pennsylvania traveling the Pennsylvania Turnpike Extension and utilizing New Jersey Turnpike Exit 6A to access I-295 via US 130 and CR 656.

Currently, the US 130 and CR 656 intersection is experiencing severe traffic congestion that causes the intersection to fail. Growth in future traffic will further exacerbate the congestion. Furthermore, vehicular accidents, including several involving fatalities, have significantly increased at the intersection. There is also an upward trend in the frequency of accidents at the US 130 and CR 656 intersection.

Florence Township understands NJDOT has initiated a study of the intersection of US 130 and CR 656. The County Engineer, the County Traffic Engineer and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission), along with

representatives from Florence Township, Burlington Township and Burlington City have participated in NJDOT's study. The study generated a number of alternatives that have unsatisfactorily addressed the traffic issues at the intersection. There is a strong need to continue studying the intersection with consideration of the CR 656 by-pass concept that Burlington County has proposed. Florence Township respectfully requests the study of the intersection continue toward a mutually satisfactory solution and that the project advance to design, right-of-way acquisition and construction as quickly as possible.

Connector Road – River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way

Florence Township has been closely working with Burlington Township, Burlington City, the Burlington County Engineer's Office and the Director of Economic Development and Regional Planning (Burlington County Bridge Commission) to develop a connector road from River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way. Both Daniels Way and John Galt Way are located in the Haines Industrial Center which is in Florence Township and Burlington Township.

The proposed connector road would greatly alleviate traffic congestion and address the increase of traffic that will be generated in the near future. Florence Township has seen an alarming increase in truck traffic going through the heart of our residential community on West Front Street, East Front Street and Delaware Avenue. The trucks travel past a middle school, several school crossing zones, public parks and then travel over a railroad crossing at the intersection of Delaware Avenue and Railroad Avenue. We are genuinely concerned for the health and safety of our children and residents on these roads, and we are increasingly alarmed by the proliferation of trucks trying to safely navigate the railroad crossing. Tractor trailers are literally converging at the railroad crossing from both directions and safety levels are deteriorating to a point of grave concern. We literally are witnessing trucks sitting on the railroad crossing (which operates light rail service for NJT and separate freight service at night) as the light rail cars are fast approaching. We have also seen passenger vehicles, school buses and trucks stacked up behind tractor trailers across the railroad tracks. Our greatest fear at this location is that truck drivers, school buses or cars will be helplessly stuck on the tracks when the rail crossing gates come down and the trains approach unknowing what lies ahead. In a recent meeting held at the NJDOT, representatives of New Jersey Transit (NJT) also expressed concerns about mounting safety issues at this railroad crossing.

The connector road will not only improve safety in Florence Township, but it will significantly help Burlington Township and Burlington City by establishing a more conducive well-planned alternative truck route directly to and from US Route 130. The connector road will address congestion problems on Dulty's Lane in Burlington Township, and support the safe travel of truck traffic through all three of our municipalities. Further, the connector road will allow Burlington Township, Florence Township, Burlington County and NJDOT to weight restrict the roads (River Road, West and East Front Street and Delaware Avenue) because trucks will then have a highly viable alternative route to US 130.

In coordination with Burlington County, we (Burlington Township, Burlington City and Florence Township) have been working to build support for the construction of this critical connector road. The proposed roadway will safely and efficiently handle truck traffic to the Route 130 Corridor and other destinations, and greatly improve the safety and quality of life for residents in all of our communities. By working together with all other governmental agencies, we can collectively help solve a severe traffic safety problem in the near future.

Florence Township sincerely appreciates the DVRPC providing guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Burlington County is a part. We look forward to working with the DVRPC to continue improving the region. The transportation projects discussed above are needed to ensure the region is sustainable and livable – they affect quality of life within Burlington County and the region.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23).

Very truly yours,

Craig H. Wilkie
Mayor

cc: Honorable Troy Singleton, New Jersey Senator
Honorable Herb Conaway, New Jersey Assemblyman
Honorable Carol A. Murphy, New Jersey Assemblywoman
Honorable Barry W. Conaway, Mayor, Burlington City
Honorable Brian J. Carlin, Mayor, Burlington Township
Tom Pullion, Burlington County Freeholder Director
Joseph Andl, Deputy Director, Burlington County Bridge Commission (BCBC)
Joseph Brickley, County Engineer and Director of Public Works
Mark Remsa, Director, Economic Development and Regional Planning, BCBC

DVRPC Note: Refer to Comment ID #s 70 and 76.

MOUNT LAUREL TOWNSHIP
MUNICIPAL CENTER
100 MOUNT LAUREL ROAD
MOUNT LAUREL, NEW JERSEY 08054

August 1, 2019

NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

Subject: Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23)

To whom it may concern:

Mount Laurel Township would like to provide the following comments on the Draft FY2020 TIP for Burlington County, New Jersey. While it finds the nineteen projects extremely important, the Mount Laurel Governing Body believes one of the New Jersey Highway Program projects and two of the Study and Development Program projects are of vital significance for addressing current and future traffic issues afflicting Mount Laurel Township. The New Jersey Highway Program project is DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673). The two Study and Development Program projects are DB# 191A Route 295/38, Missing Moves, Mount Laurel.

New Jersey Highway Program

Project DB# 12380 Route 73, Church Road (CR 616) and Fellowship Road (CR 673)
Route 73 is a major arterial that traverses through densely developed communities with concentrations of housing, employment centers and retail/commercial corridors in Burlington and Camden Counties. Many county and municipal roads provide access to Route 73 from the concentrations of land uses. These land use patterns and circulation networks send a tremendous amount of traffic to Route 73.

Mount Laurel is one of the highly developed communities that has two problematic intersections along Route 73 that are heavily utilized and highly congested. The geometry of the intersection of Route 73 and CR 616 is very complicated. The

approaches of CR 616 to Route 73 are offset to each other by less than 250 feet causing difficulty for motorists entering and exiting Route 73 to access either approach of CR 616. The intersection of Ramblewood Parkway that opposes the western approach of CR 616 at Route 73 further complicates the operation of the traffic signal. The signalization of the intersection has several phases that are needed to move traffic through the intersection. The existing geometry and the number of approaches prohibit an efficient operation of the intersection, and the existing traffic congestion causes the intersection to fail.

CR 673 is a major connector serving extensive employment centers around Route 73. The intersection is overwhelmed with a tremendous amount of traffic. While the jughandle from southbound Route 73 to CR 673 was recently improved to provide more vehicle stacking along CR 673 at Route 73, the Route 73 and CR 673 intersection continues to fail.

The Governing Body respectfully requests the New Jersey Department of Transportation (NJDOT) accelerate the studies of these two intersections and reduce the time line for design, right-of-way acquisition and construction for the intersections on the TIP.

Study and Development Program

Project DB# 191A Route 295/38, Missing Moves, Mount Laurel

Interchange 40 of I-295 lacks direct traffic movements to and from Route 38. Motorists traveling southbound I-295 are unable to connect directly to eastbound Route 38. Instead, motorists must travel westbound on Route 38 to the jughandle at Marter Avenue and wait at the traffic signal to turn left to travel eastbound on Route 38. Motorists desiring to access northbound I-295 from westbound Route 38 must travel past I-295 and utilize the jughandle at Marter Avenue to turn left onto eastbound Route 38 to connect with the ramp to northbound I-295. These missing movements are causing tremendous queuing backups along southbound I-295 and westbound Route 38 and at the intersection of Marter Avenue and the westbound Route 38 jughandle. Because of these missing movements and the congestion occurring near I-295 interchange 40, motorists utilize narrow, two-lane county and municipal roadways to access Interchange 43 at Creek Road (CR 636) to access northbound I-295 and to make return trips from southbound I-295. The traffic heading to and from Interchange 43 have greatly congested county and municipal roads causing intersections to fail. The missing movements at Interchange 40 have a profound negative impact on the region, affecting not only Route 38 and Marter Avenue but roads leading to Interchange 43 as well.

The region served by Interchange 40 has grown significantly since I-295 was constructed at Route 38 over 50 years ago. Residential housing, office parks, industrial facilities and major retail centers were developed in the municipalities surrounding Interchange 40. This growth has generated significant demand to utilize I-295. As the region grows, traffic will continue to increase placing greater demands on Interchanges 40 and 43. The solution is to provide the missing movements at Interchange 40 to provide direct access to I-295 and alleviate unnecessary traffic to Interchange 43. It is imperative the solution be "right sized" in order to ensure the costs for implementation are realistic and affordable. Prior studies of the interchange produced excessively costly solutions that caused the project to be shelved.

The Governing Body strongly encourages speedy completion of the study for Interchange 40 of I-295 and respectfully requests the project move rapidly toward design, right-of-way acquisition and construction to address the mounting traffic issues in the region.

Thank you for your consideration of our requests for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23).

Very truly yours,

Kurt Folcher
Mayor, Mount Laurel Township

cc: Honorable Troy Singleton, New Jersey Senator
Honorable Herb Conaway, New Jersey Assemblyman
Honorable Carol A. Murphy, New Jersey Assemblywoman
Joseph Andl, Deputy Director, Burlington County Bridge Commission (BCBC)
Joseph Brickley, County Engineer and Director of Public Works
Mark Remsa, Director, Economic Development and Regional Planning, BCBC
Tom Pullion, Burlington County, Freeholder Director

DVRPC Note: Refer to Comment Item ID # 81.

THE TOWNSHIP OF
Willingboro
NEW JERSEY
A Naturally Better Place to Be.

August 8, 2019

NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

Subject: FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23)

To whom it may concern:

The Willingboro Township supports the Draft FY2020 TIP for New Jersey that lists the thirteen New Jersey Highway Program projects and the six Study and Development Program projects for Burlington County. The Willingboro Township Council believe the New Jersey Highway Program projects are of vital significance for addressing current and future traffic issues afflicting Willingboro, Delanco, and Edgewater Park in Burlington County.

The Willingboro Township Council respectfully requests the following project identified in the long-range plan *Connections 2045* advance to study and development on the FY2020 TIP for New Jersey: Table 14: Major Regional Roadway Operational Improvement Projects, US 130 Corridor Improvements, Burlington County

Replace the Jug handle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road. Please know DVRPC funded a study of the jughandle, intersection and connector road through a Transportation and Community Development Initiative program grant given to Burlington County. The study *Traffic Operational Assessment Study, Route US 130/Bridgeboro Road/Creek Road (CR 625)*, which was published June 2018, identified an option preferred by Burlington County, Delanco Township and Edgewater Park Township. Resolutions in support of the preferred option were adopted by the three local governments and were sent to you on October 9, 2018.

Willingboro Township appreciates DVRPC guidance and assistance to plan for and build a sustainable and livable Greater Philadelphia region, of which Willingboro and Burlington County is a part. The Township Council looks forward to working with DVRPC to continue improving the region. Thank you for your consideration of our request for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20 – FY23).

Sincerely,

Martin Nock

Martin Nock, Mayor

cc: Mark Remsa, Director, Economic Development and Regional Planning, BCBC

Willingboro Township Municipal Complex

One Rev. Dr. Martin Luther King, Jr. Drive • Willingboro, NJ 08046-2853
P. 609.877.2200 • F. 609.835.0782 • willingboronj.gov

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Agency Responses to Public Comments

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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AGENCY RESPONSES TO COMMENTS

as of Friday, September 06, 2019

Responses Received for Comments from the General Public

Burlington County

General TIP Comments: General concerns questions, and/or suggestions

Item ID: 1

Identified an asset need

Agency Response by Burlington County:

CR 537 (Garden Street in Mount Holly) is tentatively part of the 2019 Overlay Program (2020/2021 construction). This information means Garden Street is part of the pavement overlay program that is slated for construction in 2020 – 2021.

General TIP Comments: Requests for a new TIP project/line item/study

Item ID: 2, 3

Requests the Centerton Road Bridge over the Rancocas Creek to preserve its function for motor vehicles and/or be added to the TIP.

Agency Response by Burlington County:

A feasibility study, which was conducted for the county and presented to the public on May 9, 2018, recommended the demolition of the Centerton Bridge because it is necessary and the replacement with a vehicular bridge is infeasible due to the following factors:
-It will not improve traffic conditions along Route 295
-It will involve taking private property.
-It will need 3 to 4 years to secure funding (it should be noted that funding agencies are likely to reject these alternatives due to lack of justification).
-It will have significant environmental and cultural resources permitting requirements.
-It will need an additional 3 to 5 years for environmental permitting and land acquisition.
The feasibility study found the replacement with a pedestrian bridge offered the following advantages:
-It will provide connectivity to the County's trail system
-It will have costs that are reasonable and have likely available funding
-It will have reasonable time needed to fund, design and construct
While the closure of the Centerton Bridge affects vehicular traffic, it also presents a challenge for the county's completion of the Rancocas Creek Greenway regional trail that is part of the Greater Philadelphia region's Circuit Trail network. The Centerton Road pedestrian-bicycle bridge feasibility study that is currently underway will examine multi-modal options to Burlington County recreational and cultural facilities, as well as develop circulation recommendations on the best way to provide the most efficient access for residents and visitors.

Mercer County

DB #: D1710: Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (Local Project)

Item ID: 4

Project comments/concerns/suggestions

Agency Response by Mercer County:

In support of its Complete Streets policy, Mercer County is in the process of developing standards for safe and comfortable pedestrian and cyclist mobility. We will consider Mr. Will Cowan's specific suggestion during the final design phase of this project.

DB #: D1910: Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) (Local Project)

Item ID: 5

Project comments/concerns/suggestions

Agency Response by NJDOT:

The department thanks your support and follows the Complete Streets policy throughout the planning and design phases.

Agency Response by Mercer County:

Thank you for commenting in support of the project. We will refine the complete streets design as we move into preliminary engineering and expect to improve pedestrian crossings at many locations, including at least one mid-block crossing. However, a raised median was not recommended because it would prevent left turn access to residential driveways, increase construction and maintenance costs, and potentially require widening to accommodate U-turns.

AGENCY RESPONSES TO COMMENTS

as of Friday, September 06, 2019

Various Counties

General TIP Comments: DVRPC Competitive Program request or comment

Item ID: 58

Expresses gratitude re: DVRPC FY2018 Competitive CMAQ Program's $2 million Circuit Trail project awards

Agency Response by DVRPC:

Thanks for your support.

Item ID: 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57

Requests to set-aside at least $1 million of the total CMAQ award in the next DVRPC Competitive CMAQ Program for Circuit Trail projects

Agency Response by DVRPC:

Your request will be considered during the development of the next DVRPC Competitive CMAQ Program. Thank you for your interest.

General TIP Comments: Supports project or other TIP related item

Item ID: 59

Supports Draft TIP

Agency Response by DVRPC:

Thanks for your support.

Responses Received for Comments from the Advocacy Groups

Burlington County

DB #: 12346: Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd

Item ID: 60

Supports project

Agency Response by NJDOT:

The department thanks the Advocacy Groups for support and follows the Complete Streets policy throughout the planning and design phases.

Agency Response by Burlington County:

Burlington County supports the project and encourages public participation in the planning and design process of the project.

DB #: 12346A: Route 130, CR 545 (Farnsworth Avenue)

Item ID: 61

Supports project

Agency Response by NJDOT:

The department thanks the Advocacy Groups for support and follows the Complete Streets policy throughout the planning and design phases.

DB #: 9212C: Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)

Item ID: 62

Against project as is; provides project suggestions

Agency Response by NJDOT:

The department follows the Complete Streets policy throughout the planning and design phases.

Agency Response by Burlington County:

Burlington County supports the project and agrees with the commenter that bicycle and pedestrian safety is paramount and the most current NJDOT complete streets standards should be employed.

AGENCY RESPONSES TO COMMENTS

as of Friday, September 06, 2019

Camden County

DB #: D1709: Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements) (Local Project)

Item ID: 63, 64

Project comments/concerns/suggestions

Agency Response by Camden County:

These items will be investigated and considered during the preliminary engineering phase.

DB #: D1914: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (Local Project)

Item ID: 65, 66

Project comments/concerns/suggestions

Agency Response by Camden County:

Several of these items have already been considered and have been looked at during the CD phase. Once CD is complete the locally preferred alternative should address these items.

Gloucester County

DB #: D1203: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail (Local Project)

Item ID: 67, 68

Project questions

Agency Response by DVRPC:

Right-of-Way has been authorized. Construction will be programmed in the First-Four Years of the final version of the FY2020 TIP, per the proposed List of Recommended Changes to the Draft TIP.

Responses Received for Comments from the DVRPC Planning Partners & Agencies

Burlington County

DB #: 12380: Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections

Item ID: 69, 70

Requests to advance project schedule

Agency Response by NJDOT:

Both the environmental and right-of-way acquisition process would make time-line acceleration of this project difficult to accomplish.

Agency Response by Burlington County:

Burlington County agrees with commenters requesting to advance the project schedule. Improvements to address the major traffic issues at these intersections are long overdue.

DB #: 18326: Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

Item ID: 71, 72, 73, 74

Requests to advance project schedule and continue studying the intersection with consideration of the Connector Road — River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way by-pass concept

Agency Response by NJDOT:

The department will continue to inform local officials and work toward a Preferred Alternative during the CD phase-of-work

Agency Response by Burlington County:

Burlington County agrees with the commenters requesting to advance the project schedule and continue studying the US 130/CR 656 intersection and to study the CR656 to US 130 Connector Road via Daniels Way and John Galt Way by-pass concept. Growing interstate traffic and freight center traffic have caused the US 130/CR 656 intersection to fail and experience increasing safety issues. The Connector Road in the freight center is needed to distribute traffic more evenly to avoid congesting the intersection of Dulty's Lane, the only existing roadway in the freight center that connects to River Road (CR 656) via a section of Neck Road and US 130.

AGENCY RESPONSES TO COMMENTS

as of Friday, September 06, 2019

DB #: 191A: Route 295/38, Missing Moves, Mount Laurel

Item ID: 75, 76

Requests to advance project schedule

Agency Response by NJDOT:

Interim improvements are being considered.

Agency Response by Burlington County:

Burlington County agrees with the commenters requesting to advance the project schedule. Providing the missing moves are long overdue.

General TIP Comments: Requests for a new TIP project/line item/study

Item ID: 77, 78, 79, 81

Requests to advance a Long-Range Plan project, replace jughandle at northbound US 130 and Bridgeboro Road (CR 625) and add new signalized intersection and connecting road, to the FY2020 TIP Study and Development Program

Agency Response by DVRPC:

The Connections 2045 Long-Range Plan ("Plan") outlines a strategy for how Greater Philadelphia will make capital investments in transportation infrastructure to help achieve the Plan's vision over the next 28 years. Both the Plan and TIP are fiscally-constrained, meaning that total transportation expenditures identified in the Plan or TIP must not exceed the total revenues reasonably expected to be available to the region over the life of the Plan or TIP and over each individual funding period in the Plan.

In the development of the current fiscally-constrained Plan, DVRPC worked with NJDOT, PennDOT, NJ TRANSIT, SEPTA, the Delaware River Port Authority (DRPA)/PATCO, county and municipal government partners, and other regional stakeholders to determine what investments were needed over the life of the Plan. A Long-Range Plan Working Group, comprised of members from DVRPC's Regional Technical Committee, was highly involved in the development of the Plan. This group identified a set of fiscally-constrained prioritized projects for funding by developing forecasts of reasonably anticipated revenue, allocating the anticipated revenue to project categories based on need and policy, and evaluating and selecting specific major regionally significant projects for funding in the Plan. In Oct. 2017, the DVRPC Board reached regional consensus by adopting a funded, fiscally constrained Plan.

DVRPC updates the TIP every two years and being that it is a shorter-term document than the Plan, it must stay consistent with the Plan. Currently, the referenced project is fully funded in years 2028 to 2045 of the fiscally-constrained Plan. Years 2028 and 2029 are the last two years of the FY2020 TIP. Note that the FY2020 TIP covers a 10-year horizon from federal FY 2020 to FY 2029, but is only federally required to cover the First Four Years (FY 2020 to FY 2023). The remaining six years (FY 2024 to FY 2029) are shown to provide a longer planning and programming horizon, but per federal regulation, projects listed during these years are not technically available or able to be committed or authorized. In order for the US 130 project(s) to move onto the FY 2020 NJ TIP, it would need to move to an earlier funding period in the Plan, and that cannot be accomplished without deleting other currently funded projects that were selected based on the regional, consensus-driven process described above, due to the fiscal constraint requirement.

Advancing the referenced project to the FY2020 TIP's Study and Development Program can be revisited during the upcoming Long-Range Plan update in 2020 when DVRPC works with the above-referenced regional partners to update the fiscally-constrained project list. The upcoming update of the Plan will be an opportunity for Burlington County and other stakeholders to advocate for advancing the referenced project to an earlier schedule.

Agency Response by Burlington County:

Burlington County agrees with the commenters requesting to advance the project from Long-Range Plan to FY2020 TIP Study and Development. Growing traffic congestion and safety issues at this intersection and along US 130 warrant advancing the project to FY2020 TIP Study and Development and ultimately toward construction.

Item ID: 80

Requests to consider the Connector Road — River Road (CR 656) to US Route 130 via Daniels Way and John Galt Way by-pass concept in the TIP

Agency Response by Burlington County:

Burlington County agrees with the commenter there is a need to study the Connector Road. The Connector Road in the freight center is needed to distribute traffic more evenly to avoid congesting the intersection of Dulty's Lane, the only existing roadway in

the freight center that connects to River Road (CR 656) via a section of Neck Road and US 130.

NJ TRANSIT

DB #: T95: Light Rail Infrastructure Improvements

Item ID: 82

Project questions

Agency Response by NJ TRANSIT:

DVRPC associated funding would only be used for projects located in this region. The funding description is written for all project areas.

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Public Comment Outreach Documentation

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:
Draft DVRPC FY2020 Transportation Improvement Program for New Jersey (FY20-FY23)
and
NJDOT Draft FY2020 Statewide TIP

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for the *Draft DVRPC Federal Fiscal Year (FY) 2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23).* This also serves as the public comment period for the State of New Jersey's *Draft FY2020 Statewide Transportation Improvement Program (STIP) from FY20 to FY29*. DVRPC will accept comments on both draft documents from July 9, 2019 until August 9, 2019 at 5:00 PM local time.

An electronic version of DVRPC's Draft FY2020 TIP for NJ is available at www.dvrpc.org/TIP/Draft. Hardcopies of the Draft TIP are available in the DVRPC Resource Center and in a number of regional libraries. If requested, the Draft TIP can be translated into an alternative format or language.The Draft FY2020 STIP is available at www.state.nj.us/transportation/capital and in hardcopy at the DVRPC Resource Center. The documents will also be available at the public meeting.

