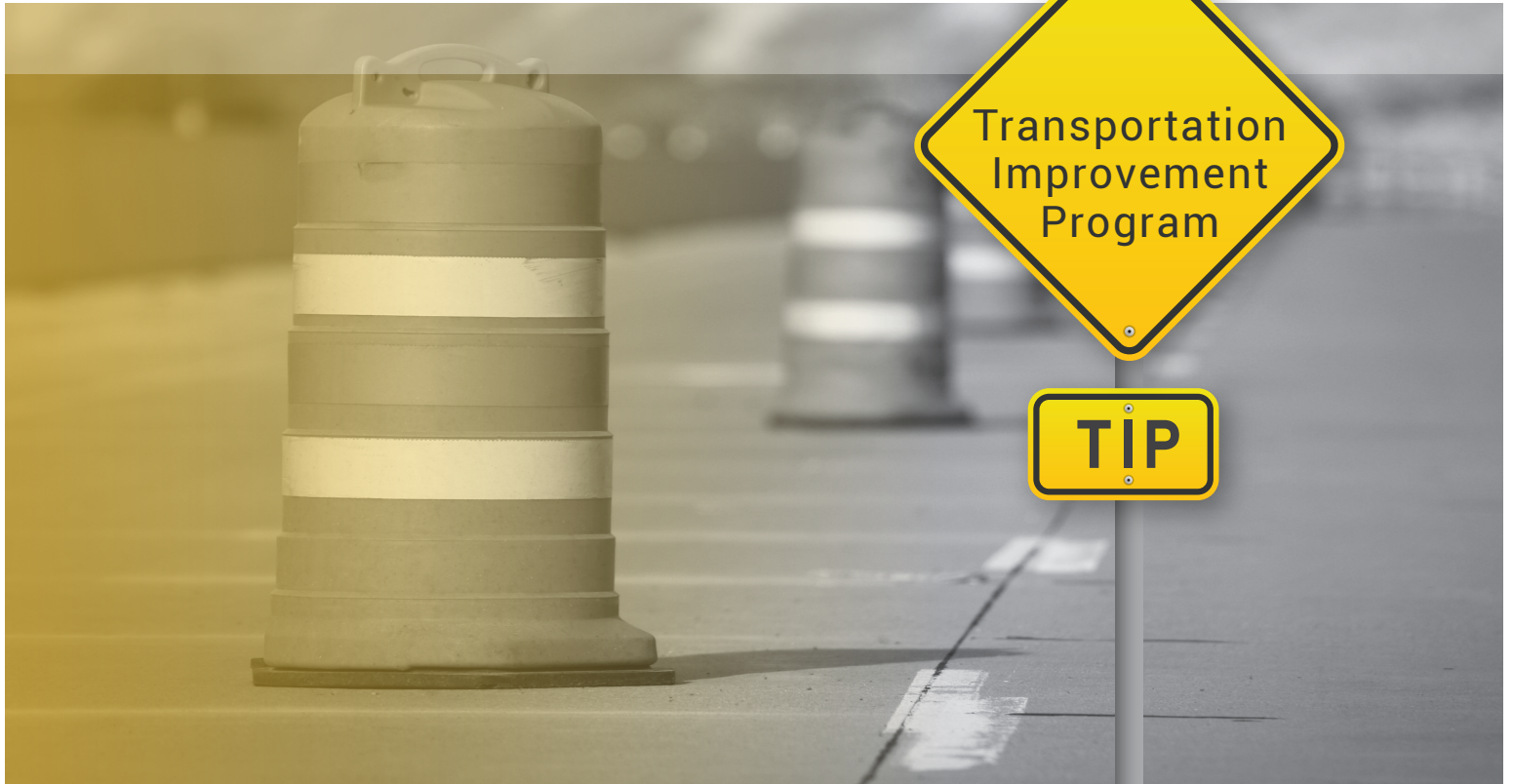




Highlights

of the **DVRPC FY2020 TIP** for **New Jersey**
(FY20-FY23)



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.