The TIP represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

Please join us at a public meeting/information session on DVRPC's Draft FY2020 TIP for NJ:

Monday, July 29, 2019
6:00 PM to 8:00 PM
Mercer County's McDade Administration Building
Room 211
640 S. Broad Street
Trenton, NJ

The meeting location is transit-accessible via Trenton's Hamilton Avenue Light Rail Station.

The July 29th meeting will be conducted jointly with the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, and the Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO). While the public comment period for the Draft FY2020 STIP is open on July 9, 2019, the Draft STIP public comment period will remain open until all three New Jersey Metropolitan Planning Organizations (MPOs) have closed their respective Draft TIP public comment periods.

Written comments and questions must be submitted in one of four ways listed below:

Electronically through a web application available at: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

By Mail:
NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP and Draft STIP documents by 5:00 PM (local time) on August 9, 2019. Comments received via mail must be postmarked by August 9, 2019. Responses will not be provided unless comments are submitted in writing during the public comment period.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination 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. 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 public meeting. Requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

July 3, 2019

Re: DVRPC Announces for Public Review Draft DVRPC FY2020 Transportation Improvement Program (TIP) for New Jersey

Dear Stakeholder:

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the *Draft DVRPC FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23)*. The TIP represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. The TIP requires a 30+ day public comment period. The public comment period will run from July 9, 2019 to 5:00 PM on August 9, 2019.

Please post the enclosed public notice(s) and make the document(s) available to any interested parties. The online version is available for review at https://www.dvrpc.org/TIP/Draft.

Public comments must be submitted in writing and can be:

- Submitted electronically through a web application available at https://www.dvrpc.org/TIP/Draft,
- Emailed to TIP@dvrpc.org,
- Faxed to 215-592-9125, or
- Mailed to:
  NJ TIP Comments
  c/o DVRPC Office of Communications & Engagement
  ACP Building, 8th Floor
  190 N. Independence Mall West
  Philadelphia, PA 19106-1520

If you have questions about DVRPC, the draft documents, or the public comment period, please contact me at (215) 238-2929. Thank you for your time and assistance.

Sincerely,

Alison Hastings, AICP/PP
Manager, Office of Communications & Engagement

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Highlights

of the DVRPC FY2020 TIP for New Jersey

(FY20-FY23)

DRAFT

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

TITLE VI COMPLIANCE | *DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination 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. 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 public meeting. Requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.*

DVRPC is funded through 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.

Introduction

The Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23) is available for public review and feedback as of July 9, 2019. This document aims to briefly describe and "highlight" the region's TIP, an agreed-upon multi-modal list of priority transportation projects that are planned and programmed for implementation, for which federal funds are anticipated. While not a federal requirement, the DVRPC TIP also lists state-funded capital projects and non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements. This program enables the selection and prioritization of transportation infrastructure investments in the DVRPC region.

The Draft 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 the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT's fiscally constrained 10-year Statewide TIP (STIP), and releases a draft program for a review and comment period prior to recommending it for adoption by the DVRPC Board.

This year, the public comment period for DVRPC's Draft TIP, which also serves as the Draft STIP's public comment period, began on July 9, 2019, and will close at 5:00 PM (EST) on August 9, 2019. Further details regarding the review and comment process are located at the end of this document. You can review DVRPC's full Draft TIP document online at www.dvrpc.org/TIP/Draft, or in hardcopy at one of the region's public libraries listed in Table 6 of this document, or at DVRPC's Resource Center located at 190 North Independence Mall West, 8th Floor, Philadelphia, PA, 19106. The full document contains project descriptions and appendices for DVRPC's New Jersey region. NJDOT and NJ TRANSIT's Draft STIP is available online at www.state.nj.us/transportation/capital and in hardcopy at the DVRPC Resource Center.

What is the TIP?

By way of congressional mandate, federal transportation legislation requires that DVRPC, as the Metropolitan Planning Organization (MPO) for the region, develop and update a 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 multimodal, 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 or additional funding to the region must be identified to maintain this financial constraint. As a result, the TIP is not a "wish list"; competition among 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.

The TIP is a requirement of federal transportation legislation, which is currently the Fixing America's Surface Transportation Act (FAST Act), or Public Law (P.L.) 114-94. The FAST Act was signed into law on December 4, 2015, and will expire on September 30, 2020. The FAST Act is the first federal law in over 10 years to provide long-term funding certainty for surface transportation, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012, and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; the Transportation Equity Act for the 21st Century; and the Intermodal Surface Transportation Efficiency Act of 1991. 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.

TIP Development Timeline

TIP development (or update) typically begins approximately 10 to 12 months prior to adoption and involves intensive staff work and negotiations by NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, and representatives of DVRPC city and county member governments, which constitute the DVRPC New Jersey TIP Subcommittee of the Regional Technical Committee (RTC). As portrayed by Figure 1, the process for the Draft FY2020 TIP commenced during the fall of 2018 with the review of costs and schedules of current FY2018 TIP projects and projects anticipated to "graduate" from Concept Development. By spring of 2019, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections over the next 10 years (FY20–FY29), TIP Benefit Criteria results for new projects, performance-based planning and programming metrics, and feedback from the New Jersey TIP Subcommittee. Negotiations continued to late spring of 2019 in order to address as many issues as possible in the Highway, Transit, Statewide, and Study and Development programs and to arrive at a final list of projects for the Draft TIP ("final Draft TIP") that could be evaluated for impacts on air quality conformity. DVRPC then opened a public comment period in summer of 2019, in which the two draft documents, DVRPC's Draft FY2020 TIP and New Jersey's Draft STIP, are shared with the public for review and feedback.

The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff intends to request the DVRPC Board to adopt the Draft FY2020 TIP for NJ (with a List of Recommended Changes as a result of the public comment period) in September 2019. After the DVRPC Board adopts the TIP with recommended changes, DVRPC will submit the document to NJDOT for approval and inclusion in the STIP that will then be submitted by NJDOT to federal partners (e.g., FHWA, FTA) for review and approval. When federal partners approve the FY2020 TIP and FY2020 STIP, both documents will take effect and replace the current FY2018 TIP and FY2018 STIP.

Figure 1: TIP Development Timeline

1.

OCTOBER 2018–JANUARY 2019

DVRPC's NJ TIP Subcommittee reviewed and discussed the list of needs and estimated project costs and schedules. For NJDOT sponsored projects, they reviewed and provided feedback via DVRPC on NJDOT's unconstrained Draft TIP, including priorities and concerns. The DVRPC NJ TIP Subcommittee is comprised of NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, and representatives of city and county member governments in the DVRPC New Jersey region.

2.

JANUARY 2019–APRIL 2019

DVRPC, NJDOT, NJ TRANSIT, and DRPA/PATCO began constraining the preliminary Draft TIP according to expected resources, projected needs, and feedback from member governments.

3.

APRIL 2019–JUNE 2019

The NJ TIP Subcommittee reviewed and commented on the preliminary Draft TIP, which was then revised to create the final Draft TIP. Air Quality Conformity Analysis also commenced.

4.

JULY 9, 2019–AUGUST 9, 2019

DVRPC has opened a public comment period for the final Draft TIP. A public meeting is scheduled for Monday, July 29, 2019 from 6 – 8 PM (EST) at the Joyce McDade Administration Building, which is located at 640 South Broad Street, Trenton, NJ 08650.

5.

SEPTEMBER 2019

DVRPC staff will present the final Draft TIP with a List of Recommended Changes to the DVRPC Board for adoption. Once adopted, DVRPC will prepare and incorporate recommended changes into the final TIP document that will be submitted to NJDOT. NJDOT will then include the final TIP document into the final Statewide TIP (STIP) for federal submission. After federal agencies review and approve the STIP, the current FY2018 TIP (and STIP) will retire, and the federally approved FY2020 TIP (and STIP) will take effect.

Source: DVRPC, 2019

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Program Summaries

DVRPC's Draft FY2020 TIP for New Jersey contains 134 projects over 10-years (FY20-FY29): 77 Highway projects, four (4) STATE-DVRPC funded Highway projects in the DVRPC Local Program, and 53 Transit projects (38 by the New Jersey Transit Corporation [NJ TRANSIT] and 15 by the Delaware River Port Authority [DRPA]/Port Authority Transit Corporation [PATCO]). Funding totals almost $1.7 billion for phases to advance over the next four years (FY20–FY23), which averages about $420 million per year. Programmed funds include $1.079 billion for projects primarily addressing the highway system and $600.3 million for the NJ TRANSIT and DRPA/PATCO transit system, as Table 1 and Figure 2 show. The Draft TIP also shows 108 NJDOT-managed statewide highway programs for the State of New Jersey worth slightly over $4.5 billion (71 percent state and 29 percent federally funded) over the First-Four Years (FY20-FY23). 11 NJDOT-sponsored and six (6) DVRPC Local Concept Development projects are listed in the Study and Development Program. Table 2 provides a breakdown of various state and federal funding sources and their distributions, including local matches.

Table 1: Cost Summary by County and Transit Operator in DVRPC New Jersey Region (in Millions)

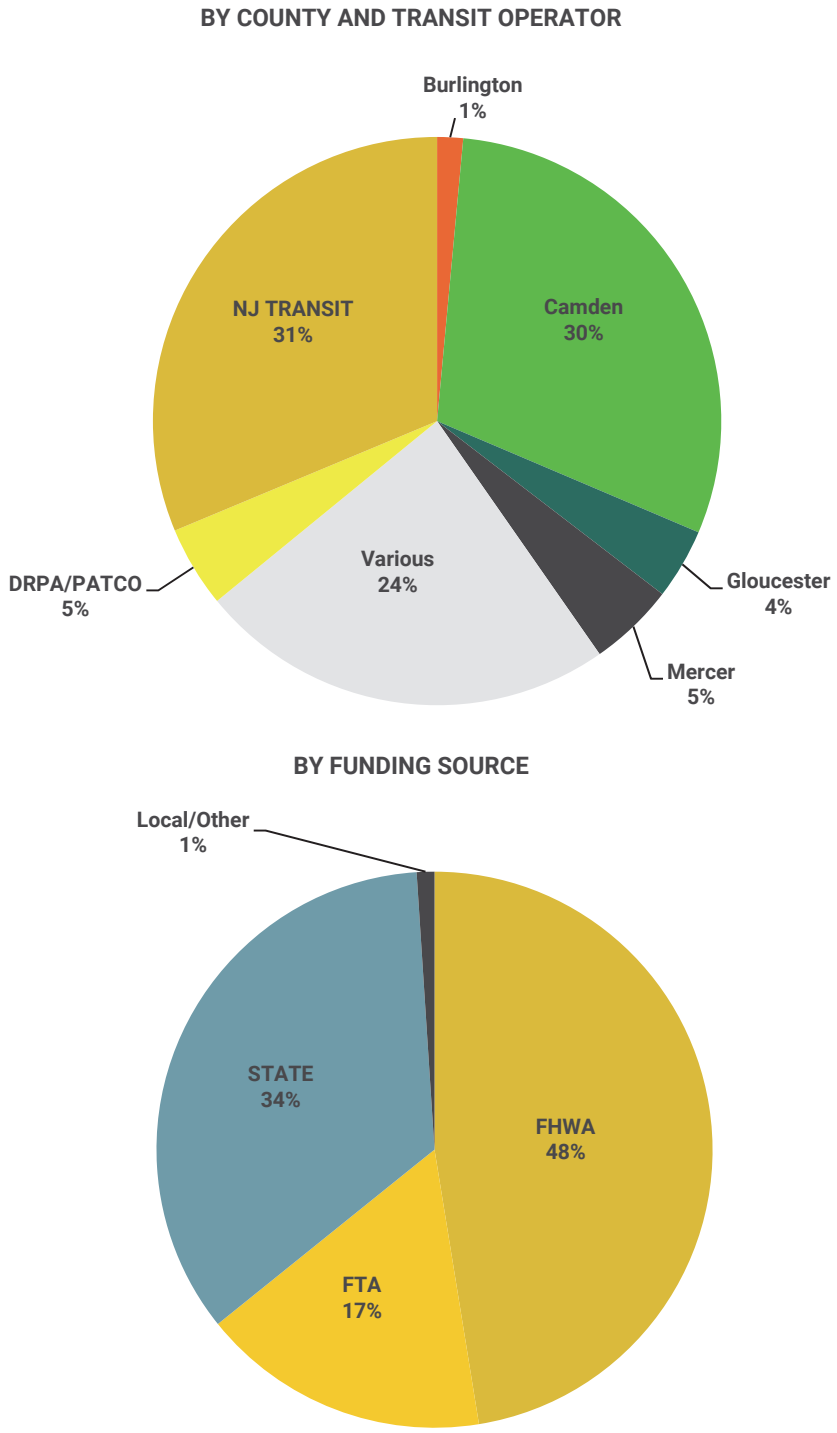
	FY20	FY21	FY22	FY23	First-Four Years (FY20 - FY23)
HIGHWAY PROGRAM					
Burlington County	$5.550	$0.990	$14.176	$3.900	$24.616
Camden County	$81.697	$164.859	$138.645	$115.200	$500.401
Gloucester County	$51.361	$6.925	$6.738	$2.100	$67.124
Mercer County	$29.969	$20.550	$10.900	$20.178	$81.597
Various Counties	$97.059	$106.935	$96.822	$104.906	$405.722
Highway Program Total	**$265.636**	**$300.259**	**$267.281**	**$246.284**	**$1,079.460**
TRANSIT PROGRAM					
DRPA/PATCO	$18.845	$18.645	$20.045	$19.545	$77.080
NJ TRANSIT	$121.383	$117.904	$131.340	$152.601	$523.228
Transit Program Total	**$140.228**	**$136.549**	**$151.385**	**$172.146**	**$600.308**
Highway and Transit Programs Grand Total					**$1,679.768**
Statewide Program	**$1,151.818**	**$1,097.486**	**$1,129.712**	**$1,143.989**	**$4,523.005**

Note: Table 1 excludes $18.302 million STATE-DVRPC funds for four (4) STATE-DVRPC funded projects that anticipate encumbrance between FY20 and FY23 because they were previously appropriated by the state legislature.
Source: DVRPC, 2019

Almost $4.8 billion Federal Highway Administration (FHWA) and State Transportation Trust Funds (STATE) in the First-Four Years are distributed to all three MPOs for Highway projects: DVRPC, North Jersey Transportation Planning Authority (NJTPA), and South Jersey Transportation Planning Organization (SJTPO). Of this amount, almost 23 percent is distributed to the DVRPC region. The close to $4.8 billion amount excludes "Other" non-public, STATE-DVRPC, and earmarked "DEMO" or "DEMO-R" funds. Additionally, there is slightly over $4.5 billion

in the First-Four Years for NJDOT-administered projects in the Statewide Program that are not specific to a particular MPO region but would benefit all, or that would provide direct support to NJDOT.

Figure 2: Summary of First-Four Years (FY20–FY23) Total Cost (Percentages)



Source: DVRPC, 2019

Table 2: Programmed Cost by Fund Code (in Millions)

Fund Code	FY20	FY21	FY22	FY23	First-Four Years (FY20 - FY23)	Later Fiscal Years (FY24 - FY29)	*10-Years (FY20 - FY29)*
HIGHWAY PROGRAM							
CMAQ	$4.000	$2.000	$4.000	$12.500	$22.500	$40.700	*$63.200*
HSIP	$3.000	$3.000	$3.000	$3.000	$12.000	$24.500	*$36.500*
NHFP-HWY	$31.387	$32.749	$35.178	$32.780	$132.094	$43.000	*$175.094*
NHPP	$97.619	$112.384	$107.792	$91.220	$409.015	$684.877	*$1,093.892*
PL	$2.538	$2.538	$2.538	$2.538	$10.152	$15.228	*$25.380*
PL-FTA	$0.700	$0.700	$0.700	$0.700	$2.800	$4.200	*$7.000*
RHC	$0.945	$0.968	$0.992	$1.016	$3.921	$6.642	*$10.563*
RHC-PHILA	$1.844	$1.844	$0.615		$4.302		*$4.303*
RHC-TRENTON	$1.267				$1.267		*$1.267*
STATE	$68.962	$81.207	$65.822	$63.262	$279.254	$348.912	*$628.166*
STBGP-FLEX	$5.000	$7.700	$2.000	$9.900	$24.600	$67.950	*$92.550*
STBGP-OS-BRDG	$20.397	$24.029	$12.556		$56.982	$4.150	*$61.132*
STBGP-PHILA	$21.050	$21.674	$21.990	$22.635	$87.349	$146.331	*$233.680*
STBGP-TRENTON	$5.500	$8.030	$8.653	$5.278	$27.461	$34.453	*$61.914*
TA-PHILA	$1.135	$1.142	$1.149	$1.157	$4.583	$7.097	*$11.680*
TA-TRENTON	$0.292	$0.294	$0.296	$0.298	$1.180	$1.829	*$3.009*
Highway Program Subtotal	**$265.636**	**$300.259**	**$267.281**	**$246.284**	**$1,079.460**	**$1,429.869**	***$2,509.330***
DRPA/PATCO PROGRAM							
DRPA	$3.769	$3.729	$4.009	$3.909	$15.416	$21.104	*$36.520*
SECT 5307	$5.396	$5.136	$5.156	$4.156	$19.844	$48.736	*$68.580*
SECT 5337	$9.400	$9.500	$10.600	$11.200	$40.700	$34.000	*$74.700*
SECT 5340	$0.280	$0.280	$0.280	$0.280	$1.120	$1.680	*$2.800*
DRPA/PATCO Subtotal	**$18.845**	**$18.645**	**$20.045**	**$19.545**	**$77.080**	**$105.520**	***$182.600***
NJ TRANSIT PROGRAM							
CASINO REVENUE	$4.257	$4.275	$4.275	$4.275	$17.082	$25.649	*$42.731*
CMAQ					$0.000	$21.330	*$21.330*
MATCH	$0.437	$0.437	$0.437	$0.437	$1.748	$2.622	*$4.370*
SECT 5307	$37.902	$38.456	$41.364	$38.070	$155.792	$280.211	*$436.003*
SECT 5310	$1.679	$1.679	$1.679	$1.679	$6.716	$10.074	*$16.790*
SECT 5311	$0.989	$0.989	$0.989	$0.989	$3.956	$5.934	*$9.890*
SECT 5337	$10.946	$10.946	$11.315	$11.113	$44.320	$73.713	*$118.033*
SECT 5339	$0.708		$3.611	$3.611	$7.930	$21.666	*$29.596*
STATE	$64.235	$60.893	$67.441	$92.197	$284.766	$499.014	*$783.780*
STP-TE	$0.230	$0.230	$0.230	$0.230	$0.920	$1.380	*$2.300*
NJ TRANSIT Subtotal	**$121.383**	**$117.904**	**$131.340**	**$152.601**	**$523.228**	**$941.592**	***$1,464.823***
DVRPC Region Total	**$405.864**	**$436.808**	**$418.666**	**$418.430**	**$1,679.768**	**$2,476.981**	***$4,156.753***

Note: STATE-DVRPC funds are excluded because funds were previously appropriated by the state legislature.

Source: DVRPC, 2019

Funding Abbreviations, per Table 2

Federal Highway (FHWA) Funding Sources

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.

HSIP (Highway Safety Improvement Program): Provides funding for projects or strategies included in the state's Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or addresses a highway safety problem.

NHFP-HWY/NHFP-RAIL (National Highway Freight Program): Funding provides for the efficient movement of freight on the National Highway Freight Network (NHFN) and supports the freight investment plan in the state's freight plan. The NHFN consists of four components: Primary Highway Freight System (PHFS), Critical Rural Freight Corridors (CRFCs), Critical Urban Freight Corridors (CUFRs), and portions of the Interstate system that are not part of the PHFS.

NHPP (National Highway Performance Program): 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. Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements.

PL/PL-FTA (Metropolitan Planning Funds by FHWA/FTA): Provides funds for the federally mandated transportation planning process conducted within each MPO.

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 HSIP. Eligible activities include: signing and pavement markings at crossings; active warning devices; crossing surface improvements; sight distance improvements; grade separations; and the closing and consolidation of crossings.

RHC-PHILA (Rail Highway Grade Crossing-Philadelphia): RHC funds designated for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area

RHC-TRENTON (Rail Highway Grade Crossing-Trenton): RHC funds designated for the "Trenton, NJ" Urbanized Area

STBGP-FLEX (**Surface Transportation Block Grant Program Flexible):** Surface Transportation Block Grant Program (STBGP) funds that can be used anywhere in the State of New Jersey under NJDOT's discretion.

STBGP-OS/BRDG (**Surface Transportation Block Grant Program for Off-System Bridges):** Funding from the state's STBGP apportionment for bridges not on federal-aid highways ("off-system bridges").

STBGP-PHILA (Surface Transportation Block Grant Program for the Philadelphia Urbanized Area with a population of 200,000 or more): STBGP funds designated for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area, which comprises most of the DVRPC Local Program.

STBGP-TRENTON (**Surface Transportation Block Grant Program for the Philadelphia Urbanized Area with a population of 200,000 or more):** STBGP funds designated for the "Trenton, NJ" Urbanized Area, which comprises a smaller part of the DVRPC Local Program.

TA-PHILA (Surface Transportation Block Grant Programs Transportation Alternatives Set-A-Side for the Philadelphia Urbanized Area with a population of 200,000 or more): STBGP TA Set-A-Side funds for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area.

TA-TRENTON (Surface Transportation Block Grant Programs Transportation Alternatives Set-A-Side for the Trenton Urbanized Area with a population of 200,000 or more): STBGP TA Set-A-Side funds for the "Trenton, NJ" Urbanized Area.

Non-Federal Highway Funding Sources

STATE (State Transportation Trust Fund): Provides the disposition of funding received from the New Jersey Transportation Trust Fund for Highway and Statewide Programs.

Federal Transit (FTA) Funding Sources

CMAQ (Congestion Mitigation and Air Quality Improvement Program): Type of Highway funding that can flex (transfer) from the Highway Program via FHWA to the Transit Program.

SEC 5307 (FTA Urbanized Area Formula Grants Program): Provides funding to a census-designated urbanized area of 50,000 people or more for the planning, engineering, design, and evaluation of transit projects and technical transportation-related studies; capital investments in bus and bus-related activities, such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

SEC 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program): Provides funding for transportation services planned, designed, and implemented to support special transportation needs of seniors and individuals with disabilities in all areas.

SEC 5311 (FTA Non-Urbanized Rural Area Formula Program): Provides funding for rural public transportation programs and training and technical assistance to states and federally recognized Indian tribes with populations fewer than 50,000 according to the census.

SEC 5337 (FTA State of Good Repair Program): Provides funding for capital asset maintenance, rehabilitation, and replacement, as well as projects that implement Transit Asset Management (TAM) plans.

SEC 5339 (FTA Bus and Bus Facilities Program): Provides funding for capital projects that will replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. This program also replaces the expired Alternative Analysis Program.

SEC 5340 (FTA States/High Density States Programs): Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21, as in authorizations prior to MAP-21.

STP-TE (Surface Transportation Program Transportation Enhancement) – STP was first established under ISTEA, where funds were previously made available under various smaller federal-aid categories as well as a broad, flexible component. Funding must be set-a-side for transportation enhancement (STP-TE) and to

urbanized and non-urbanized areas (e.g. STBGP-PHILA to DVRPC). When the FAST Act became effective, STP was renamed to STBGP. Funds may be flexed from the Highway Program via FHWA to the Transit Program.

Non-Federal Transit Funding Sources

CASINO REVENUE: Per New Jersey law, state transit funding must be provided from the annual allocation of 8.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.

STATE (State Transportation Trust Fund): Provides the disposition of funding received from the New Jersey Transportation Trust Fund for NJ TRANSIT

MATCH/DRPA/LOCAL/OTHER: Local funds from NJ TRANSIT ("MATCH") or the DRPA ("DRPA") that are needed to match federal funding. "OTHER" third-party funds are provided from other sources, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.

Phase of Work Abbreviations, per Figures 3 and 4

Note that an "L" preceding any phase means Local Agency Lead (MPO, county, or municipality); otherwise, the state DOT is the lead agency.

CAP (Capital Acquisition): Used to denote NJ TRANSIT's acquisition of rolling stock.

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

DES (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 and construction contract documents to solicit bids from prospective contractors.

EC (Engineering/Construction): Involves design and construction work.

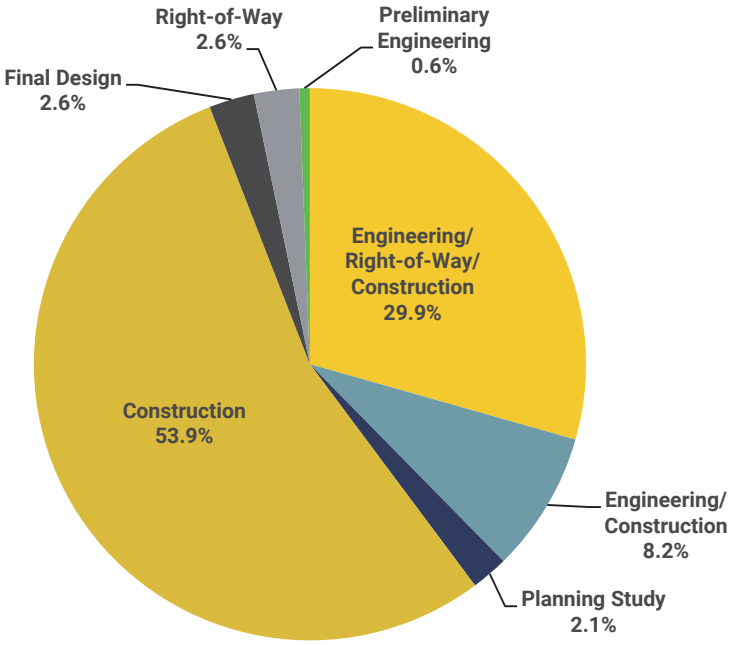
ERC (Engineering/Right-of-Way/Construction): Involves design, right-of-way, and construction work.

PLS (Planning Study): Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development. This phase typically occurs during the "pre-TIP" development stage of a project, such as those listed in the Study and Development Program.

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

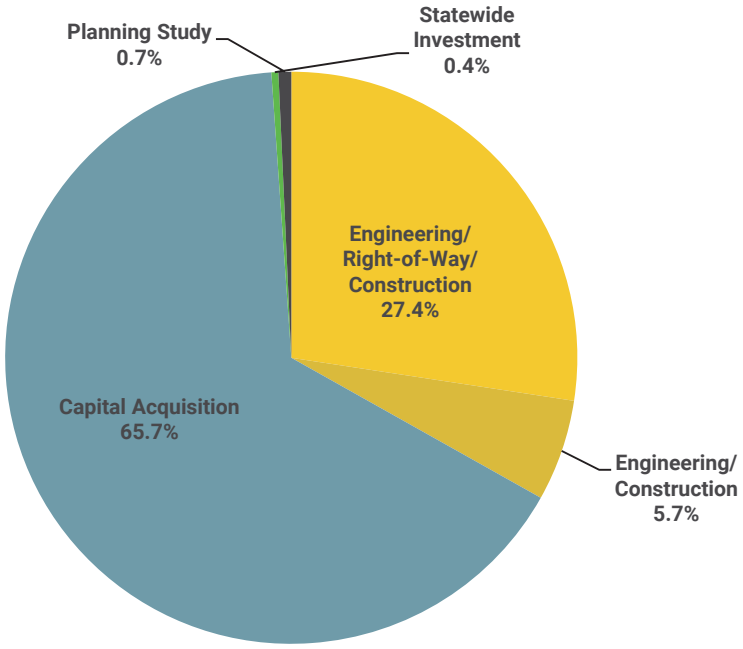
SWI (Statewide Investment): Used to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases work, that addresses a specific mobility issue.

Figure 3: Four-Year (FY20–FY23) Highway Program Cost by Phase



Source: DVRPC, 2019

Figure 4: Four-Year (FY20–FY23) Transit Program Cost by Phase



Source: DVRPC, 2019

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Mapping Application and Listings Overview

This Draft TIP does not contain printed static maps in the document. Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC recommends using the TIP Web Map Search Tool found at www.dvrpc.org/TIP/Draft as the primary mapping function to show the location of mappable projects for Highway and Transit projects.

Different project types, such as intersection improvements, bridge replacements, or new transit facilities, are shown by using various colors and symbols in the TIP Web Map Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, reserve line items, or preliminary studies, are not mapped.

The Draft TIP Web Map Search Tool continues to include robust data sets, besides Draft TIP projects, that include overlays, such as Planning Centers, Freight Centers, CMP Corridors, and IPD, as well as a "search by address or location" function. To go along with the more robust Draft TIP Web Map Search Tool, DVRPC has made TIP Geographic Information Systems (GIS) data available as well. GIS is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or for analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Downloadable GIS point and line location features for Draft TIP projects, projects in the current adopted Pennsylvania and New Jersey TIPs, as well as projects with formal TIP Actions for the current TIPs that the DVRPC RTC and Board vote on are available via the Transportation section of DVRPC's GIS Data web page, www.dvrpc.org/Mapping/Data. This web page also contains links to DVRPC's GIS Portal, interactive maps, and a map gallery, in addition to other data resources. The GIS Portal contains boundaries, demographic, planning, and transportation data, which is helpful for obtaining data that provides context for the TIP.

DVRPC Regional Highway and Transit Programs

Tables 3 and 4 display various project listings in the Highway and Transit Programs for DVRPC's New Jersey region. The project listings are listed by DB # and grouped by county and transit operator. Note that all projects within the formal First-Four Years of the Draft TIP period (FY20–FY23) would be considered funded and 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 state and region developed a 10-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. To view more information about a project, visit www.dvrpc.org/TIP/Draft , or use the Draft TIP Web Map Search Tool.

Statewide Highway Program

Following this document's lists of highway and transit projects in the DVRPC region is Table 5 for highway line items in the Statewide Program. These Statewide line items are primarily highway programs managed by NJDOT on a statewide basis that are not specific to any particular MPO region but would benefit all or that provide direct support to NJDOT.

TIP Project Status Codes

In this Draft Highlights document, projects are identified by a "status code" to help establish the origin of the projects. The codes are displayed as superscripts next to project DB #s and titles in this document. The full, Draft TIP document (publication #20001A) displays the codes at the top right corner of each project listed. Projects determined as “new” projects in the Draft TIP are denoted with a status code of NEW, NEW-B, NEW-G, NEW-LG, NEW-M, NEW&SD, and NEW-CD. Other codes include SD or RETURN.

- **NEW** projects are programmed in the Draft TIP for the absolute first time;
- **NEW-B** projects are new “break-out” projects that have been “broken out of,” or derived from, an existing TIP project or line item DB #;
- **NEW-G** projects have “graduated” from the Study and Development Program and are advancing into the Draft TIP for Design to Construction phases; and similarly,
- **NEW-LG** projects are locally sponsored projects that have “graduated” from DVRPC’s Local Concept Development Program to advance into the Draft TIP’s Local Program. The project’s Concept Development phase was locally led by a county or municipality;
- **NEW-M** projects include at least two existing TIP projects merged into one of the existing DB #s or combined into a newly established DB #.
- **NEW&SD** is denoted for projects that are included, for the first time, in both the Draft TIP’s Highway Program and Study and Development Program; and
- **NEW-CD** projects are those that are programmed for Concept Development in the Highway or Statewide Program for the first time.

A project denoted with an **SD** status indicates that it is not a new project but is in the Study and Development Program and in programmed in either the Highway or Statewide Program. Finally, 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 Draft FY2020 TIP for New Jersey.

Roadmap for TIP Project Listing

Figure 5 exemplifies a standard TIP report for a sample project to guide you when reviewing a project in the Draft TIP. The “roadmap” provides explanations about various information items that are associated with a project.

Draft FY2020 TIP for NJ Project Listings

Table 3: Highway Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
BURLINGTON COUNTY			
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	**15385**	**Route 38, Nixon Drive to Pemberton Road** NEW
12346	Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd	9212C	Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)
12346A	Route 130, CR 545 (Farnsworth Avenue) $3.000	D0302	Burlington County Roadway Safety Improvements
12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	**D1510**	**Burlington County Bus Purchase** RETURN
13319	Route 73, CR 544 (Evesham Rd/Marlton Parkway)	D1804	CR 537, CR 628, and CR 660 Guiderail Installation
15321	Route 70, Bridge over Mount Misery Brook		
15324	Washington Turnpike, Bridge over West Branch of Wading River		
15353	Route 38 and Lenola Road (CR 608)		
CAMDEN COUNTY			
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	16342	Route 73 and Ramp G, Bridge over Route 130
11326	Route 76/676 Bridges and Pavement	**18313**	**Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)** NEW
11326A	Route 76, Bridges over Route 130	355A	Route 295/42, Missing Moves, Bellmawr
11338	Route 70, Route 38 to Cooper Avenue	355E	Route 295/42/I-76, Direct Connection, Contract 4
11416	Route 30, Atco Avenue to Route 206	D0410	Camden County Roadway Safety Improvements
12313	Route 42, Bridges over Blackwood Railroad Trail	D0601	Camden County Bus Purchase
14426	Route 130, Bridge over Big Timber Creek	D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)
15396	Route 168, Route 42 to CR 544 (Evesham Road)	D1715	Route 70 Gateway/Airport Circle
15423	ADA South, Contract 4	**D1807**	**Federal and Market Street Feeder Road Improvements** NEW-M
16319	Route 30, Gibbsboro Road (CR 686)	**D1913**	**Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout** NEW-B
16340	Route 130, Bridge over Main Branch of Newton Creek	**D1914**	**Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)** NEW-B

Draft FY2020 TIP for NJ Project Listings

Table 3 (Continued): Highway Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
GLOUCESTER COUNTY			
11371	Route 47, Bridge over Big Timber Creek	14348	Route 45, Bridge over Woodbury Creek
11414	Route 130, Plant Street to High Hill Road (CR 662)	15302	Route 41 and Deptford Center Road
12305	Route 47, Grove St. to Route 130, Pavement	**19375**	**Route 322B SB, Retaining Wall @ Raccoon Creek, Priority Repair** NEW
12306	Route 42, Kennedy Ave. to Atlantic City Expressway	D0401	Gloucester County Roadway Safety Improvements
12383	Route 40, CR 555 Intersection, Operational & Safety Improvements	**D1906**	**CR 581 (Commissioners Road), Bridge over Oldman's Creek** NEW-LG
12413	Route 40, Elmer Lake to Elmwood Avenue	D9807	Gloucester County Bus Purchase
MERCER COUNTY			
07319B	Route 29, Cass Street to Calhoun Street, Drainage	D0412	Mercer County Roadway Safety Improvements
11309	Route 130, Westfield Ave. to Main Street	D0701	Princeton-Hightstown Road Improvements, CR 571
15374	Route 33, Cleveland Avenue to Paxon Avenue	D1011	Mercer County Bus Purchase
16336	Route 1B, Bridge over Shabakunk Creek	D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
17419	Route 1, Alexander Road to Mapleton Road	D1901	Mercer County's Electronic Traffic Control Devices Inventory
18305	**Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)** NEW	**D1910**	**Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)** NEW-B
99334	Duck Island Landfill, Site Remediation	L064	Route 206, South Broad Street Bridge over Assunpink Creek
99362	Trenton Amtrak Bridges		
VARIOUS COUNTIES			
01300	Transportation Systems Management and Operations (TSMO)	D0407	Ozone Action Program in New Jersey
03304	Bridge Deck/Superstructure Replacement Program	D1601	New Jersey Regional Signal Retiming Initiative
04314	Local Safety/ High Risk Rural Roads Program	X065	Local CMAQ Initiatives
06326	Local Concept Development Support	X107	Transportation Alternatives Program
10347	Local Aid Consultant Services	X30A	Metropolitan Planning
11383	Transportation Management Associations	X35A1	Rail-Highway Grade Crossing Program, Federal
99327A	Resurfacing, Federal	X41C1	Local County Aid, DVRPC
D0204	Transportation and Community Development Initiative (TCDI) DVRPC	X51	Pavement Preservation
D026	DVRPC, Future Projects	X98C1	Local Municipal Aid, DVRPC
D0406	RideECO Mass Marketing Efforts--New Jersey		

Source: DVRPC, 2019

Draft FY2020 TIP for NJ Project Listings

Table 4: Transit Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
NJ TRANSIT			
T05	Bridge and Tunnel Rehabilitation	T300	Transit Rail Initiatives
T06	Bus Passenger Facilities/Park and Ride	T302	Camden-Glassboro Light Rail Line
T08	Bus Support Facilities and Equipment	T34	Rail Capital Maintenance
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	T37	Rail Support Facilities and Equipment
T106	Private Carrier Equipment Program	T39	Preventive Maintenance-Rail
T111	Bus Acquisition Program	T42	Track Program
T112	Rail Rolling Stock Procurement	T43	High Speed Track Program
T120	Small/Special Services Program	T44	NEC Improvements
T121	Physical Plant	T50	Signals and Communications/Electric Traction Systems
T122	Miscellaneous	T500	Technology Improvements
T13	Claims support	T508	Security Improvements
T135	Preventive Maintenance-Bus	T509	Safety Improvement Program
T143	ADA--Platforms/Stations	T515	Casino Revenue Fund
T150	Section 5310 Program	T53E	Locomotive Overhaul
T151	Section 5311 Program	T53G	Rail Fleet Overhaul
T16	Environmental Compliance	T55	Other Rail Station/Terminal Improvements
T199	Job Access and Reverse Commute Program	T68	Capital Program Implementation
T20	Immediate Action Program	T88	Study and Development
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	T95	Light Rail Infrastructure Improvements
DRPA/PATCO			
D0906	Install Elevators, PATCO	DR036	Transit Enhancements
D1305	**Pedestrian Bridge and Tunnel Rehabilitation** RETURN	DR038	Relocation of Center Tower/SCADA Modernization
D1911	**PATCO Track Resurfacing & Rail Profile Grinding** NEW	DR046	DRPA - Rebuild PATCO Cars
D1912	**Rehabilitation of PATCO Bridges** NEW	DR1501	PATCO Interlocking & Track Rehabilitation
DR008	Electrical Cable Replacement	DR1801	Reopening of Franklin Square
DR015	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	DR1802	Subway Structures Renovation
DR019	Smoke and Fire Control	DR1803	PATCO Station Platform Rehabilitation
DR034	Preventive Maintenance		

Source: DVRPC, 2019

Draft FY2020 TIP for NJ Project Listings

Table 5: Statewide Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
VARIOUS COUNTIES (NOT SPECIFIC TO ANY MPO REGION)			
00377	Ferry Program	13308	Statewide Traffic Operations and Support Program
01309	Maritime Transportation System	13323	Bridge Preventive Maintenance
01316	Transit Village Program	14300	Title VI and Nondiscrimination Supporting Activities
01335	Betterments, Dams	14404	Bridge Maintenance and Repair, Movable Bridges
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	15322	Delaware & Raritan Canal Bridges
03304	Bridge Deck/Superstructure Replacement Program	**15335**	**Sign Structure Replacement Contract 2016-3** NEW
03309	Environmental Project Support	15343	Intelligent Traffic Signal Systems
04324	Electrical Load Center Replacement, Statewide	15344	Utility Pole Mitigation
05304	Construction Program IT System (TRNS.PORT)	17337	Project Management Improvement Initiative Support
05339	Right of Way Database/Document Management System	17341	Bridge Inspection Program, Minor Bridges
05340	Right of Way Full-Service Consultant Term Agreements	17353	Storm Water Asset Management
05341	Project Management & Reporting System (PMRS)	17357	Bridge Maintenance Fender Replacement
05342	Design, Geotechnical Engineering Tasks	17358	Bridge Maintenance Scour Countermeasures
06327	Local Aid Grant Management System	17360	Emergency Management and Transportation Security Support
06402	Safe Streets to Transit Program	17390	Local Freight Impact Fund
07332	Minority and Women Workforce Training Set Aside	**18379**	**UHPC Overlay Research Project (8 Bridge Decks)** NEW
08381	Bridge Replacement, Future Projects	**19315**	**Aeronautics UAS Program** NEW
08387	Local Bridges, Future Needs	**19370**	**Safety Programs** NEW-M
08415	Airport Improvement Program	**19600**	**Smart and Connect Corridors Program** NEW
09316	Culvert Replacement Program	**97008**	**High-Mast Light Poles** NEW
09388	Highway Safety Improvement Program Planning	98315	Bridge Emergency Repair
10344	Project Development: Concept Development and Preliminary Engineering	98316	Bridge Scour Countermeasures
11344	ADA Curb Ramp Implementation	99327A	Resurfacing, Federal
13303	Active Traffic Management System (ATMS)	99358	Safe Routes to School Program
13304	Intelligent Transportation System Resource Center	99372	Orphan Bridge Reconstruction
13305	Job Order Contracting Infrastructure Repairs, Statewide	99409	Recreational Trails Program
13306	Mobility and Systems Engineering Program	X03A	Restriping Program & Line Reflectivity Management System
13307	Salt Storage Facilities - Statewide	X03E	Resurfacing Program

Draft FY2020 TIP for NJ Project Listings

Table 5 (Continued): Statewide Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
VARIOUS COUNTIES (NOT SPECIFIC TO ANY MPO REGION) (CONTINUED)			
X07A	Bridge Inspection	**X186B**	**Local Aid, State Transportation Infrastructure Bank** NEW
X07F	**Bridge and Structure Inspection, Miscellaneous** NEW	X196	Maintenance & Fleet Management System
X10	Program Implementation Costs, NJDOT	X197	Disadvantaged Business Enterprise
X106	Design, Emerging Projects	X199	Youth Employment and TRAC Programs
X107	Transportation Alternatives Program	X200C	New Jersey Scenic Byways Program
X10A	**Program Implementation Costs, Staff Augmentation** NEW	**X201**	**Guiderail Upgrade** NEW
X11	Unanticipated Design, Right of Way and Construction Expenses, State	X233	Motor Vehicle Crash Record Processing
X12	Acquisition of Right of Way	X239	Sign Structure Inspection Program
X126	Transportation Research Technology	X239A	Sign Structure Rehabilitation/Replacement Program
X135	Pre-Apprenticeship Training Program for Minorities and Women	X241	Electrical Facilities
X137	Legal Costs for Right of Way Condemnation	X244	Training and Employee Development
X140	Planning and Research, State	X28B	Park and Ride/Transportation Demand Management Program
X142	DBE Supportive Services Program	X29	Physical Plant
X144	Regional Action Program	X30	Planning and Research, Federal-Aid
X15	Equipment (Vehicles, Construction, Safety)	X34	New Jersey Rail Freight Assistance Program
X150	State Police Enforcement and Safety Services	X35A	Rail-Highway Grade Crossing Program, State
X151	Interstate Service Facilities	X35A1	Rail-Highway Grade Crossing Program, Federal
X152	Rockfall Mitigation	X39	Signs Program, Statewide
X154	Drainage Rehabilitation and Maintenance, State	X43	Transportation Demand Management Program Support
X154D	Drainage Rehabilitation & Improvements	X47	Traffic Signal Replacement
X15A	Equipment, Snow and Ice Removal	X66	Traffic Monitoring Systems
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	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

Source: DVRPC, 2019

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Figure 5: Roadmap of a Sample Project Listing in the Draft TIP

State Department of Transportation (NJDOT) ID number

County where project is located

Indicates that project is identified as a Major Regional Project in the DVRPC Long-Range Plan

DVRPC FY2020 TIP for New Jersey

New Jersey Highway Program — **Draft Version**

Project Title

Burlington

DB# D12345 — **Somewhere Road Corridor Improvements** — LRPID: 99 — *NEW*

AQCODE: 2025M

The project will reconfigure and where appropriate, widen the corridor, along Somewhere Road from Fake Blvd. to Anywhere Lane, in order to mitigate congestion, improve safety, and ensure ADA compliance. In addition, deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with modern standards.

CMP: Minor SOV Capacity

Municipalities: Bordentown Township; Bass River Township; Burlington Township

Plan Center: None

NJDOT CIS Program Category: Safety Improvements

NJDOT CIS Program Subcategory: Safety Management

Project Manager: Montero, Pedro

Project Manager assigned by NJDOT

Indicators of Potential Disadvantage: 4

Mileposts: 7.53-7.59

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

This project contains ITS elements.

Local:

Mapped: Y

Phase	Fund	TIP Program Years ($ millions) 2020	2021	2022	2023	Later Fiscal Years ($ millions) 2024	2025	2026	2027	2028	2029
ROW	HSIP		3.000								
DES	HSIP	2.500									
CON	HSIP			10.000							
Fiscal Year Total		2.500	3.000	10.000							
Total First Four Years		15.500				Total Later Fiscal Years					

Fund type for each phase; note that "*" following a fund type indicates conversion funds for advanced construction phases

Note: Funds are in $ Millions.