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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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

This document briefly describes and “highlights” the Fiscal Year (FY) 2020 Transportation Improvement Program (TIP) for New Jersey (FY20–FY23), an agreed-upon multimodal list of priority transportation projects that are planned and programmed for implementation, for which federal funds are anticipated, in Burlington, Camden, Gloucester, and Mercer counties, including the cities of Camden and Trenton. Although not a federal requirement, the Delaware Valley Regional Planning Commission (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 DVRPC FY2020 TIP for New Jersey document was available for public review and feedback between July 9, 2019, and August 9, 2019. The Draft TIP, along with a proposed list of recommended changes to be made to the Draft document for the final version, was approved by the DVRPC Board on September 26, 2019.

DVRPC prepares a major update to the New Jersey TIP every two years to coincide with the update of the New Jersey Department of Transportation (NJDOT) 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. Public comment periods by the three Metropolitan Planning Organizations (MPOs) in New Jersey on their Draft TIPs also serve as the Draft STIP's public comment period. Further details regarding the review and comment process are located at the end of this document. You can view the full DVRPC TIP document online at www.dvrpc.org/TIP, or in hardcopy 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 the DVRPC New Jersey region. The STIP is available online at www.state.nj.us/transportation/capital.

What Is the TIP?

By way of congressional mandate, federal transportation legislation requires that DVRPC, as the 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 (ISTEA) 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 (ITS).

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, the New Jersey Transit Corporation (NJ TRANSIT), Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO), DVRPC staff, Federal Highway Administration (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 of developing the FY2020 TIP commenced during the fall of 2018 by first reviewing project costs and schedules of current 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 into 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, the DVRPC Draft FY2020 TIP and the NJDOT Draft STIP, were shared with the public for review and feedback.

Since the DVRPC Board is the final decision-making body of the MPO, DVRPC staff requested the DVRPC Board to adopt the Draft FY2020 TIP for New Jersey (with a proposed 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, Federal Transit Administration [FTA]) for review and approval. When the federal partners approved the DVRPC FY2020 TIP and NJDOT FY2020 STIP, both documents took effect and replaced the FY2018 TIP and STIP.

Figure 1: TIP Development Timeline



Source: DVRPC, 2019

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Program Summaries

The DVRPC FY2020 TIP for New Jersey 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 NJ TRANSIT and 15 by DRPA/ PATCO). Funding totals almost \$1.7 billion for phases to be advanced 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 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. 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	\$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

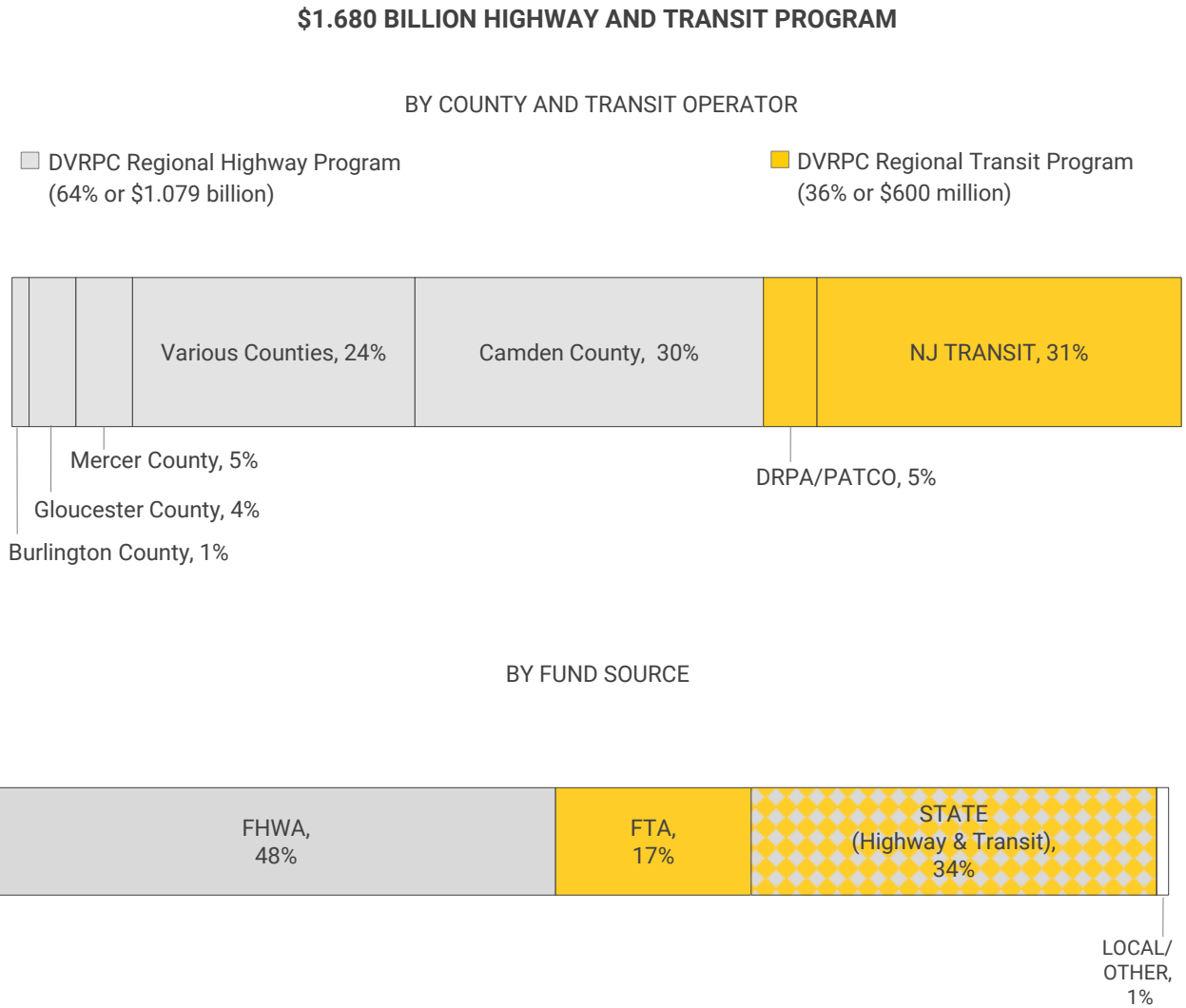
Note: Table 1 excludes \$31.016 million STATE-DVRPC funds for STATE-DVRPC-funded projects between FY20 and FY23 because they were previously appropriated by the state legislature.