"Y" indicates a project is in DVRPC's Local Program

"Y" indicates project is mapped online.

Anticipated project phase

Highest Indicator of Potential Disadvantage (IPD) for Environmental Justice (EJ)

NJDOT Capital Investment Strategy/Asset Program

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

Congestion Management Process (CMP) codes

Community types that correspond to DVRPC long range planning policies

Air Quality Code

Status code assigned by DVRPC to help establish the origin of the project. In this example, "New" indicates that this project is programmed in the Draft TIP for the very first time.

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Learn More. Share Your Ideas!

DVRPC encourages the public to review and provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. Copies of the Draft FY2020 TIP for NJ are available on the DVRPC website at www.dvrpc.org/TIP, in print at the DVRPC Resource Center, and at public libraries listed in Table 6 on the next page.

The public comment period for DVRPC's Draft FY2020 TIP for New Jersey is opened as of July 9, 2019, and will close on August 9, 2019, at 5:00 PM (EST).

Review and submit feedback online at www.dvrpc.org/TIP/Draft by the August 9th deadline. Submitted comments will be included as part of the formal public record and final TIP document.

You can also submit comments in writing by e-mail to tip@dvrpc.org, or fax to "TIP Comments" at (215) 592-9125, or by mail, Attention: TIP Comments, Office of Communications and Engagement, Delaware Valley Regional Planning Commission, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106-1520.

In addition, a public meeting is scheduled on:

MONDAY, JULY 29, 2019
6:00 PM–8:00 PM (EST)
ROOM 211
JOYCE McDADE ADMINISTRATION BUILDING
640 SOUTH BROAD STREET
TRENTON, NJ 08650
The meeting location is ADA and transit-accessible near the Hamilton Avenue Light Rail Station.

While not required, those interested in joining the meeting are encouraged to RSVP by contacting 215-592-1800 or public_affairs@dvrpc.org. The meeting will serve as an opportunity for the public to comment on the Draft TIP and the Draft FY2020 Statewide TIP (STIP) that is available at www.state.nj.us/transportation/capital. You can also view NJDOT's public meetings on NJDOT's website at https://www.state.nj.us/transportation/community/meetings/.

Table 6: Libraries Displaying the Draft TIP

BURLINGTON COUNTY		
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060 ☏ (609) 267-9660	Moorestown Library 111 West Second Street Moorestown, NJ 08057 ☏ (856) 234-0333	Burlington County Library–Bordentown Branch 18 East Union Street Bordentown, NJ 08505 ☏ (609) 298-0622
CAMDEN COUNTY		
Camden County Library–M. Allan Vogelson Regional Branch 203 Laurel Road Voorhees, NJ 08043 ☏ (856) 772-1636	Camden County Library–Gloucester Twp.-Blackwood Rotary Branch 15 South Blackhorse Pike Blackwood, NJ 08012 ☏ (609) 298-0622	Camden County Library–Rutgers–Camden Branch 300 North 5th Street Camden, NJ 08102 ☏ (609) 225-6807
Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033 ☏ (856) 429-1309	Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034 ☏ (856) 667-0300	
GLOUCESTER COUNTY		
Monroe Township Public Library 713 Marsha Avenue Williamstown, NJ 08094 ☏ (856) 629-1212	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062 ☏ (856) 223-6000	Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096 ☏ (856) 845-2611
MERCER COUNTY		
Mercer County Library–Lawrence Branch 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648 ☏ (609) 989-6915	Trenton Public Library 120 Academy Street Trenton, NJ 08638 ☏ (609) 392-7188	
PHILADELPHIA, PENNSYLVANIA		
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103 ☏ (215) 686-5322	Library for the Blind & Physically Handicapped of Philadelphia 919 Walnut Street Philadelphia, PA 19107 ☏ (215) 686-3213	

Source: DVRPC, 2019

PUBLICATION TITLE

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DVRPC New Jersey Region
(Burlington, Camden, Gloucester, and Mercer counties)

KEY WORDS

Air Quality, Bike and Pedestrian, Bridges, CMAQ, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, Construction, DRPA/PATCO, Environmental Justice, FAST Act, FASTLANE, Federal Transit Administration, Federally Funded Projects, Final Design, Fixing America's Surface Transportation Act, Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies, FTA, GARVEE, Goods Movement, Highways, Highway Safety Improvement Program, HSIP, Indicators of Potential Disadvantage, Infrastructure Capital, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Highway Freight Network, National Highway Freight Program, National Highway Performance Program, New Jersey Department of Transportation, NHFN, NHFP, NHPP, NJ TRANSIT, Performance-Based Planning and Programming, Performance Measures, Preliminary Engineering, Public Involvement, Railway-Highway Grade Crossing, Right-of-Way, Safe Routes to School, SAFETEA-LU, STBGP, STP, Surface Transportation Program, Surface Transportation Block Grant Program, Targets, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives Set-Aside Program, Transportation Equity Act for the 21st Century, Transportation Improvement Program

ABSTRACT

The Highlights for the Draft FY2020 TIP for NJ 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 and state funding in federal fiscal years (FY) 2020 to 2023. The Highlights document includes a financial summary of costs by county and by operator, as well how to learn more about the Draft TIP.

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Aspectos destacados

del TIP para el FY2020 de Nueva Jersey

(FY20-FY23)

BORRADOR

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

COMISIÓN DE PLANIFICACIÓN REGIONAL
DEL VALLE DE DELAWARE

La Comisión de Planificación Regional del Valle de Delaware es la Organización de Planificación Metropolitana designada a nivel federal para una región diversa de nueve condados en dos estados: Bucks, Chester, Delaware, Montgomery y Filadelfia en Pennsylvania; y Burlington, Camden, Gloucester y Mercer en Nueva Jersey.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

COMISIÓN DE PLANIFICACIÓN REGIONAL DEL VALLE DE DELAWARE

La visión de la DVRPC para la región del Área Metropolitana de Filadelfia es lograr una región próspera, innovadora, equitativa, resiliente y sostenible que aumenta las opciones de movilidad al invertir en un sistema de transporte moderno y seguro; protege y preserva nuestros recursos naturales al crear comunidades saludables; y fomenta mayores oportunidades para todos.

La misión de la DVRPC es lograr esta visión al convocar a la mayor cantidad de socios para informar y facilitar la toma de decisiones basada en datos. Estamos comprometidos con toda la región y nos esforzamos para ser líderes e innovadores al explorar nuevas ideas y crear mejores prácticas.

CUMPLIMIENTO DEL TÍTULO VI | *La DVRPC cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, la Orden Ejecutiva 12898 sobre Justicia Ambiental, y los estatutos y reglamentos relacionados con la discriminación en todos sus programas y actividades. El sitio web de la DVRPC, www.dvrpc.org puede traducirse a varios idiomas. Las publicaciones y otros documentos públicos pueden ponerse están disponibles en idiomas y formatos alternativos, si lo solicita. Las reuniones públicas de la DVRPC siempre se celebran en instalaciones accesibles de acuerdo con la ADA y en ubicaciones accesibles a través de transporte público, siempre que sea posible. Pueden ofrecerse servicios auxiliares a las personas que los soliciten al menos siete días antes de una reunión pública. Las solicitudes recibidas serán satisfechas en la medida de lo posible. Toda persona que sienta que ha sido agraviada por una práctica discriminatoria ilegal de la DVRPC de acuerdo con el Título VI tiene derecho a presentar una queja formal. Todas estas quejas deben hacerse por escrito y presentarse ante el administrador de cumplimiento con el Título VI de la DVRPC o la agencia estatal o federal apropiada dentro de un plazo de 180 días contados a partir del momento en el que ocurrió la presunta discriminación. Para obtener más información sobre el programa del Título VI de la DVRPC o para recibir un Formulario de Quejas del Título VI, visite: www.dvrpc.org/GetInvolved/TitleVI, llame al (215) 592-1800, o envíe correo electrónico a public_affairs@dvrpc.org. La DVRPC se financia mediante una variedad de fondos, incluidas las becas federales de la Administración Federal de Carreteras (Federal Highway Administration, FHWA) y de la Administración Federal de Tránsito (Federal Transit Administration, FTA) del Departamento de Transporte de los Estados Unidos, los departamentos de transporte de Pensilvania y Nueva Jersey, y los gobiernos estatales y locales integrantes de la DVRPC. Sin embargo, los autores son los únicos responsables de los hallazgos y conclusiones del presente, que pueden no representar las opiniones o políticas oficiales de las agencias de financiación.*

Introducción

A partir del 9 de julio de 2019, el Borrador del Programa de Mejora del Transporte (Transportation Improvement Program, TIP) para el año fiscal FY2020 (Fiscal Year, FY) de Nueva Jersey (FY20-FY23) estará disponible para revisión pública y comentarios. Este documento tiene la intención de describir y "resaltar", de forma sucinta, el TIP de la región, una lista multimodal acordada de proyectos de transporte prioritarios cuya implementación está planificada y programada, para los cuales se prevén fondos federales. Si bien no es un requisito federal, el TIP de la Comisión de Planificación Regional del Valle de Delaware (Delaware Valley Regional Planning Commission, DVRPC) también enumera los proyectos de capital financiados por el estado y los proyectos no financiados por el gobierno federal que son importantes a nivel regional para brindar una visión general de las mejoras de transporte de la región. Este programa permite la selección y priorización de las inversiones en infraestructura de transporte en la región de la DVRPC.

El Borrador del TIP, al igual que la propia Comisión, incluye los condados de Burlington, Camden, Gloucester y Mercer en Nueva Jersey. La DVRPC prepara una actualización importante para el TIP de Nueva Jersey cada dos años para coincidir con la actualización del Departamento de Transporte de Nueva Jersey (New Jersey Department of Transportation, NJDOT) y el TIP estatal (Statewide TIP, STIP) con restricciones fiscales de 10 años de NJ TRANSIT, y publica un borrador del programa para un período de revisión y comentarios antes de recomendar que la Junta de la DVRPC lo adopte.

Este año, el período de comentarios públicos para el borrador del TIP de la DVRPC, que también sirve como período de comentarios públicos del Borrador del STIP, comienza el 9 de julio de 2019 y se cerrará a las 5:00 PM (hora del este, [Eastern Standard Time, EST]) del 9 de agosto de 2019. Al final de este documento se encuentran más detalles sobre el proceso de revisión y comentarios. Puede revisar el documento completo del Borrador del TIP de la DVRPC en línea en www.dvrpc.org/TIP/Draft, o en una copia impresa en una de las bibliotecas públicas de la región que figuran en la Tabla 6 de este documento, o en el Centro de Recursos de la DVRPC que se ubica en 190 North Independence Mall West, 8th Floor, Philadelphia, PA, 19106. El documento completo contiene descripciones de los proyectos y apéndices para la región de Nueva Jersey de la DVRPC. El Borrador del STIP del NJDOT y NJ TRANSIT está disponible en línea en www.state.nj.us/transportation/capital y en formato impreso en el Centro de Recursos de la DVRPC.

¿Qué es el TIP?

Por mandato del Congreso, la legislación federal de transporte requiere que la DVRPC, como la Organización de Planificación Metropolitana (Metropolitan Planning Organization, MPO) de la región, desarrolle y actualice un TIP que haga a la región elegible para recibir y gastar fondos federales destinados al transporte. El TIP incluye todos los proyectos de transporte para los que se planea utilizar fondos federales, así como los proyectos que reciben fondos estadales y que son prioridades en la mejora del transporte para esta región. Es un programa multimodal de cuatro años que muestra los costos y tiempos estimados por fase del proyecto. Principalmente, el TIP se restringe en lo financiero a la cantidad de fondos que se espera que estén disponibles. Para añadir proyectos al TIP, otros deben posponerse, o bien deben identificarse fondos adicionales para la región a fin de mantener esta restricción financiera. Por lo tanto, el TIP no es una "lista de deseos"; claramente existe competencia entre los proyectos para obtener un lugar en el TIP. El TIP no solo incluye unos proyectos específicos, sino que también documenta los tiempos y costos estimados para cada fase del proyecto (ingeniería preliminar, diseño final, adquisición de derechos de paso y construcción). Aun cuando no se trata de

un programa final para la implementación del proyecto, la inclusión de una fase del proyecto en el TIP significa que realmente se espera que se implemente durante la vigencia del TIP.

La producción del TIP es la culminación del proceso de planificación de transporte y representa un consenso entre funcionarios estatales y regionales respecto a qué mejoras buscar a corto plazo. El consenso es crucial, porque los gobiernos federal y estatal quieren garantías de que todas las partes interesadas han participado en el desarrollo de las prioridades antes de comprometer sumas importantes de dinero. La inclusión de un proyecto en el TIP indica un acuerdo regional sobre la prioridad del proyecto y establece la elegibilidad para fondos federales.

El TIP es un requisito de la legislación federal de transporte, que actualmente es la Ley para Arreglar el Transporte Terrestre de Estados Unidos (Fixing America's Surface Transportation Act, FAST Act) o Ley Pública (Public Law, PL) 114-94. La Ley FAST se convirtió en ley el 4 de diciembre de 2015 y expirará el 30 de septiembre de 2020. La Ley FAST es la primera ley federal en más de 10 años en ofrecer la certidumbre de financiamiento a largo plazo para el transporte superficial, después de múltiples extensiones de la Ley para Avanzar hacia el Progreso en el siglo XXI (Moving Ahead for Progress in the 21st Century, MAP-21), que se inició el 1.º de octubre de 2012, y cuya expiración estaba originalmente programada para el 31 de septiembre de 2014. La Ley FAST se basó en las iniciativas establecidas en la MAP-21; la Ley de Equidad de Transporte Seguro, Responsable, Flexible y Eficaz: un legado para los usuarios; la Ley de Equidad en el Transporte para el siglo XXI, y la Ley de Eficiencia del Transporte Superficial Intermodal de 1991. La inversión en transporte se ha prescrito en un enfoque equilibrado mediante un compromiso garantizado para lograr carreteras y puentes, transporte público, seguridad, proyectos intermodales y tecnologías avanzadas, como los Sistemas de Transporte Inteligente.

Cronograma de desarrollo del TIP

El desarrollo (o actualización) del TIP por lo general comienza aproximadamente de 10 a 12 meses antes de su adopción e implica un arduo trabajo del personal y negociaciones intensivas por parte del NJDOT, NJ TRANSIT, la Autoridad Portuaria del Río Delaware/Corporación para el Tránsito de la Autoridad Portuaria (Delaware River Port Authority/Port Authority Transit Corporation, DRPA/PATCO), el personal de la DVRPC, la Administración Federal de Carreteras (Federal Highway Administration, FHWA) y representantes de los gobiernos miembros de la DVRPC de la ciudad y el condado, que constituyen el subcomité para el TIP del Comité Técnico Regional (Regional Technical Committee, RTC) de la DVRPC en Nueva Jersey. Como se muestra en la Figura 1, el proceso para el Borrador del TIP para el FY2020 comenzó durante el otoño de 2018 con la revisión de los costos y cronogramas de los proyectos actuales del TIP para el FY2018 y de los proyectos que se prevé que "aprobarán" la etapa de Desarrollo de Conceptos. Antes de la primavera de 2019, el resultado fue un borrador preliminar restringido del programa ("Borrador preliminar del TIP") basado en proyecciones razonables y anticipadas de ingresos para los próximos 10 años (FY20–29), resultados de los Criterios de Beneficios del TIP para nuevos proyectos, métricas de programación y planificación con base en el desempeño, y comentarios del Subcomité del TIP de Nueva Jersey. Las negociaciones continuaron hasta fines de la primavera de 2019 con la finalidad de abordar la mayor cantidad posible de problemas en los programas de Carreteras, Tránsito, Estatal, y de Estudio y Desarrollo, y para llegar a una lista final de proyectos para el Borrador del TIP ("Borrador final del TIP") que se evaluarían por sus efectos en la calidad del aire. Luego, la DVRPC abrió un período de comentarios públicos en el verano de 2019, en el cual los dos proyectos de documentos, el Borrador del TIP y el del STIP, se comparten con el público para su revisión y comentarios.

La Junta de la DVRPC es el órgano que toma las decisiones finales de la Organización de Planificación Metropolitana (Metropolitan Planning Organization, MPO) y el personal de la DVRPC tiene la intención de solicitar que la Junta de la DVRPC adopte el Borrador del TIP para el FY2020 de NJ (con una Lista de Cambios Recomendados como resultado del período de comentarios del público) en septiembre de 2019. Después de que la Junta de la DVRPC adopte el TIP con los cambios recomendados, la DVRPC enviará el documento al NJDOT para su aprobación e inclusión en el STIP, que luego el NJDOT enviará a los socios federales (por ejemplo, la FHWA y la Administración Federal de Tránsito [Federal Transit Administration, FTA]) para que lo revisen y aprueben. Cuando los socios federales aprueben el TIP para el FY2020 y el STIP para el FY2020, ambos documentos entrarán en vigor y reemplazarán al TIP y al STIP actuales del FY2018.

Figura 1: Cronograma de desarrollo del TIP

1. OCTUBRE 2018–ENERO 2019
El subcomité TIP de DVRPC NJ revisó y discutió la lista de necesidades y los costos y cronogramas estimados del proyecto. Para los proyectos patrocinados por NJDOT, revisaron y proporcionaron comentarios a través de DVRPC sobre el borrador de la sugerencia sin restricciones de NJDOT, incluidas las prioridades y preocupaciones. El subcomité DVRPC NJ TIP está compuesto por NJDOT, NJ TRANSIT, DRPA / PATCO, el personal de DVRP, FHWA y representantes de los gobiernos miembros de la ciudad y el condado en la región de DVRPC New Jersey.

2. ENERO 2019–ABRIL 2019
DVRPC, NJDOT, NJ TRANSIT, y DRPA/PATCO comenzaron a restringir el borrador preliminar de TIP de acuerdo con los recursos esperados, las necesidades proyectadas y los comentarios de los gobiernos miembros.

3. ABRIL 2019–JUNIO 2019
El subcomité del TIP de NJ revisó y comentó el borrador preliminar del TIP, que luego se revisó para crear el borrador final del TIP. También comenzó el Análisis de Conformidad de la Calidad del Aire.

4. 9 DE JULIO DE 2019–
9 DE AGOSTO DE 2019
DVRPC ha abierto un período de comentarios públicos para el borrador final TIP. Una reunión pública está programada para el lunes 29 de julio de 2019 de 6 a 8 p. M. (Hora del este) en el edificio de administración Joyce McDade, ubicado en 640 South Broad Street, Trenton, NJ 08650.

5. SEPTIEMBRE 2019
El personal de DVRPC presentará el borrador final del TIP con una lista de cambios recomendados a la Junta de DVRPC para su adopción. Una vez que se adopte, DVRPC preparará e incorporará los cambios recomendados en el documento final de TIP que se enviará a NJDOT. NJDOT luego incluirá el documento final TIP en el TIP final estatal (STIP) para la presentación federal. Después de que las agencias federales revisen y aprueben el STIP, el TIP actual de FY2018 (y STIP) se retirará, y el TIP de FY2020 aprobado por el gobierno federal (y STIP) entrará en vigencia.

Fuente: DVRPC, 2019

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Resúmenes del programa

El borrador del TIP de la DVRPC para el FY2020 de Nueva Jersey contiene 134 proyectos durante 10 años (FY20-FY29): 77 proyectos de autopistas, cuatro (4) proyectos de autopistas financiados por la STATE-DVRPC en el Programa Local de la DVRPC y 53 proyectos de Tránsito (38 de NJ TRANSIT y 15 de la DRPA/PATCO). El financiamiento suma casi $1.7 mil millones para las fases que se adelantarán en los próximos cuatro años (FY20-FY23), el cual promedia alrededor de $420 millones al año. Los fondos programados incluyen $1.079 mil millones para proyectos que abordan principalmente el sistema de carreteras y $ 600.3 millones para el sistema de tránsito NJ TRANSIT y la DRPA/PATCO, como se muestra en la Tabla 1 y la Figura 2. El borrador del TIP también muestra 108 programas de carreteras estatales administrados por el NJDOT para el estado de Nueva Jersey por un valor de un poco más de $4.5 mil millones (71 por ciento del estado y 29 por ciento con fondos federales) durante los primeros cuatro años (FY20-FY23). 11 proyectos que patrocina el NJDOT y seis (6) de desarrollo de concepto local de la DVRPC se enumeran en el Programa de Estudio y Desarrollo. La Tabla 2 ofrece un desglose de varias fuentes de fondos estatales y federales y sus distribuciones, incluidas las coincidencias locales.