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, and South Jersey Transportation Planning Organization. Of the total amount, close to 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) 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 funds were previously appropriated by the state legislature.

Source: DVRPC, 2019

Funding Abbreviations, per Table 2

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 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, Critical Urban Freight Corridors, 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.

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 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 aside 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 DRPA (“DRPA”) that are needed to match federal funding. “OTHER” third-party funds are provided from other sources, including, but not limited to, bistate 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 department of transportation 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.

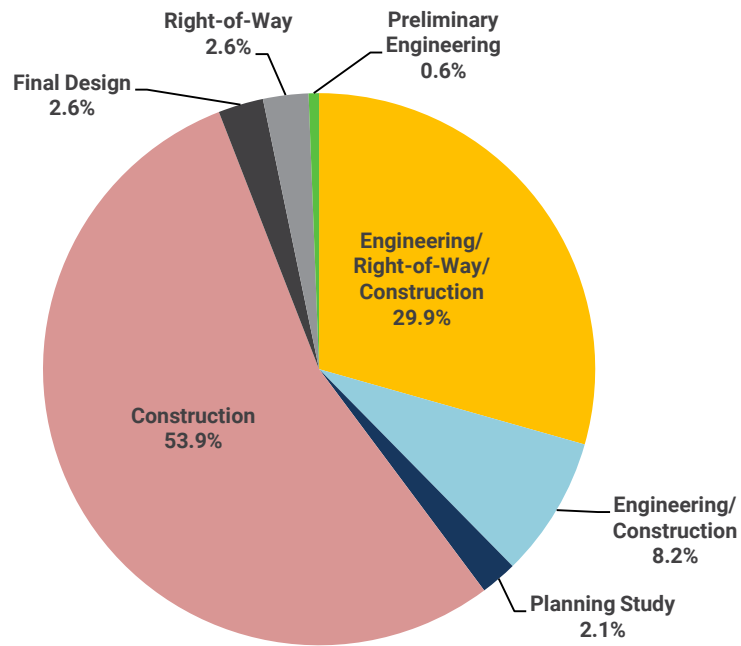
ERC (Engineering/Right-of-Way/Construction): Involves design, right-of-way, and construction work.

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.

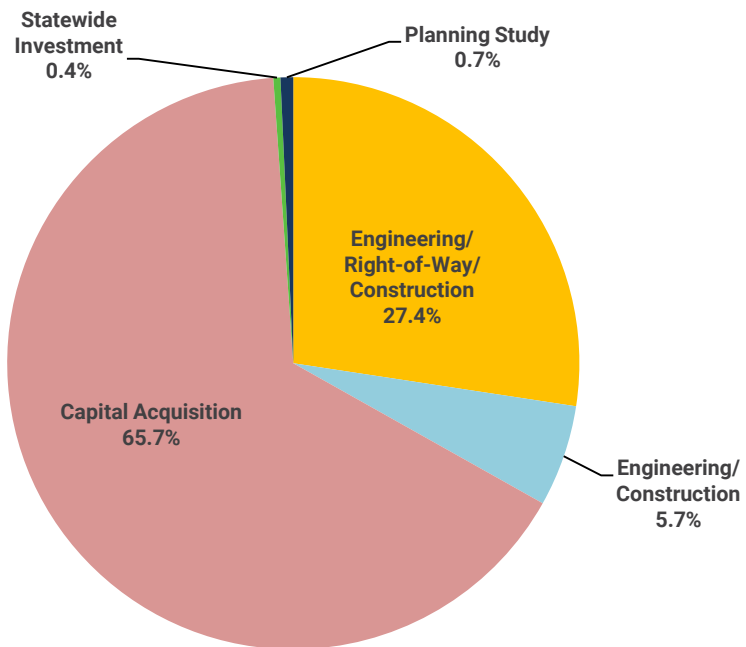
SWI (Statewide Investment): Used to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple-phases work, that addresses a specific mobility issue.

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

The TIP documents do not contain printed static maps. 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/NJ as the primary mapping function to show the location of mappable 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 project types, such as roadway landscaping, lease payments for the use of railroad tracks, reserve line items, or preliminary studies, are not mapped.

The TIP Web Map Search Tool continues to include robust data sets, besides TIP projects, that include overlays, such as Planning Centers, Freight Centers, Congestion Management Process (CMP) Corridors, and Indicators of Potential Disadvantage (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 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 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 the DVRPC 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 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. To view more information about a project, visit www.dvrpc.org/TIP/NJ, or use the TIP Web Map Search Tool on the webpage.

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 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 TIP document (publication #20001A) displays the codes at the top right corner of each project listed. Projects determined as "new" projects in the 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 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 TIP for Design to Construction phases;
- **NEW-LG** projects are locally sponsored projects that have "graduated" from DVRPC's Local Concept Development Program to advance into the DVRPC Local Program of the TIP. 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 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 is 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 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 TIP. The "roadmap" provides explanations about various information items that are associated with a project.

FY2020 TIP for New Jersey 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 ^{NEW-G}	D1510	Burlington County Bus Purchase ^{RETURN}
13319	Route 73, CR 544 (Evesham Rd/Marlton Parkway) ^{NEW-G}	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 ^{NEW-G}
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) ^{NEW-G}	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}

FY2020 TIP for New Jersey 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	15302	Route 41 and Deptford Center Road ^{NEW-G}
11414	Route 130, Plant Street to High Hill Road (CR 662)	19375	Route 322B SB, Retaining Wall @ Raccoon Creek, Priority Repair ^{NEW}
12305	Route 47, Grove St. to Route 130, Pavement	D0401	Gloucester County Roadway Safety Improvements
12306	Route 42, Kennedy Ave. to Atlantic City Expressway	D1203	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail
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
14348	Route 45, Bridge over Woodbury Creek		
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 ^{NEW-G}	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

FY2020 TIP for New Jersey Project Listings

Table 4: Transit Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
NJ TRANSIT			
T05	Bridge and Tunnel Rehabilitation	T302	Camden-Glassboro Light Rail Line
T06	Bus Passenger Facilities/Park and Ride	T34	Rail Capital Maintenance
T08	Bus Support Facilities and Equipment	T37	Rail Support Facilities and Equipment
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	T39	Preventive Maintenance-Rail
T106	Private Carrier Equipment Program	T42	Track Program
T111	Bus Acquisition Program	T43	High Speed Track Program
T112	Rail Rolling Stock Procurement	T44	NEC Improvements
T120	Small/Special Services Program	T50	Signals and Communications/Electric Traction Systems
T121	Physical Plant	T500	Technology Improvements
T122	Miscellaneous	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
T20	Immediate Action Program	T68	Capital Program Implementation
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	T88	Study and Development
T300	Transit Rail Initiatives	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}	DR044	Lindenwold Yard Tie Renewal, Lindenwold Viaduct, and Overall Improvements
D1912	Rehabilitation of PATCO Bridges ^{NEW}	DR046	DRPA - Rebuild PATCO Cars
DR008	Electrical Cable Replacement	DR1501	PATCO Interlocking & Track Rehabilitation
DR015	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	DR1801	Reopening of Franklin Square
DR019	Smoke and Fire Control	DR1802	Subway Structures Renovation
DR034	Preventive Maintenance	DR1803	PATCO Station Platform Rehabilitation