Table 1: Resumen de costos por condado y operador de tránsito en la región de Nueva Jersey de la DVRPC (en millones)

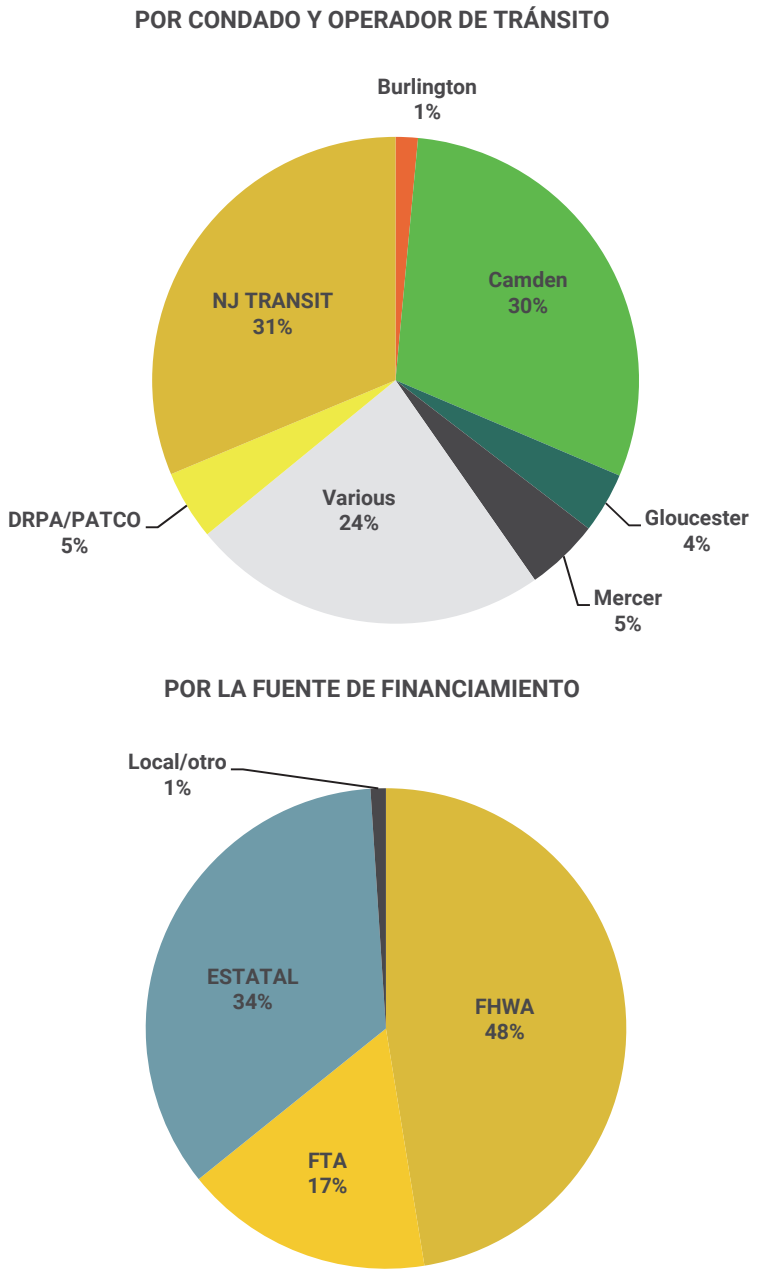
	FY20	FY21	FY22	FY23	Cuatro primeros años (FY20-FY23)
PROGRAMA DE CARRETERAS					
Burlington	$5.550	$0.990	$14.176	$3.900	$24.616
Camden	$81.697	$164.859	$138.645	$115.200	$500.401
Gloucester	$51.361	$6.925	$6.738	$2.100	$67.124
Mercer	$29.969	$20.550	$10.900	$20.178	$81.597
Varios	$97.059	$106.935	$96.822	$104.906	$405.722
Total para el Programa de Carreteras	**$265.636**	**$300.259**	**$267.281**	**$246.284**	**$1,079.460**
PROGRAMA DE TRÁNSITO					
DRPA/PATCO	$18.845	$18.645	$20.045	$19.545	$77.080
NJ TRANSIT	$121.383	$117.904	$131.340	$152.601	$523.228
Total para el Programa de Tránsito	**$140.228**	**$136.549**	**$151.385**	**$172.146**	**$600.308**
Total general para programas de carreteras y tránsito					**$1,679.768**
Programa estatal	**$1,151.818**	**$1,097.486**	**$1,129.712**	**$1,143.989**	**$4,523.005**

Nota: La Tabla 1 excluye $18.302 millones de fondos de la DVRPC ESTATAL para cuatro (4) proyectos financiados por la STATE-DVRPC que anticipan un gravamen entre el FY20 y el FY23 porque anteriormente los asignó la legislatura estatal.
Fuente: DVRPC, 2019

Se distribuyen casi $4.8 mil millones de la Administración Federal de Carreteras (Federal Highway Administration, FHWA) y los Fondos fiduciarios estatales de transporte (STATE) en los primeros cuatro años a los tres MPO para proyectos de carreteras: La DVRPC, la Autoridad de Planificación de Transporte del Norte de

Jersey (North Jersey Transportation Planning Authority, NJTPA) y Organización de Planificación de Transporte del Sur de Jersey (South Jersey Transportation Planning Organization, SJTPO). De esta cantidad, casi el 23 por ciento se distribuye a la región de la DVRPC. El monto cercano a los $4.8 mil millones excluye los "Otros" fondos no públicos, la STATE-DVRPC y los designados para "DEMO" o "DEMO-R". Además, hay un poco más de $4.5 mil millones en los primeros cuatro años para los proyectos que administra el NJDOT en el Programa Estatal que no son específicos de una región de MPO en particular pero que beneficiarían a todos, o que apoyarían directamente al NJDOT.

Figura 2: Resumen del costo total (en porcentajes) de los primeros cuatro años (FY20-FY23)



Fuente: DVRPC, 2019

Table 2: Costo programado por código de fondo (en millones)

Código del Fondo	FY20	FY21	FY22	FY23	Cuatro Primeros Años (FY20 - FY23)	Años Despues (FY24 - FY29)	*10-Años (FY20 - FY29)*
PROGRAMA DE CARRETERAS							
CMAQ	$4.000	$2.000	$4.000	$12.500	$22.500	$40.700	*$63.200*
HSIP	$3.000	$3.000	$3.000	$3.000	$12.000	$24.500	*$36.500*
NHFP-HWY	$31.387	$32.749	$35.178	$32.780	$132.094	$43.000	*$175.094*
NHPP	$97.619	$112.384	$107.792	$91.220	$409.015	$684.877	*$1,093.892*
PL	$2.538	$2.538	$2.538	$2.538	$10.152	$15.228	*$25.380*
PL-FTA	$0.700	$0.700	$0.700	$0.700	$2.800	$4.200	*$7.000*
RHC	$0.945	$0.968	$0.992	$1.016	$3.921	$6.642	*$10.563*
RHC-PHILA	$1.844	$1.844	$0.615		$4.302		*$4.303*
RHC-TRENTON	$1.267				$1.267		*$1.267*
STATE	$68.962	$81.207	$65.822	$63.262	$279.254	$348.912	*$628.166*
STBGP-FLEX	$5.000	$7.700	$2.000	$9.900	$24.600	$67.950	*$92.550*
STBGP-OS-BRDG	$20.397	$24.029	$12.556		$56.982	$4.150	*$61.132*
STBGP-PHILA	$21.050	$21.674	$21.990	$22.635	$87.349	$146.331	*$233.680*
STBGP-TRENTON	$5.500	$8.030	$8.653	$5.278	$27.461	$34.453	*$61.914*
TA-PHILA	$1.135	$1.142	$1.149	$1.157	$4.583	$7.097	*$11.680*
TA-TRENTON	$0.292	$0.294	$0.296	$0.298	$1.180	$1.829	*$3.009*
Total para el Programa de Carreteras	**$265.636**	**$300.259**	**$267.281**	**$246.284**	**$1,079.460**	**$1,429.869**	***$2,509.330***
PROGRAMA DE DRPA/PATCO							
DRPA	$3.769	$3.729	$4.009	$3.909	$15.416	$21.104	*$36.520*
SECT 5307	$5.396	$5.136	$5.156	$4.156	$19.844	$48.736	*$68.580*
SECT 5337	$9.400	$9.500	$10.600	$11.200	$40.700	$34.000	*$74.700*
SECT 5340	$0.280	$0.280	$0.280	$0.280	$1.120	$1.680	*$2.800*
Total para el Programa de Tránsito (DRPA/PATCO)	**$18.845**	**$18.645**	**$20.045**	**$19.545**	**$77.080**	**$105.520**	***$182.600***
PROGRAMA DE NJ TRANSIT							
CASINO REVENUE	$4.257	$4.275	$4.275	$4.275	$17.082	$25.649	*$42.731*
CMAQ					$0.000	$21.330	*$21.330*
MATCH	$0.437	$0.437	$0.437	$0.437	$1.748	$2.622	*$4.370*
SECT 5307	$37.902	$38.456	$41.364	$38.070	$155.792	$280.211	*$436.003*
SECT 5310	$1.679	$1.679	$1.679	$1.679	$6.716	$10.074	*$16.790*
SECT 5311	$0.989	$0.989	$0.989	$0.989	$3.956	$5.934	*$9.890*
SECT 5337	$10.946	$10.946	$11.315	$11.113	$44.320	$73.713	*$118.033*
SECT 5339	$0.708		$3.611	$3.611	$7.930	$21.666	*$29.596*
STATE	$64.235	$60.893	$67.441	$92.197	$284.766	$499.014	*$783.780*
STP-TE	$0.230	$0.230	$0.230	$0.230	$0.920	$1.380	*$2.300*
Total para el Programa de Tránsito (NJ TRANSIT)	**$121.383**	**$117.904**	**$131.340**	**$152.601**	**$523.228**	**$941.592**	***$1,464.823***
Total para el DVRPC región	**$405.864**	**$436.808**	**$418.666**	**$418.430**	**$1,679.768**	**$2,476.981**	***$4,156.753***

Nota: Se excluyen los fondos de la STATE-DVRPC porque los asignó previamente la legislatura estatal.

Fuente: DVRPC, 2019

Abreviaturas de los financiamientos, según el Cuadro 2

Fuentes de financiamiento de las carreteras federales (FHWA)

Programa de Mitigación de la Congestión y Mejora de la Calidad del Aire (Congestion Mitigation and Air Quality Improvement Program, CMAQ): otorga fondos para proyectos que mejoran la calidad del aire o alivian la congestión sin agregar nueva capacidad de carreteras.

Programa de Mejoras de la Seguridad Vial (Highway Safety Improvement Program, HSIP): otorga fondos para proyectos o estrategias incluidas en el Plan Estratégico de Seguridad Vial (Strategic Highway Safety Plan, SHSP) que corrigen o mejoran una ubicación o característica peligrosa de una carretera o abordan un problema de seguridad en ella.

Programa para Transporte de Carga en Carreteras Nacionales (National Highway Freight Program-Highway, NHFP-HWY)/Programa para Transporte de Carga en Vías Férreas Nacionales (National Highway Freight Program-Railway, NHFP-RAIL): el financiamiento proporciona el traslado eficaz de cargas en la Red Nacional de Carreteras para el Transporte de Carga (National Highway Freight Network, NHFN) y respalda el plan de inversión de carga en el plan de carga del estado. La NHFN consta de cuatro componentes: Sistema Principal de Transporte de Carga por Carretera (Primary Highway Freight System, PHFS), Corredores Críticos para el Transporte de Carga Rural (Critical Rural Freight Corridors, CRFC), Corredores Críticos para el Transporte de Carga Urbano (Critical Urban Freight Corridors, CUFR) y partes del sistema interestatal que no forman parte del PHFS.

Programa de Rendimiento de las Carreteras Nacionales (National Highway Performance Program, NHPP): otorga fondos utilizados para respaldar la condición y el desempeño del Sistema Nacional de Carreteras (National Highway System, NHS) y para construir nuevas instalaciones en el NHS que respalden los objetivos de rendimiento nacionales. Las actividades elegibles varían ampliamente desde el desarrollo de la fuerza laboral y la capacitación para la construcción de puentes, túneles, carreteras e infraestructuras para bicicletas y peatones, hasta mejoras fundamentales en los Sistemas de Transporte Inteligentes (Intelligent Transportation Systems, ITS).

PL/PL-FTA (Fondos de Planificación Metropolitana de la FHWA/FTA): otorga fondos para el proceso de planificación de transporte ordenado por el gobierno federal dentro de cada MPO.

Pasos a Nivel de Ferrocarril y Carreteras (Rail Highway Grade Crossing, RHC): otorga fondos para proyectos de mejora de la seguridad para reducir la cantidad y la gravedad de los choques en los pasos a nivel de ferrocarril y carreteras públicas de conformidad con el HSIP. Las actividades elegibles incluyen: señalización y señalamiento del pavimento en los cruces; dispositivos de alerta activa; mejoras de pasos superficiales; mejoras de la distancia a la vista; separaciones de nivel; y cierre y consolidación de los cruces.

RHC-PHILA (Pasos a Nivel de Ferrocarril y Carreteras-Filadelfia): fondos de RHC designados para el área urbanizada “Filadelfia, PA-NJ-DE-MD”.

RHC-TRENTON (Pasos a Nivel de Ferrocarril y Carreteras-Trenton): fondos de la RHC designados para el Área Urbanizada
"Trenton, NJ".

STBGP-FLEX (Programa de Subvenciones en Bloque para el Transporte Superficial Flexible): son fondos del Programa de Subvenciones en Bloque para el Transporte Superficial (Surface Transportation Block Grant Program, STBGP) que pueden usarse en cualquier parte del estado de Nueva Jersey a criterio del NJDOT.

STBGP-OS/BRDG (Programa de Subvenciones en Bloque para el Transporte Superficial para Puentes Fuera del Sistema): financiamiento proveniente de la distribución del STBGP del estado para puentes que no estén en carreteras sin respaldo federal ("puentes fuera del sistema").

STBGP-PHILA (Programa de Subvenciones en Bloque para el Transporte Superficial para el Área Urbanizada de Filadelfia con una población de 200,000 o más): los fondos del STBGP designados para el Área Urbanizada "Philadelphia, PA-NJ-DE-MD", que comprende la mayor parte del Programa Local de la DVRPC.

STBGP-TRENTON (Programa de Subvenciones en Bloque para el Transporte Superficial para el Área Urbanizada de Filadelfia con una población de 200,000 o más): los fondos del STBGP designados para el Área Urbanizada "Trenton, NJ", que comprende una parte más reducida del Programa Local de la DVRPC.

TA-PHILA (Alternativas de Transporte Set-A-Side a los Programas de Subvenciones en Bloque para el Transporte Superficial para el Área Urbanizada de Filadelfia con una población de 200,000 o más): fondos del STBGP TA Set-A-Side designados para el área urbanizada “Filadelfia, PA-NJ-DE-MD”.

TA-TRENTON (Alternativas de Transporte Set-A-Side a los Programa de Subvenciones en Bloque para el Transporte Superficial para el Área Urbanizada de Trenton con una población de 200,000 o más): fondos del STBGP TA Set-A-Side designados para el área urbanizada “Trenton, NJ”.

Fuentes de financiamiento para carreteras no federales

STATE (Fondo Fiduciario de Transporte Estatal): otorga la disposición de los fondos recibidos del Fondo Fiduciario de Transporte de Nueva Jersey para los programas de carreteras y de todo el estado.

Fuentes de financiamiento de tránsito federal (FTA)

CMAQ (Programa de Mitigación de la Congestión y Mejora de la Calidad del Aire): tipo de financiamiento de la carretera que puede flexibilizarse (transferirse) desde el Programa de Carreteras por la FHWA hasta el Programa de Tránsito.

SEC 5307 (Programa de Subsidios para Áreas Urbanizadas de la FTA): otorga financiamiento a un área urbanizada designada por el censo de 50,000 o más personas para la planificación, ingeniería, diseño y evaluación de proyectos de tránsito y estudios técnicos relacionados con el transporte; inversiones de capital en autobuses y actividades relacionadas con autobuses, como el reemplazo, el reacondicionamiento y la reconstrucción de autobuses, los equipos de seguridad y prevención de delitos, y la construcción de instalaciones de mantenimiento y pasajeros; e inversiones de capital en sistemas de guía fijos nuevos y existentes, que incluyen material rodante, revisión y reconstrucción de vehículos, vías, señales, comunicaciones y hardware y software para computadoras.

SEC 5310 (Programa para Mejorar la Movilidad de las Personas Mayores y Personas Discapacitadas de la FTA): otorga fondos para los servicios de transporte planificados, diseñados e implementados a fin de satisfacer las necesidades especiales de transporte de personas mayores y con discapacidades en todas las áreas.

SEC 5311 (Programa para Áreas Rurales No Urbanizadas de la FTA): otorga fondos para programas de transporte público rural y capacitación y asistencia técnica a estados y tribus indígenas reconocidas por el gobierno federal con poblaciones de menos de 50,000 personas de acuerdo con el censo.

SEC 5337 (Programa Estatal para la Reparación de Bienes de la FTA): otorga fondos para el mantenimiento, la rehabilitación y el reemplazo de activos de capital, así como proyectos que implementan planes de Gestión de Activos del Tránsito (Transit Asset Management, TAM).

SEC 5339 (Programa para Autobuses e Instalaciones de Autobuses de la FTA): otorga fondos para proyectos de capital que reemplazarán, rehabilitarán y comprarán autobuses, camionetas y equipos relacionados, y construirán instalaciones relacionadas con los autobuses. Este programa también reemplaza al Programa de Análisis Alternativo expirado.

SEC 5340 (Programas para Estados de la FTA/Estados de Alta Densidad): otorga una distribución adicional de los fondos para los programas para Áreas Urbanizadas y Áreas Rurales en la MAP-21, como en las autorizaciones anteriores a la MAP-21.

Mejora del Transporte en el Programa de Transporte Superficial (Surface Transportation Program Transportation Enhancement, STP-TE): el STP se estableció por primera vez de conformidad con la Ley de Eficiencia del Transporte Superficial Intermodal (Intermodal Surface Transportation Efficiency Act, ISTEA), en la que los fondos se pusieron anteriormente a disposición en varias categorías de ayuda federal más pequeñas, así como en un componente amplio y flexible. La financiación se debe establecer por un lado para el mejoramiento del transporte (STP-TE) y para las áreas urbanizadas y no urbanizadas (por ejemplo, del STBGP-PHILA a la DVRPC). Cuando la Ley FAST entró en vigor, se cambió el nombre de STP a STBGP. Los fondos pueden transferirse desde el Programa de Carreteras a través de la FHWA hasta el Programa de Tránsito.

Fuentes de financiamiento de tránsito no federales

INGRESOS DEL CASINO: de acuerdo con la ley de Nueva Jersey, los fondos estatales de tránsito deben suministrarse a partir de la asignación anual del 8.5 por ciento del Fondo de Impuestos a los Casinos, que se asigna a los servicios de transporte para personas mayores y discapacitadas.

STATE (Fondo Fiduciario de Transporte Estatal): otorga la disposición de los fondos recibidos del Fondo Fiduciario de Transporte de Nueva Jersey para NJ TRANSIT.

MATCH/DRPA/LOCAL/OTROS: fondos locales de NJ TRANSIT ("MATCH") o la DRPA ("DRPA") que se necesitan para igualar los fondos federales. Los fondos de "OTROS" terceros se suministran desde otras fuentes, lo que incluye, entre otros, las autoridades bilaterales y autónomas, las entidades privadas y los gobiernos locales.

Fase de abreviaturas de trabajo, según las figuras 3 y 4

Tenga en cuenta que una "L" que preceda a cualquier fase significa Líder de la Agencia Local (MPO, condado o municipio); de lo contrario, el DOT del estado es la agencia líder.

Adquisición de capital (Capital Acquisition, CAP): se utiliza para denotar la adquisición de material rodante de NJ TRANSIT.

Construcción (Construction, CON): implica la construcción real de un proyecto.

Diseño final (Final Design, DES): consiste en tomar una solución recomendada y el alcance del trabajo definido en la fase de Ingeniería preliminar y desarrollar un diseño final, incluidos los planes de derecho de paso y de construcción y los documentos de los contratos de construcción para solicitar ofertas de posibles contratistas.

Ingeniería/Construcción (Engineering/Construction, EC): implica trabajos de diseño y construcción.

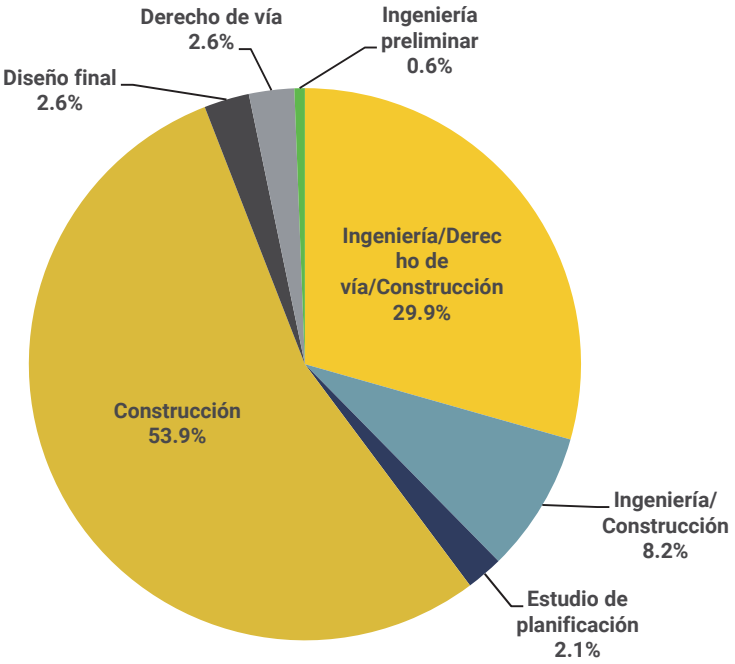
Ingeniería/Derecho de paso/Construcción (Engineering/Right-of-Way/Construction, ERC): implica el diseño, el derecho de paso y los trabajos de construcción.

Estudio de planificación (Planning Study, PLS): implica los estudios de tráfico, el análisis de necesidades, los estudios de corredores y otros trabajos preparatorios para el desarrollo del proyecto. Esta fase se produce normalmente durante la etapa de desarrollo "previo al TIP" de un proyecto, como las enumeradas en el Programa de Estudio y Desarrollo.

Adquisición de derecho de paso (Right-of-Way Acquisition, ROW): implica la compra del terreno necesario para construir un proyecto.

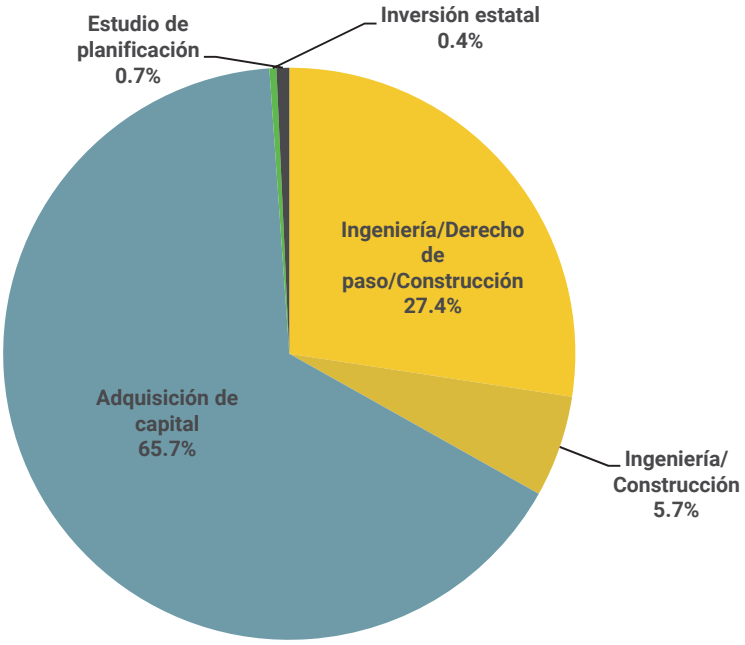
Inversión estatal (Statewide Investment, SWI): se utiliza para describir una serie de proyectos coordinados de menor escala en varias ubicaciones y en varias fases de trabajo, que aborda un problema de movilidad específico.