Source: DVRPC, 2019

FY2020 TIP for New Jersey 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

FY2020 TIP for New Jersey 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 TIP

NJDOT project 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

Project Title

Final Version

Burlington

DB# 123456 Route 99, Something Street to Some Avenue MRPID: 555 NEW-G

AQCODE: 2035M Roadway reconstruction project along the Route 99 corridor from Something Street to Another Avenue will include bicycle and pedestrian safety improvements in the area.

CMP: Major SOV Capacity

Municipalities: Something Township

CIS Program Subcategory: Safety Management

Project Manager: Manages, Amy NJDOT Project Manager

Mileposts: 22.75 - 22.85

Improvement Type: Roadway Rehabilitation

Adding Subcorr(s): 13A

Plan Center: Metropolitan Subcenter

CIS Program Category: Safety Improvements

Indicators of Potential Disadvantage: 4

Sponsor: NJDOT

Mapped: Y

Local:

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ROW	HSIP	3.530									
DES	HSIP			2.500							
CON	HSIP					14.288					
Fiscal Year Total		3.530	2.500			14.288					
		Total First-Four Years: 6.030			Total Later Fiscal Years: 14.288						

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 the DVRPC Local Program

"Y" indicates project is mapped online.

Highest IPD for EJ

Anticipated project phase

NJDOT Capital Investment Strategy/Asset Program

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

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 TIP for the very first time.

Source: DVRPC, 2019

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Learn More. Share Your Ideas!

The public comment period for Draft DVRPC FY2020 TIP for New Jersey opened on July 9, 2019, and extended until August 9, 2019, at 5:00 PM (EST). Although the public comment period has closed, DVRPC encourages you to review and provide comments about the TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. Copies of the FY2020 TIP for New Jersey are available on the DVRPC website at www.dvrpc.org/TIP or in print at the DVRPC Resource Center. During the public comment period, the Draft TIP documents were also displayed at various public libraries listed in Table 6. Visit NJDOT's public meeting web page at www.state.nj.us/transportation/community/meetings to learn more about various projects throughout the region.

Comments submitted by August 9 were included as part of the formal public record and in the final TIP document (see Appendix G). The public was able to submit comments in writing by e-mail to tip@dvrpc.org; by 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 with an informational presentation about the Draft TIP was conducted 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 served as an opportunity for the public to comment or ask questions about the Draft TIP and the Draft FY2020 STIP that was available at www.state.nj.us/transportation/capital. While not required, those interested in joining the meeting were encouraged to RSVP by contacting 215-592-1800 or public_affairs@dvrpc.org.

Table 6: Libraries that Displayed 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

PUBLICATION TITLE	Highlights of the DVRPC FY2020 Transportation Improvement Program (TIP) for New Jersey (FY20–FY23)
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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, Highway Safety Improvement Program, Highways, 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 Measures, Performance-Based Planning and Programming, Preliminary Engineering, Public Involvement, Railway-Highway Grade Crossing, Right-of-Way, Safe Routes to School, SAFETEA-LU, STBGP, STP, Surface Transportation Block Grant Program, Surface Transportation Program, Targets, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives Set-A-Side Program, Transportation Equity Act for the 21st Century, Transportation Improvement Program
ABSTRACT	This Highlights document briefly describes the DVRPC Fiscal Year (FY) 2020 Transportation Improvement Program (TIP) for New Jersey, which is a federally required, multimodal, 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 the counties of Burlington, Camden, Gloucester, and Mercer, as well as the cities of Camden and Trenton, that will seek federal and state funding in FY20–FY23. The Highlights document includes a financial summary of costs by county and by operator, a list of projects in the TIP, and how to learn more about the TIP.
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