Figura 3: Costo de cuatro años del programa de carreteras (FY20-FY23) por fase



Fuente: DVRPC, 2019

Figura 4: Costo de cuatro años del programa de tránsito (FY20-FY23) por fase



Fuente: DVRPC, 2019

Aplicación de mapeo y listados

Este borrador del TIP no contiene mapas estáticos impresos en el documento. Debido a la naturaleza dinámica y cambiante del TIP, los mapas estáticos quedarán desactualizados en el momento en que se imprima y distribuya la versión final del TIP. Por este motivo, la DVRPC recomienda utilizar la herramienta de búsqueda de mapas web del TIP que se encuentra en www.dvrpc.org/TIP/Draft como la función de mapeo principal para mostrar la ubicación de los proyectos asignables para los proyectos de carreteras y tránsito.

Los diferentes tipos de proyectos, como las mejoras de intersección, los reemplazos de puentes o las nuevas instalaciones de tránsito, se muestran mediante el uso de varios colores y símbolos en la herramienta de búsqueda de mapas web del TIP. No se mapean ciertos tipos de proyectos, como el paisajismo de las carreteras, los pagos de arrendamiento por el uso de vías férreas, las líneas de pedido de reserva o los estudios preliminares. Estos proyectos se enumeran en una lista desplegable bajo el encabezado "Proyectos del borrador TIP no mapeados" ("Draft TIP Projects Not Mapped") y se enumeran en el mapa por su número de identificación de proyecto único (DB #) bajo el mismo encabezado.

La herramienta de búsqueda de mapas web del borrador del TIP continúa hasta incluir conjuntos de datos sólidos, además de los proyectos del borrador del TIP, que incluyen superposiciones, como Centros de Planificación, Centros de Transporte, Corredores para el Proceso de Mitigación de la Congestión (Congestion Mitigation Process, CMP), IPD, así como una función de "búsqueda por dirección o ubicación". Para apoyar la herramienta de búsqueda más sólida del borrador del TIP, la DVRPC también ha puesto a la disposición los datos de los Sistemas de Información Geográfica (Geographic Information Systems, GIS) del TIP. El GIS es una herramienta de planificación importante que apoya esfuerzos técnicos y de planificación estatales, regionales, del condado y locales. Casi todas las actividades de planificación incorporan tecnología GIS, ya sea para recopilación y almacenamiento de datos, como para el análisis y la presentación. El GIS permite que los planificadores vean y consulten datos espaciales, realicen análisis avanzados para descubrir relaciones, patrones y tendencias, y presenten información de forma eficaz ante quienes toman las decisiones y el público.

Las características de ubicación de puntos y líneas GIS descargables para proyectos del Borrador del TIP, los proyectos en los TIP de Pennsylvania y Nueva Jersey adoptados actualmente, así como los proyectos con acciones del TIP formales para los TIP actuales en los que votan el RTC de la DVRPC y la Junta, están disponibles en la sección de Transporte de la página web de datos GIS de la DVRPC, www.dvrpc.org/Mapping/Data. Esta página web también contiene enlaces al Portal SIG de la DVRPC, mapas interactivos y una galería de mapas, además de otros recursos de datos. El Portal GIS contiene datos de límites, demográficos, de planificación y transporte, que son útiles para obtener datos que brindan contexto para el TIP.

Programas Regionales de Carreteras y Tránsito de la DVRPC

Las Tablas 3 y 4 muestran varios listados de proyectos en los Programas de Carreteras y Tránsito para la región de Nueva Jersey de la DVRPC. Las listas de proyectos están enumeradas por DB # y agrupadas según su condado y operador de tránsito. Tenga en cuenta que todos los proyectos dentro del período formal de los primeros cuatro años del Borrador del TIP (FY20-FY23) se considerarán financiados y el gobierno federal podrá autorizar su financiamiento. Por regulación federal, el TIP es el programa restringido a cuatro años para el cual se espera razonablemente que los ingresos estén disponibles. Sin embargo, el estado y la región desarrollaron un horizonte de programación restringido a 10 años para proyectos de carreteras y tránsito con el fin de ofrecer expectativas y plazos más realistas en los que se pueda esperarse un avance de los proyectos del TIP sobre

costos más realistas. Para ver más información sobre un proyecto, visite www.dvrpc.org/TIP/Draft , o use la herramienta de búsqueda de mapas web del borrador del TIP.

Programa de Carreteras a Nivel Estatal

Luego de las listas de proyectos de carreteras y tránsito de este documento en la región de la DVRPC, se encuentra la Tabla 5 para los ítems de líneas de carreteras en el Programa Estatal. Estos puntos de líneas a nivel estatal son principalmente programas de carreteras que administra estatalmente el NJDOT que no son específicos a una región de la MPO en particular pero que sí beneficiarían a todos o brindarían apoyos directos al NJDOT.

Códigos de estado del proyecto del TIP

En este borrador de puntos destacados, los proyectos se identifican según un "código de estado" que ayuda a establecer el origen de los proyectos. Los códigos se muestran como superíndices junto a los DB # y los títulos del proyecto en este documento. El documento completo, Borrador del TIP (publicación #20001A) muestra los códigos en la esquina superior derecha de cada proyecto enumerado. Los proyectos determinados como "nuevos" en el Borrador del TIP se indican con un código de estado de NEW, NEW-B, NEW-G, NEW-LG, NEW-M, NEW&SD, y NEW-CD. Otros códigos incluyen SD o RETORNO (RETURN).

- Los **NEW** proyectos se programan en el borrador del TIP por primera vez;
- Los proyectos **NEW-B** son nuevos proyectos de "desglose" que se han "descompuesto" o se han derivado de un proyecto o artículo de TIP existente;
- Los proyectos **NEW-G** se han "aprobado" para pasar del Programa de Estudio y Desarrollo y al borrador del TIP para las fases de Diseño a Construcción; y de manera similar,
- Los proyectos **NEW-LG** son proyectos patrocinados localmente que se han "aprobado" del Programa de Desarrollo de Conceptos Locales de la DVRPC para avanzar hasta el Programa Local del Borrador del TIP. La fase de Desarrollo de Conceptos del proyecto la encabezó localmente algún condado o municipio;
- Los proyectos **NEW-M** incluyen al menos dos borradores del TIP existentes, fusionados en uno de los DB # existentes o combinados en un DB # recientemente establecido.
- Se denotan **NEW&SD** los proyectos que se incluyen, por primera vez, en el Programa de Carreteras y en el Programa de Estudios y Desarrollo del Borrador del TIP; y
- Los proyectos **NEW-CD** son aquellos que se programan por primera vez para el Desarrollo de Conceptos en la Carretera o el Programa Estatal.

Un proyecto que se denota con un estatus **SD** indica que no es un proyecto nuevo, pero se encuentra en el Programa de Estudio y Desarrollo y está programado en el Programa de Carreteras o el Programa Estatal. Finalmente, los proyectos indicados como **REGRESO** se han programado previamente en el TIP de algún año anterior pero, por una variedad de circunstancias, han vuelto a programarse en el Borrador del TIP para el FY2020 de Nueva Jersey.

Hoja de ruta para el listado de proyectos del TIP

La Figura 5 ejemplifica un informe estándar del TIP para un proyecto de muestra que lo guiará cuando revise un proyecto en el borrador de TIP. La “hoja de ruta” ofrece explicaciones sobre diversos elementos de información que están asociados con un proyecto.

Borrador del TIP para el FY2020 para los listados de proyectos de NJ

Table 3: Programa de Carreteras por DB #

DB #	TÍTULO DEL PROYECTO	DB #	TÍTULO DEL PROYECTO
CONDADO DE BURLINGTON			
12307	Ruta 38, desde South Church Street (CR 607) hasta Fellowship Road (CR 673), mejoras operativas y de seguridad	**15385**	**Ruta 38, desde Nixon Drive hasta Pemberton Road** NUEVO
12346	Ruta 130/206, desde CR 528 (Crosswicks Rd) hasta Rt 206 en Amboy Rd.	9212C	Ruta 206, intersección de las Monmouth Road/Juliustown Road Mejoras (CR 537)
12346A	Ruta 130, CR 545 (Farnsworth Avenue) $3.000	D0302	Mejoras de seguridad vial del condado de Burlington
12380	Intersecciones de la Ruta 73, Church Road (CR 616) y Fellowship Road (CR 673)	**D1510**	**Adquisición de autobuses para el Condado de Burlington** RETORNO
13319	Ruta 73, CR 544 (Evesham Rd/Marlton Parkway)	D1804	Instalación de riel guía CR 537, CR 628 y CR 660
15321	Ruta 70, puente sobre Mount Misery Brook		
15324	Washington Turnpike, puente sobre la rama oeste del río Wading		
15353	Ruta 38 y Lenola Road (CR 608)		
CONDADO DE CAMDEN			
10341	Ruta 168, desde Merchant Street hasta Ferry Avenue, pavimentación	16342	Ruta 73 y Rampa G, puente sobre la Ruta 130
11326	Ruta 76/676 puentes y pavimentación	**18313**	**Ruta 42 SB, extensión de la Leaf Avenue hasta Creek Road (CR 753)** NUEVO
11326A	Ruta 76, puentes sobre la Ruta 130	355A	Ruta 295/42, maniobras faltantes, Bellmawr
11338	Ruta 70, desde la Ruta 38 hasta Cooper Avenue	355E	Ruta 295/42/I-76, conexión directa, contrato 4
11416	Ruta 30, desde Atco Avenue hasta la Ruta 206	D0410	Mejoras de seguridad vial del condado de Camden
12313	Ruta 42, puentes sobre la ruta de la vía ferroviaria Blackwood	D0601	Compra de autobuses para el condado de Camden
14426	Ruta 130, puente sobre Big Timber Creek	D1709	Kaighn Avenue (CR 607), puente sobre el río Cooper (mejoras en carreteras y puentes)
15396	Ruta 168, desde la Ruta 42 hasta CR 544 (Evesham Road)	D1715	Ruta 70 Gateway/Airport Circle
15423	ADA Sur, Contrato 4	**D1807**	**Mejoras viales en el alimentador de Federal y Market Street** NUEVO-M
16319	Ruta 30, Gibbsboro Road (CR 686)	**D1913**	**Sicklerville Road (CR 705) y Erial Road (CR 706) rotonda sistémica** NUEVO-B
16340	Ruta 130, puente sobre la rama principal de Newton Creek	**D1914**	**Mejoras de seguridad en Mount Ephraim Avenue, desde Ferry Avenue (CR 603) hasta Haddon Avenue (CR 561)** NUEVO-B

Borrador del TIP para el FY2020 para los listados de proyectos de NJ

Tabla 3 (continuación): Programa de Carreteras por DB #

DB #	TÍTULO DEL PROYECTO	DB #	TÍTULO DEL PROYECTO
CONDADO DE GLOUCESTER			
11371	Ruta 47, puente sobre Big Timber Creek	14348	Ruta 45, puente sobre Woodbury Creek
11414	Ruta 130, desde Plant Street hasta High Hill Road (CR 662)	15302	Ruta 41 y Deptford Center Road
12305	Ruta 47, desde Grove St. hasta la Ruta 130, pavimentación	**19375**	**Route 322B SB, muro de contención en Raccoon Creek, reparación prioritaria** NUEVO
12306	Ruta 42, desde Kennedy Ave. hasta la Autopista de Atlantic City	D0401	Mejoras de seguridad vial del condado de Gloucester
12383	Ruta 40, Intersección CR 555, mejoras operacionales y de seguridad	**D1906**	**CR 581 (Commissioners Road), puente sobre Oldman's Creek** NUEVO-LG
12413	Ruta 40, desde Elmer Lake hasta Elmwood Avenue	D9807	Compra de autobuses para el condado de Gloucester
CONDADO DE MERCER			
07319B	Ruta 29, desde Cass Street hasta Calhoun Street, drenaje	D0412	Mejoras en la seguridad vial del condado de Mercer
11309	Ruta 130, desde Westfield Ave. hasta Main Street	D0701	Mejoras en Princeton-Hightstown Road, CR 571
15374	Ruta 33, desde Cleveland Avenue hasta Paxon Avenue	D1011	Compra de autobuses para el condado de Mercer
16336	Ruta 1B, puente sobre Shabakunk Creek	D1710	Lincoln Ave/Chambers Street (CR 626), puente sobre Amtrak y Assunpink Creek
17419	Ruta 1, desde Alexander Road hasta Mapleton Road	D1901	Inventario de dispositivos de control de tráfico electrónico del condado de Mercer
18305	**Prospect Street, puente sobre Belvidere-Delaware RR (Abandonado)** NUEVO	D1910	**Parkway Avenue (CR 634), desde Scotch Road (CR 611) hasta la Ruta 31 (Pennington Road)** NUEVO-B
99334	Vertedero de Duck Island, rehabilitación del sitio	L064	Ruta 206, South Broad Street Bridge sobre Assunpink Creek
99362	Puentes de Amtrak en Trenton		
VARIOS CONDADOS			
01300	Gestión y Operación de los Sistemas de Transporte (Transportation Systems Management and Operations, TSMO)	D0407	Programa de Acción de Ozono en Nueva Jersey
03304	Cubierta de puente/Programa de reemplazo de superestructura	D1601	Iniciativa de resincronización de la señal regional de Nueva Jersey
04314	Programa de seguridad local/caminos rurales de alto riesgo	X065	Iniciativas locales de CMAQ
06326	Apoyo al desarrollo de conceptos locales	X107	Programa de Alternativas de Transporte
10347	Servicios de consultoría de ayuda local	X30A	Planificación metropolitana
11383	Asociaciones de Gestión del Transporte	X35A1	Programa de pasos a nivel de ferrocarril y carreteras; federal
99327A	Revestimiento; federal	X41C1	Ayuda Local del Condado, DVRPC
D0204	Iniciativa de Transporte y Desarrollo Comunitario (Transportation and Community Development Initiative, TCDI) de la DVRPC	X51	Preservación del pavimento
D026	DVRPC, proyectos futuros	X98C1	Ayuda Municipal Local, DVRPC
D0406	Esfuerzos de mercadeo masivo de RideECO - Nueva Jersey		

Fuente: DVRPC, 2019

Borrador del TIP para el FY2020 para los listados de proyectos de NJ

Tabla 4: Programa de Tránsito por DB #

DB #	TÍTULO DEL PROYECTO	DB #	TÍTULO DEL PROYECTO
TRANSPORTE DE NJ			
T05	Rehabilitación de puentes y túneles	T300	Iniciativas ferroviarias de tránsito
T06	Instalaciones/estacionamiento y parada para pasajeros de autobús	T302	Línea de tren ligero Camden-Glassboro
T08	Instalaciones y equipo para apoyo del autobús	T34	Mantenimiento del capital ferroviario
T09	Transporte de vehículos e instalaciones/Mantenimiento de capital	T37	Instalaciones y equipos de soporte ferroviario
T106	Programa de equipo de transporte privado	T39	Mantenimiento preventivo-ferroviario
T111	Programa de Adquisición de Autobuses	T42	Programa de tramos
T112	Adquisición de material rodante ferroviario	T43	Programa de tramos de alta velocidad
T120	Programa de servicios pequeños/especiales	T44	Mejoras al Corredor Noreste (Northeast Corridor, NEC)
T121	Planta física	T50	Señales y Comunicaciones/Sistemas de Tracción Eléctrica
T122	Variado	T500	Mejoras tecnológicas
T13	Soporte de reclamaciones	T508	Mejoras de seguridad
T135	Mantenimiento preventivo de autobuses	T509	Programa de Mejora de la Seguridad
T143	Plataformas/Estaciones para Estadounidenses con Discapacidades (Americans With Disabilities, ADA)	T515	Fondo de Ingresos del Casino
T150	Programa de la Sección 5310	T53E	Reacondicionamiento de locomotoras
T151	Programa de la Sección 5311	T53G	Reacondicionamiento de la flota ferroviaria
T16	Cumplimiento ambiental	T55	Otras mejoras a las estaciones/terminales de trenes
T199	Programa de acceso al trabajo y viaje de regreso	T68	Implementación de programa fundamental
T20	Programa de acción inmediata	T88	Estudio y desarrollo
T210	Mejoras en el tránsito/Programa de Alternativas de Transporte (Transportation Alternatives Program, TAP)/Mejora del tránsito alternativo (Alternative Transit Improvements, ATI)	T95	Mejoras en la infraestructura de trenes ligeros
DRPA/PATCO			
D0906	Instalación de elevadores, PATCO	DR036	Mejoras para el tránsito
D1305	**Puente peatonal y rehabilitación de túneles** RETORNO	DR038	Reubicación de Center Tower/Modernización de la Adquisición de datos y control de la supervisión (Supervisory Control and Data Acquisition, SCADA)
D1911	**Rastreo de superficie y rectificado de perfiles de carril de PATCO** NUEVO	DR046	DRPA: reconstrucción de vagones de PATCO
D1912	**Rehabilitación de puentes PATCO** NUEVO	DR1501	Enclavamiento y rehabilitación de vías de PATCO
DR008	Reemplazo de cables eléctricos	DR1801	Reapertura de Franklin Square
DR015	Restauración/rehabilitación de terraplenes, cercas y muros de contención	DR1802	Renovación de estructuras del metro
DR019	Control de humo e incendios	DR1803	Rehabilitación de la plataforma de la estación PATCO
DR034	Mantenimiento preventivo		

Fuente: DVRPC, 2019

Borrador del TIP para el FY2020 para los listados de proyectos de NJ

Tabla 5: Programa estatal por DB #

DB #	TÍTULO DEL PROYECTO	DB #	TÍTULO DEL PROYECTO
VARIOS CONDADOS (NO ESPECÍFICOS DE NINGUNA REGIÓN DE MPO)			
00377	Programa para el ferry	13308	Programa estatal de operaciones y apoyo del tráfico
01309	Sistema de transporte marítimo	13323	Mantenimiento preventivo de puentes
01316	Programa Transit Village	14300	Título VI y actividades que propician la no discriminación
01335	Mejoras, presas	14404	Mantenimiento y reparación de puentes, puentes móviles
02379	Alivio de la congestión, Sistema de Transporte Inteligente Mejoras (Programa Smart Move)	15322	Puentes de Delaware y Raritan Canal
03304	Cubierta de puente/Programa de reemplazo de superestructura	**15335**	**Firma de Contrato de Reemplazo de Estructura 2016-3** NUEVO
03309	Apoyo al Proyecto Ambiental	15343	Sistemas de señales de tráfico inteligentes
04324	Reemplazo del centro de carga eléctrica, en todo el estado	15344	Mitigación de postes de servicios eléctrico y telefónico
05304	Programa de construcción del sistema informático (TRNS.PORT)	17337	Apoyo a la iniciativa de mejora de la gestión de proyectos
05339	Base de datos de derecho de vía/Sistema de gestión de documentos	17341	Programa de inspección de puentes, puentes menores
05340	Contratos a plazo para consultores de servicio completo	17353	Gestión de activos de aguas pluviales
05341	Gestión de proyectos y sistema de informes (Project Management & Reporting System, PMRS)	17357	Reemplazo de guardabarros de mantenimiento de puentes
05342	Diseño, tareas de ingeniería geotécnica	17358	Contramedidas de socavación de mantenimiento de puentes
06327	Sistema de Gestión de Subvenciones de Ayuda Local	17360	Gestión de emergencias y soporte de seguridad en el transporte.
06402	Programa de Calles Seguras para el Tránsito	17390	Fondo de Impacto de Carga Local
07332	Formación de la fuerza laboral apartada de minorías y mujeres	**18379**	**Proyecto de investigación de superposición de concreto de rendimiento ultraelevado (Ultra-High Performance Concrete, UHPC) (8 cubiertas de puente)** NUEVO
08381	Reemplazo de puentes, proyectos futuros	**19315**	**Programa Aeronáutico de Sistemas Aéreos No Tripulados (Unmanned Aerial Systems, UAS)** NUEVO
08387	Puentes locales, necesidades Futuras	**19370**	**Programas de seguridad** NUEVO-M
08415	Programa de Mejora del Aeropuerto	**19600**	**Programa Smart y Connect Corridors** NUEVO
09316	Programa de reemplazo de alcantarillas	**97008**	**Postes de luz de mástil alto** NUEVO
09388	Planificación del programa de mejora de la seguridad vial	98315	Puente de reparación de emergencia
10344	Desarrollo del proyecto: desarrollo de conceptos e ingeniería preliminar	98316	Contramedidas de socavación de puente
11344	Implementación de rampa de acera para ADA	99327A	Revestimiento; federal
13303	Sistema de gestión de tráfico activo (Active Traffic Management System, ATMS)	99358	Programa de Rutas Seguras a la Escuela
13304	Centro de Recursos para el Sistema de Transporte Inteligente	99372	Reconstrucción de Orphan Bridge
13305	Orden de trabajo, contratación de reparaciones de infraestructura, en todo el estado	99409	Programa de Senderos Recreativos
13306	Programa de Movilidad e Ingeniería de Sistemas	X03A	Programa de Repintado y Sistema de Gestión de Reflectividad de Líneas
13307	Instalaciones para el almacenamiento de sal, en todo el estado	X03E	Programa de Repavimentación

Borrador del TIP para el FY2020 para los listados de proyectos de NJ

Tabla 5 (continuación): Programa estatal por DB #

DB #	TÍTULO DEL PROYECTO	DB #	TÍTULO DEL PROYECTO
VARIOS CONDADOS (NO ESPECÍFICOS DE NINGUNA REGIÓN DE MPO) (CONTINUACIÓN)			
X07A	Inspección de puentes	**X186B**	**Ayuda Local, Banco Estatal de Infraestructura de Transporte** NUEVO
X07F	**Inspección de puentes y estructuras, variado** NUEVO	X196	Sistema de mantenimiento y gestión de flotas
X10	Costos de implementación del programa, NJDOT	X197	Empresa con negocio en desventaja
X106	Diseño, proyectos emergentes	X199	Empleo juvenil y programas del Centro de Acción para los Recursos de Transición (Transition Resource Action Center, TRAC)
X107	Programa de Alternativas de Transporte	X200C	Programa de Caminos Pintorescos de Nueva Jersey
X10A	**Costos de implementación del programa, aumento de personal** NUEVO	**X201**	**Actualización de rieles guías** NUEVO
X11	Diseño no anticipado, derecho de paso y gastos de construcción; estatal	X233	Procesamiento de registros de accidentes de vehículos de motor
X12	Adquisición de derecho de paso	X239	Programa de Inspección de Estructura de Señales
X126	Tecnología de Investigación en Transporte	X239A	Programa de Rehabilitación/Reemplazo de Estructuras de Señales
X135	Programa de Capacitación Previa al Aprendizaje para Minorías y Mujeres	X241	Instalaciones eléctricas
X137	Costos legales para la condena del derecho de paso	X244	Capacitación y desarrollo de empleados
X140	Planificación e investigación estatales	X28B	Estacionamiento y parada/Exigencia de transporte Programa Gerencial
X142	Programa de Servicios de Apoyo a la Empresa con Negocio en Desventaja (Disadvantaged Business Enterprise, DBE)	X29	Planta física
X144	Programa de Acción Regional	X30	Planificación e investigación con ayuda federal
X15	Equipos (vehículos, construcción, seguridad)	X34	Programa de Asistencia de Transporte Ferroviario de Nueva Jersey
X150	Policía estatal y servicios de seguridad	X35A	Programa de Cruce a Nivel de Ferrocarril; estatal
X151	Instalaciones de servicio interestatal	X35A1	Programa de Pasos a Nivel de Ferrocarril y Carreteras; federal
X152	Mitigación de derrumbes	X39	Programa de Señales, en todo el estado
X154	Rehabilitación de drenaje y mantenimiento; estatal	X43	Apoyo al Programa de Gestión de la Exigencia de Transporte
X154D	Rehabilitación y mejoras de drenaje	X47	Reemplazo de la señal de tráfico
X15A	Equipos para la remoción de nieve y hielo	X66	Sistemas de monitoreo de tráfico
X160	Limpieza, reducción y eliminación de desechos sólidos y peligrosos	X70	Sistema de gestión de puentes
X180	Inspección de la construcción	X72B	Mejoras, conservación de carreteras
X182	Reconocimiento y reubicación de servicios públicos	X72C	Mejoras, seguridad
X185	Infraestructura/ajustes para bicicletas y peatones	X75	Investigaciones sobre el ambiente
X186	Ayuda local, fondo de infraestructura	X98Z	Ayuda municipal local, ayuda urbana

Fuente: DVRPC, 2019

Figura 5: Hoja de ruta de un listado de proyectos de muestra en el Borrador del TIP

Número de identificación del Departamento Estatal de Transporte de Nueva Jersey (New Jersey State Department of Transportation, NJDOT)

Condado donde se encuentra el proyecto

Indica que el proyecto está identificado como un Proyecto Regional Principal en el Plan de Largo Alcance de la DVRPC

DVRPC FY2020 TIP for New Jersey

New Jersey Highway Program — **Draft Version**

Título del proyecto

Burlington

DB# D12345 — **Somewhere Road Corridor Improvements** — LRPID: 99 — *NEW*

AQCODE: 2025M

The project will reconfigure and where appropriate, widen the corridor, along Somewhere Road from Fake Blvd. to Anywhere Lane, in order to mitigate congestion, improve safety, and ensure ADA compliance. In addition, deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with modern standards.

CMP: Minor SOV Capacity

Municipalities: Bordentown Township; Bass River Township; Burlington Township

Plan Center: None

NJDOT CIS Program Category: Safety Improvements

NJDOT CIS Program Subcategory: Safety Management

Project Manager: Montero, Pedro

Gerente de proyecto asignado por el NJDOT

Indicators of Potential Disadvantage: 4

Mileposts: 7.53-7.59

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements
This project contains ITS elements.

Local:

Mapped: Y

Phase	Fund	TIP Program Years ($ millions) 2020	2021	2022	2023	Later Fiscal Years ($ millions) 2024	2025	2026	2027	2028	2029
ROW	HSIP		3.000								
DES	HSIP	2.500									
CON	HSIP			10.000							
Fiscal Year Total		2.500	3.000	10.000							
Total First Four Years		15.500				Total Later Fiscal Years					

Tipo de fondo para cada fase; tenga en cuenta que "*" después de un tipo de fondo indica fondos de conversión para fases avanzadas de construcción

Nota: Los fondos están expresados en millones de dólares.

"Y" indica que un proyecto está en el Programa Local de la DVRPC

"Y" indica que el proyecto está mapeado en línea.\

Fase anticipada del proyecto

Indicadores más altos de desventajas potenciales (Indicator of Potential Disadvantage, IPD) para la justicia ambiental (Environmental Justice, EJ)

Estrategia de inversión de capital del NJDOT/subcategoría del programa de activos

La estrategia de inversión de capital (Capital Investment Strategy, CIS) del NJDOT o las anotaciones de activos demuestran una de las nueve categorías de inversión del NJDOT

Códigos para el proceso de gestión de la congestión (Congestion Management Process, CMP)

Tipos de comunidad que corresponden a las políticas de planificación a largo plazo de la DVRPC

Código de la calidad del aire

Código de estado asignado por la DVRPC para ayudar a establecer el origen del proyecto. En este ejemplo, "Nuevo" indica que este proyecto está programado en el Borrador de TIP por primera vez.

Fuente: DVRPC, 2019

Esta página se deja en blanco a propósito.

Descubra más información. ¡Comparta sus ideas!

La DVRPC invita al público a revisar y dar sus comentarios sobre el Borrador del TIP y los proyectos específicos para el estado, el condado, el tránsito y el personal de la DVRPC mediante su proceso continuo de participación pública. Las copias del Borrador del TIP para el FY2020 de NJ están disponibles en el sitio web de la DVRPC en www.dvrpc.org/TIP, en formato impreso en el Centro de Recursos de la DVRPC y en las bibliotecas públicas que figuran en la Tabla 6 en la página siguiente.

El período de comentarios públicos para el Borrador del TIP de la DVRPC para el FY2020 de Nueva Jersey se abre a partir del 9 de julio de 2019 y se cerrará el 9 de agosto de 2019 a las 5:00 PM (EST).

Revise y envíe sus comentarios en línea en www.dvrpc.org/TIP/Draft antes de la fecha límite del 9 de agosto. Los comentarios enviados se incluirán como parte del registro público formal y el documento final de TIP.

También puede enviar sus comentarios por escrito por correo electrónico a tip@dvrpc.org o por fax a "TIP Comments" en (215) 592-9125, o por correo, a la atención de: TIP Comments, Office of Communications and Engagement, Delaware Valley Regional Planning Commission, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106-1520.

Además, está programada una reunión pública el día:

LUNES, 29 DE JULIO DE 2019
DE 6:00 PM A 8:00 PM (HORA DEL ESTE, EST)
ROOM 211
JOYCE McDADE ADMINISTRATION BUILDING
640 SOUTH BROAD STREET
TRENTON, NJ 08650
La ubicación de la reunión es accesible al transporte público y los ADA cerca de la estación de tren ligero de Hamilton Avenue.

Si bien no es obligatorio, se recomienda que los interesados en unirse a la reunión confirmen su asistencia llamando al 215-592-1800 o public_affairs@dvrpc.org. La reunión servirá como una oportunidad para que el público comente sobre el Borrador del TIP y el Borrador del TIP estatal (FY2020) disponible en www.state.nj.us/transportation/capital. También puede ver las reuniones públicas de NJDOT en el sitio web de NJDOT en https://www.state.nj.us/ transportation/community/meetings/.

Tabla 6: Bibliotecas que muestran el Borrador del TIP

CONDADO DE BURLINGTON		
Biblioteca del condado de Burlington 5 Pioneer Boulevard Westampton, NJ 08060 ☏ (609) 267-9660	Biblioteca de Moorestown 111 West Second Street Moorestown, NJ 08057 ☏ (856) 234-0333	Biblioteca del condado de Burlington: sucursal de Bordentown 18 East Union Street Bordentown, NJ 08505 ☏ (609) 298-0622
CONDADO DE CAMDEN		
Biblioteca del condado de Camden: sucursal regional M. Allan Vogelson 203 Laurel Road Voorhees, NJ 08043 ☏ (856) 772-1636	Biblioteca del condado de Camden: sucursal de Gloucester Twp.-Blackwood Rotary 15 South Blackhorse Pike Blackwood, NJ 08012 ☏ (609) 298-0622	Biblioteca del condado de Camden: Sucursal de Rutgers–Camden 300 North 5th Street Camden, NJ 08102 ☏ (609) 225-6807
Biblioteca pública de Haddonfield 60 Haddon Avenue Haddonfield, NJ 08033 ☏ (856) 429-1309	Biblioteca pública gratuita de Cherry Hill 1100 Kings Highway North Cherry Hill, NJ 08034 ☏ (856) 667-0300	
CONDADO DE GLOUCESTER		
Biblioteca pública de Monroe Township 713 Marsha Avenue Williamstown, NJ 08094 ☏ (856) 629-1212	Sistema de bibliotecas del condado de Gloucester 389 Wolfert Station Road Mullica Hill, NJ 08062 ☏ (856) 223-6000	Biblioteca pública de Woodbury 33 calle de Delaware Woodbury, NJ 08096 ☏ (856) 845-2611
CONDADO DE MERCER		
Biblioteca del condado de Mercer: Rama de Lawrence 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648 ☏ (609) 989-6915	Biblioteca pública de Trenton 120 Academy Street Trenton, NJ 08638 ☏ (609) 392-7188	
FILADELFIA, PENNSYLVANIA		
Biblioteca gratuita de Filadelfia 1901 Vine Street Philadelphia, PA 19103 ☏ (215) 686-5322	Biblioteca para Ciegos y Discapacitados Físicos de Filadelfia 919 Walnut Street Philadelphia, PA 19107 ☏ (215) 686-3213	

Fuente: DVRPC, 2019

TÍTULO DE LA PUBLICACIÓN	**Aspectos destacados del borrador del Programa de Mejora del Transporte (Transportation Improvement Program, TIP) de la Comisión de Planificación Regional de Delaware Valley (Delaware Valley Regional Planning Commission, DVRPC) para Nueva Jersey (FY20-FY23)**
NÚMERO DE PUBLICACIÓN	20001Ces
FECHA DE PUBLICACIÓN	Julio de 2019
GEOGRAPHIC AREA COVERERED	Región de Nueva Jersey de la DVRPC (condados de Burlington, Camden, Gloucester y Mercer)
PALABRAS CLAVE	Calidad del aire, Bicicletas y peatones, Puentes, CMAQ, CMP, Conformidad, Mitigación de la Congestión y Calidad del Aire, Proceso de Mitigación de la Congestión, Construcción, DRPA/PATCO, Justicia ambiental, Ley FAST, FASTLANE, Proyectos financiados por el gobierno federal, Diseño final, Ley para Arreglar el Transporte Terrestre de Estados Unidos, Fomento de avances en el transporte marítimo y terrestre para el logro a largo plazo de las eficiencias nacionales, FTA, GARVEE, Movimiento de Mercancías, Programa de Mejoras de la Seguridad Vial, HSIP, Indicadores de Desventajas Potenciales, Capital de infraestructura, IPD, MAP-21, Avanzar hacia el Progreso en el siglo XXI, Red Nacional de Carreteras para el Transporte de Carga, Programa para Transporte de Carga en Vías Férreas Nacionales, Programa de Rendimiento de las Carreteras Nacionales, Departamento de Transporte de Nueva Jersey, NHFN, NHFP, NHPP, NJ TRANSIT, Métricas de programación y planificación con base en el desempeño, Medidas de rendimiento, Ingeniería preliminar, Participación pública, Pasos a Nivel de Ferrocarril y Carreteras, Derecho de paso, Rutas Seguras a la Escuela, SAFETEA-LU, STBGP, STP, Programa de Subvenciones para el Transporte Superficial, Programa de Subvenciones en Bloque para el Transporte Superficial, Objetivos, TEA-21, TIP, Título VI de la Ley de Derechos Civiles de 1964, Tránsito, Transporte, Programa para Alternativas de Transporte Set-A-Side, Ley de Equidad en el Transporte para el siglo XXI, Programa de Mejora del Transporte
SINOPSIS	Los aspectos más destacados del Borrador del TIP de la DVRPC para el FY2020 de NJ describen brevemente el TIP de la región como un programa de inversión planificada, multimodal y con restricción federal de cuatro años en infraestructura de transporte. También contiene una lista resumida de todos los proyectos relacionados con el transporte, las carreteras, los puentes, las bicicletas, los peatones y el transporte de carga en la región de la DVRPC de Nueva Jersey que buscará financiamiento federal y estatal entre los años fiscales 2020 y 2023. El documento de Aspectos destacados incluye un resumen financiero de los costos por condado y por operador, una lista de proyectos en el Borrador del TIP, y cómo obtener más información sobre el Borrador del TIP.
CONTACTO CON EL PERSONAL	DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION Kwan Hui Gerente, Programas de Capital de NJ khui@dvrpc.org 190 N Independence Mall West, 8th Floor Philadelphia, PA 19106-1520 Teléfono: 215.592.1800 | Fax: 215.592.9125 web: www.dvrpc.org

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

190 N Independence Mall West, 8th Floor

Philadelphia, PA 19106-1520

Teléfono 215.592.1800

Fax 215.592.9125

Sitio web: www.dvrpc.org/TIP

¡Conéctese con nosotros!

LA COMISIÓN DE PLANIFICACIÓN REGIONAL DEL VALLE DEL DELAWARE ANUNCIA PARA SU REVISIÓN PÚBLICA:

Borrador del Programa de Mejoras en el Transporte (TIP) para Nueva Jersey (FY20-FY23)

La Comisión de Planificación Regional del Valle de Delaware (DVRPC) está buscando su opinión y abrirá un período de comentarios públicos para el *borrador del Programa de Mejoramiento del Transporte (TIP) del Año Fiscal Federal (AF) 2020 para Nueva Jersey (AF20-FY23).* DVRPC aceptará comentarios sobre el borrador del programa desde el 9 de julio de 2019 hasta el 9 de agosto de 2019 a las 5:00 PM hora local.

Una versión electrónica del borrador del FY202020 TIP de DVRPC para NJ está disponible en **www.dvrpc.org/TIP/Draft.** Hay copias impresas disponibles en el Centro de Recursos del DVRPC y en varias bibliotecas regionales. El documento también estará disponible en la sesión pública. Si se solicita, el TIP puede ser traducido a un formato o idioma alternativo.

El TIP representa las prioridades de mejora de transporte financiadas federalmente de la región y es requerido por la ley federal para que la región reciba y gaste fondos federales de transporte. El TIP también incluye proyectos no financiados con fondos federales que son significativos a nivel regional con el fin de proporcionar un panorama general de las mejoras en el transporte de la región.

Por favor, únase a nosotros en una reunión pública/sesión de información sobre el borrador del FY202020 TIP de DVRPC para NJ.

Lunes 29 de julio de 2019
6:00 PM a 8:00 PM
Edificio de Administración McDade del Condado de Mercer
Sala 211
640 S. Broad Street
Trenton, NJ

El lugar de la reunión es accesible en tránsito cerca de la Estación de Metro Ligero de Hamilton Avenue.

La reunión del 29 de julio se llevará a cabo conjuntamente con el Departamento de Transporte de Nueva Jersey (NJDOT), NJ TRANSIT, y la Corporación de Tránsito de la Autoridad Portuaria del Río Delaware (DRPA/PATCO). También servirá como una oportunidad para que el público haga comentarios sobre el Borrador del Programa Estatal de Mejoramiento del Transporte de Nueva Jersey (STIP, por sus siglas en inglés), el cual está disponible en www.state.nj.us/transportation/capital y en el Centro de Recursos del DVRPC (ubicado en la dirección abajo). El período de comentarios públicos para el Borrador del STIP también está abierto el 9 de julio de 2019. El período preliminar de comentarios públicos de STIP permanecerá abierto hasta que las tres Organizaciones Metropolitanas de Planificación de Nueva Jersey (MPOs) hayan cerrado sus períodos preliminares de comentarios públicos de TIP.

Los comentarios y preguntas por escrito deben presentarse de una de las cuatro maneras que se enumeran a continuación:

Electrónicamente a través de una aplicación web disponible en: **www.dvrpc.org/TIP/Draft**

Por correo electrónico: **TIP@dvrpc.org**

Por correo:
NJ TIP Comentarios
c/o DVRPC Oficina de Comunicaciones y Compromiso
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106
O por fax: 215-592-9125.

Las preguntas y comentarios deben presentarse por escrito. Si necesita ayuda para proporcionar un comentario por escrito, comuníquese con la Oficina de Comunicaciones y Participación de DVRPC al 215-592-1800 o **public_affairs@dvrpc.org.**

Los comentarios para este documento deben recibirse antes de las 5:00 PM (hora local) del 9 de agosto de 2019. Los comentarios recibidos por correo deben estar sellados por el correo antes del 9 de agosto de 2019. Las respuestas no serán proporcionadas a menos que los comentarios sean enviados por escrito durante el período de comentarios públicos.

La Comisión de Planificación Regional del Valle de Delaware (DVRPC) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, la Orden Ejecutiva 12898 sobre Justicia Ambiental, y los estatutos y reglamentos relacionados con la no discriminación en todos los programas y actividades. El sitio web de DVRPC, ***www.dvrpc.org****, puede ser traducido a varios idiomas. Las publicaciones y otros documentos públicos pueden estar disponibles en idiomas y formatos alternativos, si así se solicita. Las reuniones públicas del DVRPC siempre se llevan a cabo en instalaciones con acceso a la ADA, y en lugares con acceso al tránsito cuando sea posible. Los servicios auxiliares pueden ser proporcionados a individuos que presentan una solicitud por lo menos siete días antes de una reunión pública. Las solicitudes serán atendidas en la mayor medida posible. Cualquier persona que crea que ha sido agraviada por una práctica discriminatoria ilegal del DVRPC bajo el Título VI tiene derecho a presentar una queja formal. Cualquier queja de este tipo puede ser por escrito y presentada ante el Administrador de Cumplimiento del Título VI del DVRPC y/o la agencia estatal o federal apropiada dentro de los 180 días de la supuesta ocurrencia discriminatoria. Para obtener más información sobre el programa Título VI del DVRPC o para obtener un* ***Formulario de Quejas del Título VI,*** *por favor visite:* ***www.dvrpc.org/GetInvolved/TitleVI****, llame al (215) 592-1800, o envíe un correo electrónico a* ***public_affairs@dvrpc.org.***

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW:

Draft FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23)

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for the *Draft Federal Fiscal Year (FY) 2020 Transportation Improvement Program (TIP) for New Jersey (FY20-FY23).* DVRPC will accept comments on the draft program from July 9, 2019 until August 9, 2019 at 5:00 PM local time.

An electronic version of DVRPC's Draft FY2020 TIP for NJ is available at **www.dvrpc.org/TIP/Draft.** Hardcopies are available in the DVRPC Resource Center and in a number of regional libraries. The document will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

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Please join us at a public meeting/information session on DVRPC's Draft FY2020 TIP for NJ.

Monday, July 29, 2019
6:00 PM to 8:00 PM
Mercer County's McDade Administration Building
Room 211
640 S. Broad Street
Trenton, NJ

The meeting location is transit-accessible near the Hamilton Avenue Light Rail Station.

The July 29th meeting will be conducted jointly with the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, and the Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO). It will also serve as an opportunity for the public to comment on the Draft New Jersey Statewide Transportation Improvement Program (STIP), which is available at ***www.state.nj.us/transportation/capital*** *and at the DVRPC Resource Center (located at the address below). The public comment period for the Draft STIP is also open on July 9, 2019. The Draft STIP public comment period will remain open until all three New Jersey Metropolitan Planning Organizations (MPOs) have closed their Draft TIP public comment periods.*

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NJ TIP Comments

c/o DVRPC Office of Communications and Engagement

190 N. Independence Mall West, 8th Fl.

Philadelphia, PA 19106

Or by Fax: 215-592-9125.

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Comments for this document must be received no later than 5:00 PM (local time) on August 9, 2019. Comments received via mail must be postmarked by August 9, 2019. Responses will not be provided unless comments are submitted in writing during the public comment period.

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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 F00292219 at Public Venue on WEDNESDAY the 31st Day of JULY, 2019 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 to be located in the PENNSAUKEN TWP, County of Camden, State of New Jersey. Premises commonly known as: 7174 WILLGOOS AVENUE, PENNSAUKEN, NJ 08110 Being Tax Lot: 3 Block: 6602 Dimensions approximately: 40 X 100 Nearest Cross Street: EARL AVENUE

BEGINNING AT A POINT IN THE SOUTHEASTERLY LINE OF WILLGOOS AVENUE, SAID POINT BEING DISTANT 85 FEET NORTHEASTWARDLY FROM THE EASTERLY END OF THE CURVE CONNECTING THE SOUTHEASTERLY LINE OF WILLGOOS AVENUE WITH THE NORTHEASTERLY CURVED LINE OF EARL AVENUE, SAID POINT BEING IN THE DIVISION LINE BETWEEN LOTS 02, 103 ON THE PLAN HEREINAFTER MENTIONED; THENCE

"THE SHERIFF HEREBY RESERVES THE RIGHT TO ADJOURN THIS SALE WITHOUT FURTHER NOTICE THROUGH PUBLICATION."

PRIOR LIENS ENCUMBRANCES SEWER OPEN PENALTY $51.50 CCMU OPEN WITH PENALTY $230.98 TOTAL AS OF JUNE 5, 2019: $282.48

The judgement sought to be satisfied by the sale is:

"APPROXIMATELY" $117,693.53 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.

FOR MORE INFORMATION, PLEASE VISIT AUCTION.COM AT WWW.AUCTION.COM OR CALL (800) 280-2832

Seized as the property of: DEADRA TILLEY, ET ALS, and taken in execution of U.S BANK NATIONAL ASSOCIATION

GILBERT L. "WHIP" WILSON SHERIFF Sheriff's Number 19002253 Dated: July 2, 9.16, 23, 30, 2019 FEIN, SUCH, KAHN & SHEPARD, P.C, 7 CENTURY DRIVE, SUITE 201, PARSIPPANY, NJ 07054 **$161.28**

COURIER-POST

PO Box 677304
Dallas, TX 75267-7304

Agency:
*DELAWARE VAL REG PLAN COM
*DELAWARE VAL REG PLAN COM
190 N INDEPENDENCE MALL W FL 8
PHILADELPHIA, PA 19106

Client: *DELAWARE VAL REG PLAN COM
190 N INDEPENDENCE MALL W FL 8,
PHILADELPHIA, PA 19106

Acct No: CHL-072101

Acct: CHL-072101

Order #	Advertisement/Description	# Col x # Lines	Rate Per Line	Cost
0003641805	DVRPC Legal Notice - NJTIP - THEDELAWAREVALLEYREGIONALPLANNINGCOM MISSIONANNOUNCESFORPUBLICREVIEWDRAFT	2 col x 104 lines		$101.52
		Affidavit of Publication Charge	1	$30.00
		Tearsheet Charge	0	$0.00
		Net Total Due:		131.52

Run Dates: 07/09/19

Check #: _____

Date: _____

CERTIFICATION BY RECEIVING AGENCY
I, HAVING KNOWLEDGE OF THE FACTS, CERTIFY AND DECLARE THAT THE GOODS HAVE BEEN RECEIVED OR THE SERVICES RENDERED AND ARE IN COMPLIANCE WITH THE SPECIFICATIONS OR OTHER REQUIREMENTS, AND SAID CERTIFICATION IS BASED ON SIGNED DELIVERY SLIPS OR OTHER REASONABLE PROCEDURES OR VERIFIABLE INFORMATION.

SIGNATURE: _____

TITLE: _____ DATE: _____

CERTIFICATION BY APPROVAL OFFICIAL
I CERTIFY AND DECLARE THAT THIS BILL OR INVOICE IS CORRECT, AND THAT SUFFICIENT FUNDS ARE AVAILABLE TO SATISFY THIS CLAIM. THE PAYMENT SHALL BE CHARGEABLE TO:

APPROPRIATION ACCOUNT(S) AND AMOUNTS CHARGED: P.O. #

_____

SIGNATURE _____

TITLE _____ DATE _____

CLAIMANT'S CERTIFICATION AND DECLARATION

I DO SOLEMNLY DECLARE AND CERTIFY UNDER THE PENALTIES OF THE LAW THAT THIS BILL OR INVOICE IS CORRECT IN ALL ITS PARTICULARS, THAT THE GOODS HAVE BEEN FURNISHED OR SERVICES HAVE BEEN RENDERED AS STATED HEREIN; THAT NO BONUS HAS BEEN GIVEN OR RECEIVED BY ANY PERSON OR PERSONS WITHIN THE KNOWLEDGE OF THIS CLAIMANT IN CONNECTION WITH THE ABOVE CLAIM; THAT THE AMOUNT HEREIN STATED IS JUSTLY DUE AND OWING, AND THAT THE AMOUNT CHARGED IS A REASONABLE ONE.

Date: 07/10/2019

Federal ID #: 061032273

Signature: _____

Official Position: Clerk

Kindly return a copy of this bill with your payment so that we can assure you proper credit.

Ad Number: 0003641805 Run Dates: 07/09/19

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(101.52)

0003641805-01

Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Copy of Notice of Publication

Helene Sweeney 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:

July 9, 2019

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.

Helene Sweeney

Sworn to and subscribed before me this 9th day of July, 2019.

Cindy Jakubowski
Notary Public

My Commission Expires:

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
CINDY JAKUBOWSKI, Notary Public
City of Philadelphia, Phila. County
My Commission Expires November 30, 2020

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NJ Advance Media
ATTN: Legal Advertising Dept.
161 Bridgeton Pike
Building E
Mullica Hill, NJ 08062

South Jersey Times

DELAWARE VALLEY REGIONAL PLANNING
COMMISSION
190 N INDEPENDENCE MALL W 8TH FL
PHILADELPHIA, PA 19106-1520

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FOR QUESTIONS CONCERNING THIS AFFIDAVIT,
PLEASE CALL 800-350-4169 OR EMAIL sjtlegalads@njadvancemedia.com

Date	Position	Description	P.O. Number	Costs
07/09/2019	Notices NJ	PUBLIC NOTICE THE DELAWARE VALLEY REGIONAL PLANNING	Draft FY2020 Transportation Improvement	
			Ad Size 3 x 111 L	Basic Ad Charge - 07/09/2019 $141.76 Total $141.76

CLAIMANTS CERTIFICATION AND DECLARATION

I do solemnly declare and certify under the penalties of law that this bill or invoice is correct in all its particulars, that the goods have been furnished or services have been rendered as stated herein, that no bonus has been given or received by any person or persons within the knowledge of this claimant in connection with the above claim, that the amount herein stated is justly due and owing, and that the amount charged is a reasonable one.

Date: 7/11/2019 Fed ID#: 13-4123607

Signature: Chris Tighe Official Position: AR Manager

CERTIFICATION BY RECEIVING AGENCY

I, having knowledge of the facts, certify and declare that the goods have been received or the services rendered and are in compliance with the specifications or other requirements, and said certification is based on signed delivery slips or other reasonable procedures or verifiable information

Signature: _____

Title: Date:

CERTIFICATION BY APPROVAL OFFICIAL

I certify and declare that this bill or invoice is correct, and that sufficient funds are available to satisfy this claim. The Payment shall be chargeable to:

Appropriation Account(s) and Amounts Charged: P O # _____

Signature: _____

THIS FORM APPROVED FOR USE BY LOCAL GOVERNMENTS BY THE LOCAL FINANCE BOARD

South Jersey Times
LEGAL AFFIDAVIT
AD#: 0009217605 Total $141.76

State of New Jersey,) ss
County of Gloucester)
Kelly Maccaroni being duly sworn, deposes that he/she is principal clerk of NJ Advance Media; that South Jersey Times is a public newspaper, with general circulation in Camden, Cumberland, Gloucester, and Salem Counties, and this notice is an accurate and true copy of this notice as printed in said newspaper, was printed and published in the regular edition and issue of said newspaper on the following date(s):
South Jersey Times 07/09/2019

Kelly Maccaroni
Principal Clerk of the Publisher

Sworn to and subscribed before me this 11th day of July 2019

Notary Public

JOHN E. KAUL JR.
NOTARY PUBLIC OF NEW JERSEY
Comm. # 50035231
My Commission Expires 03/28/2021

PUBLIC NOTICE

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Cost: $141.76
7/9/19 1T 9217605

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The July 29th meeting will be conducted jointly with the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, and the Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO). While the public comment period for the Draft FY2020 STIP is open on July 9, 2019, the Draft STIP public comment period will remain open until all three New Jersey Metropolitan Planning Organizations (MPOs) have closed their respective Draft TIP public comment periods.

Written comments and questions must be submitted in one of four ways listed below:

Electronically through a web application available at: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

By Mail:
NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP and Draft STIP documents by 5:00 PM (local time) on August 9, 2019. Comments received via mail must be

postmarked by August 9, 2019. Responses will not be provided unless comments are submitted in writing during the public comment period.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination 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. 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 public meeting. Requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

7/9/19 The Times $76.56

List of Recommended Changes to the Draft TIP

(adopted by the DVRPC Board on September 26, 2019)

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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LIST OF RECOMMENDED CHANGES

#	COUNTY	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
DVRPC HIGHWAY (LOCAL) PROGRAM – MODIFICATIONS & AMENDMENTS (NO IMPACT TO OVERALL DRAFT TIP PROGRAM)				
1	Burlington	D1804	CR 537, CR 628, and CR 660 Guiderail Installation	Modify the Draft TIP by displaying the $1.7 million STATE-DVRPC funds by their appropriation year for FY20 Construction (CON), accordingly: $872,000 15-STATE-DVRPC for STATE-DVRPC funds appropriated in FY15, $276,000 16-STATE-DVRPC for STATE-DVRPC funds appropriated in FY16, and $552,000 17-STATE-DVRPC for STATE-DVRPC funds appropriated in FY17.
2	Camden	D1709	Kaighn Avenue (CR 607) over the Cooper River (Bridge and Roadway Improvements)	Modify the Draft TIP by adding a $755,000 STBGP-PHILA funded Final Design (DES) phase in FY20, as Preliminary Engineering (PE) was recently authorized in FY19, and by adding delaying the $8.051 million STBGP-PHILA funded CON phase from FY20 to FY21, as a result of FY20 DES.
3	Gloucester	D1203	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail	Amend the Draft TIP by adding the project back into the TIP with a $3.9 million 18-STATE-DVRPC funded CON phase in FY21, and update project description by noting that $1 million 16-STATE-DVRPC funds have been allocated for the ROW phase that is currently underway.
4	Mercer	D0701	Princeton-Hightstown Road Improvements, CR 571	Modify the Draft TIP by displaying $10 million 18-STATE-DVRPC funds for FY20 CON, and update the project description by noting that $799,921.07 15-STATE-DVRPC and $105,015 18-STATE-DVRPC funds have been allocated for this project's Final Design (DES) phase.
5	Mercer	D1901	Mercer County's Electronic Traffic Control Devices Inventory	Amend the Draft TIP by federalizing the project by replacing $225,000 STATE-DVRPC funds with $225,000 federal STBGP-Trenton funds
6	Various	D026	DVRPC, Future Projects	Modify the Draft TIP by adjusting the following STBGP-PHILA amounts per various project adjustments listed above (this action will not impact the DVRPC STBGP-PHILA apportionment and additional obligation authority levels): – FY20: increase by $7.275 million from $4.414 million to $11.689 million STBGP-PHILA – FY21: decrease by $8.011 million from $13.748 million to $5.737 million STBGP-PHILA – FY23: increase by $4,000 from $16.496 million to $16.536 million STBGP-PHILA – FY25: increase by $4,000 from $17.249 million to $17.289 million STBGP-PHILA – FY27: decrease by $16,000 from $18.746 million to $18.586 million STBGP-PHILA – FY29: increase by $4,000 from $19.637 million to $19.677 million STBGP-PHILA
7	Various	D026	DVRPC, Future Projects	Modify the Draft TIP by displaying the latest STATE-DVRPC uncommitted amounts by appropriation year in FY20 (uncommitted funds are STBGP-PHILA and STBGP-Trenton urbanized area funds exchanged for State Transportation Trust Funds between FY14 and FY18 that are not pre-encumbered or have not been encumbered by projects at the time of this publication): $7.558 million total ($4.163 million 17-STATE-DVRPC/$3.395 M 18-STATE-DVRPC).

LIST OF RECOMMENDED CHANGES

#	OPERATOR	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
DVRPC TRANSIT (NJ TRANSIT) PROGRAM – MODIFICATIONS & AMENDMENTS (NO IMPACT TO OVERALL DRAFT TIP PROGRAM)				
8	NJ TRANSIT	T199	Job Access and Reverse Commute Program	Amend the Draft TIP by removing the project from TIP project listing as it currently shows with $0 (zero) funds programmed in FY20 and beyond, and there are zero unobligated prior year funds. This action will not impact the final FY2020 TIP.
9	NJ TRANSIT	T630	SJ BRT/Avandale Park Ride	Amend the Draft TIP by adding the project back into the TIP with Unobligated Prior Year funds and update the project description.
10	NJ TRANSIT	Various	Various	Modify the Draft TIP by including the Unobligated Prior Year Table for the following 12 DB #s: – DB #T08, Bus Support Facilities and Equipment – DB #T111, Bus Acquisition Program – DB #T112, Rail Rolling Stock Procurement – DB #T120, Small/Special Services Program – DB #T135, Preventive Maintenance-Bus – DB #T150, Section 5310 Program – DB #T151, Section 5311 Program – DB #T210, Transit Enhancements – DB #T39, Preventive Maintenance-Rail – DB #T53E, Locomotive Overhaul – DB #T55, Other Rail Station/Terminal Improvements – DB #T630, SJ BRT/Avandale Park Ride

LIST OF RECOMMENDED CHANGES

#	COUNTY/ OPERATOR	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
DVRPC TRANSIT (DRPA/PATCO) PROGRAM – AMENDMENT (NO IMPACT TO OVERALL DRAFT TIP PROGRAM)				
11	DRPA/PATCO	DR044	Lindenwold Yard Tie Renewal, Lindenwold Viaduct, and Overall Improvements	Amend the Draft TIP by listing the project and its Unobligated Prior Year Funds in the TIP by adding a total of $11.133 million ($8.906 million SECT 5337/$2.227 DRPA) of unobligated prior FY17 ($2.8 million SECT 5337/$700,000 DRPA), FY18 ($3.2 million SECT 5337/$800,000 DRPA), and FY19 ($2.906 million SECT 5337/$727,000 DRPA) funds. This action will not impact the final FY2020 TIP as they are prior year unobligated funds that are expected to be obligated during FY20.
STATEWIDE HIGHWAY PROGRAM (NJDOT MANAGED FOR THE ENTIRE STATE OF NJ) - MODIFICATIONS (NO IMPACT TO OVERALL DRAFT TIP PROGRAM)				
12	Statewide	08381	Bridge Replacement, Future Projects	Modify the Draft TIP by increasing the First-Four Years by $7.915 million NHPP funds and overall decreasing the 10-Years by $50.215 million from $394.708 million to $355.893 million NHPP, accordingly: – FY20: Increase by $1,000 from $1 million NHPP to $1.001 million NHPP – FY21: Increase by $4.855 million from $5.973 million NHPP to $10.828 million NHPP – FY22: Increase by $3.059 million from $18.229 million NHPP to $21.288 million NHPP – FY24: Decrease by $8.2 million from $16.619 million NHPP to $8.419 million NHPP – FY25: Decrease by $8.3 million from $22.726 million NHPP to $14.426 million NHPP – FY26: Decrease by $8.5 million from $59.771 million NHPP to $51.271 million NHPP – FY27: Decrease by $8.6 million from $32.289 million NHPP to $23.689 million NHPP – FY28: Decrease by $8.7 million from $124.8 million NHPP to $116.1 million NHPP

LIST OF RECOMMENDED CHANGES

#	COUNTY/ OPERATOR	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
MINOR TECHNICAL CHANGES (NO IMPACT TO OVERALL DRAFT TIP PROGRAM)				
13	Burlington	D9903	Smithville Road Bridge over Rancocas Creek, CR 684	Update project description by noting that $4.826 million 16-STATE-DVRPC funds have been allocated for this project's CON phase, which is completed and currently open to traffic. Project remains listed in the TIP for STATE-DVRPC tracking purposes.
14	Burlington	D1401	Burlington County ATMS Upgrade & CR 656 DMS Deployment	Update project description by noting that $3.6 million 14-STATE-DVRPC funds and $115,000 17-STATE-DVRPC funds totaling $3.715 million have been allocated for this project's CON phase.
15	Camden	D0601	Camden County Bus Purchase	Update project description by removing "Senior Citizens United Community Services (SCUCS)" in the description.
16	Camden	D1402	Grove Street (CR 644), Reconstruction	Update project description by noting that $995,901 15-STATE-DVRPC funds have been allocated for this project's CON phase. Construction is completed, closed-out, and currently opened to traffic. Project remains listed in the TIP for STATE-DVRPC tracking purposes.
17	Camden	D1505	ADA Improvements	Update project description by noting that $4,962,335.00 14-STATE-DVRPC and $1,210,634 15-STATE-DVRPC funds have been allocated to this project's CON phase.
18	Gloucester	D0401	Gloucester County Roadway Safety Improvements	Update project description by noting that $612,000 15-STATE-DVRPC funds have been allocated for this project's CON phase.
19	Gloucester	D1508	Holly Avenue (CR 624), Lambs Road (CR 635) to Rt 47 (Delsea Drive)	Update project description by noting that $587,000 15-STATE-DVRPC funds have been allocated for this project's CON phase, which is completed and open to traffic. Project remains listed in the TIP for STATE-DVRPC tracking purposes.
20	Gloucester	D1509	CR 553/CR553 Alt, East Ave to Lambs Rd (CR 635) and Lambs Road, CR 635 to CR 553	Update project description by noting that $3.75 million 14-STATE-DVRPC and $60,461.86 15-STATE-DVRPC funds have been allocated for this project's CON phase, which is completed and open to traffic. Project remains listed in the TIP for STATE-DVRPC tracking purposes.
21	Gloucester	D1805	CR610 (Clayton-Williamstown Road), Scotland Run Avenue to CR 555 (Tuckahoe Road)	Update project description by noting that $1.898 million 16-STATE-DVRPC funds have been allocated for this project's CON phase. Actual construction has not commenced yet.
22	Mercer	D0702	Mercer County Signal Project, CR 533	Update project description by noting that $5,858,364.00 17-STATE-DVRPC funds have been allocated for the project's CON phase.

LIST OF RECOMMENDED CHANGES

#	COUNTY/ OPERATOR	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
MINOR TECHNICAL CHANGES CONTINUED				
23	Mercer	D1507	Signal Upgrades	Update project description by noting that $811,954 17-STATE-DVRPC funds have been allocated for this project's CON phase.
24	Mercer	D1511	Mercer County Guiderail Inventory and Condition Assessment	Update project description by noting that $1.1 million 14-STATE-DVRPC funds have been allocated for the project's Planning Study (PLS) phase, which is completed. Project remains listed in the TIP for STATE-DVRPC tracking purposes.
25	Mercer	99362	Trenton Amtrak Bridges	Update project description by noting that $2.45 million 14-STATE-DVRPC funds have been allocated for the Preliminary Engineering (PE), and $2.8 million 15-STATE-DVRPC funds have been allocated for the Final Design (DES) phase. Project is advancing towards construction.
26	Various	X30A	Metropolitan Planning	Update project description by noting that $1.5 million 18-STATE-DVRPC funds have been allocated for the DVRPC Local Concept Development in DVRPC's FY2019 UPWP. This is noted for STATE-DVRPC tracking purposes.
27	Various	D026	DVRPC, Future Projects	Break out STATE-DVRPC fund code by the year they were appropriated by the State Legislature (e.g. 14-STATE-DVRPC for funds appropriated in 2014), and add explanation in the final text document.
28	NJ TRANSIT	T111	Bus Acquisition Program	Update project description in the DVRPC TIP by mentioning bus garages/bus fleet in the DVRPC NJ region
29	NJ TRANSIT	T08	Bus Support Facilities and Equipment	Update project description in the DVRPC TIP by mentioning bus garages/bus fleet in the DVRPC NJ region
30	NJ TRANSIT	T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	Update project description in the DVRPC TIP by mentioning bus garages/bus fleet in the DVRPC NJ region
31	NJ TRANSIT	T135	Preventive Maintenance - Bus	Update project description in the DVRPC TIP by mentioning bus garages/bus fleet in the DVRPC NJ region
32	NJ TRANSIT	T44	NEC Improvements	Update project description in the DVRPC TIP by including average weekday ridership numbers per station in the DVRPC NJ region on the Northeast Corridor rail line
33	NJ TRANSIT	T39	Preventive Maintenance - Rail	Update project description in the DVRPC TIP by including average weekday ridership numbers per station in the DVRPC NJ region on the Northeast Corridor rail line

LIST OF RECOMMENDED CHANGES

#	COUNTY/ OPERATOR	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
MINOR TECHNICAL CHANGES CONTINUED				
34	NJ TRANSIT	T34	Rail Capital Maintenance	Update project description in the DVRPC TIP by including average weekday ridership numbers per station in the DVRPC NJ region on the Northeast Corridor rail line
35	NJ TRANSIT	T150	Section 5310 Program	Update project description.
36	Burlington	17411	CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)	Add “NEW” notation to project listing in final TIP’s Study and Development Program.
37	Burlington	18326	Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)	Add “NEW” notation to project listing in final TIP’s Study and Development Program.
38	Burlington	16335	Route 206, Bridge over Springers Brook	Add “NEW” notation to project listing in final TIP’s Study and Development Program.
39	Burlington	191A	Route 295/38, Missing Moves, Mount Laurel	Add “RETURN” notation to project listing in final TIP’s Study and Development Program as project is listed in the DVRPC Regional Highway Program of the current FY2018 TIP.
40	Camden	15375	Route 30, Cooper Street to Grove Street	Add “NEW” notation to project listing in final TIP’s Study and Development Program.
41	Gloucester	18386	Route 44, Barker Avenue to Billingsport Road/Swedesboro (CR 653)	Add “NEW” notation to project listing in final TIP’s Study and Development Program.
42	Mercer	18350	Clarksville Road (CR 638), Bridge over Amtrak	Add “NEW” notation to project listing in final TIP’s Study and Development Program.
43	Mercer	17412	North Olden Avenue (CR 622), Bridge over Amtrak	Add “NEW” notation to project listing in final TIP’s Study and Development Program.
44	Mercer	15317	Route 64, Bridge over Amtrak	Add “NEW” notation to project listing in final TIP’s Study and Development Program.
45	Mercer	15301	Route 206, Hilltop Drive	Add “RETURN” notation to project listing in final TIP’s Study and Development Program as project was in the previous FY2016 TIP’s Study and Development Program.
46	Mercer	18353	Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)	Add “NEW” notation to project listing in final TIP’s Study and Development Program.
47	Various	Various	All projects in Study and Development Program	Add “N/A” as a fund code.

PUBLICATION TITLE

DVRPC FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20–FY23)

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GEOGRAPHIC AREA COVERERED

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(Burlington, Camden, Gloucester, and Mercer counties)

KEY WORDS

Air Quality, Bike and Pedestrian, Bridges, CMAQ, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, Construction, DRPA/PATCO, Environmental Justice, FAST Act, FASTLANE, Federal Transit Administration, Federally Funded Projects, Final Design, Fixing America's Surface Transportation Act, Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies, FTA, GARVEE, Goods Movement, Highways, Highway Safety Improvement Program, HSIP, Indicators of Potential Disadvantage, Infrastructure Capital, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Highway Freight Network, National Highway Freight Program, National Highway Performance Program, New Jersey Department of Transportation, NHFN, NHFP, NHPP, NJ TRANSIT, Performance-Based Planning and Programming, Performance Measures, Preliminary Engineering, Public Involvement, Railway-Highway Grade Crossing, Right-of-Way, Safe Routes to School, SAFETEA-LU, STBGP, STP, Surface Transportation Program, Surface Transportation Block Grant Program, Targets, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives Set-Aside Program, Transportation Equity Act for the 21st Century, Transportation Improvement Program

ABSTRACT

The Transportation Improvement Program (TIP) document contains a listing of multimodal projects in the DVRPC New Jersey region and the Statewide Program of projects throughout the State of New Jersey that will seek federal and state funding in federal FYs 2020, 2021, 2022, and 2023. This volume also contains the following appendices: (A) Board Resolutions; (B) Statewide TIP (STIP) Financial Tables, Including the 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) DVRPC TIP Project Benefit Criteria, and (G) Summary of the TIP Public Involvement Process, Public Comments, Original Public Comments, Agency Responses, and List of Recommended Changes.

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