

## Chapter 2: Program Summaries

The DVRPC FY2022 TIP for New Jersey with Recommended Changes that the DVRPC Board adopted on September 23, 2021 contains 134 projects over the First-Four Years (FY22–FY25): 85 projects and three (3) STATE-DVRPC funded projects in the DVRPC regional Highway Program, and 46 projects (33 by NJ TRANSIT and 13 by the DRPA/PATCO) in the DVRPC regional Transit Program. The programmed amount totals \$2.11 billion for phases to advance over the next four years (FY22–FY25), which averages almost \$528 million per year. Programmed funds include \$1.345 billion for projects primarily addressing the highway system and nearly \$765 million for the NJ TRANSIT (about \$681 million) and DRPA/PATCO (about \$84 million) transit system, as Table 1 and Figure 2 show. For information purposes, the TIP document includes the New Jersey Statewide Program worth \$4 billion over the First-Four Years (FY22–FY25) containing 105 NJDOT-managed statewide highway programs for the State of New Jersey. Thirteen (13) NJDOT-sponsored Concept Development and five (5) DVRPC Local Concept Development projects, totaling 18 projects, are listed in the “pre-TIP” 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)**

	FY22	FY23	FY24	FY25	First-Four Years (FY22– FY25)
<b>HIGHWAY PROGRAM</b>					
Burlington	\$11.018	\$17.250	\$24.752	\$10.503	\$63.523
Camden	\$132.106	\$249.161	\$156.858	\$114.268	\$652.393
Gloucester	\$53.974	\$41.100	\$33.761	\$7.450	\$136.285
Mercer	\$27.268	\$26.146	\$22.987	\$50.853	\$127.254
Various	\$93.499	\$92.863	\$88.410	\$91.074	\$365.845
<b>Highway Program* Total</b>	<b>\$317.865</b>	<b>\$426.520</b>	<b>\$326.768</b>	<b>\$274.148</b>	<b>\$1,345.300</b>
<b>TRANSIT PROGRAM</b>					
DRPA/PATCO	\$22.545	\$22.045	\$19.295	\$20.045	\$83.930
NJ TRANSIT	\$164.150	\$168.384	\$172.794	\$175.587	\$680.915
<b>Transit Program Total</b>	<b>\$186.695</b>	<b>\$190.429</b>	<b>\$192.089</b>	<b>\$195.632</b>	<b>\$764.845</b>
<b>Highway and Transit Programs Grand Total</b>					<b>\$2,110.146</b>
<b>Statewide Program</b>	<b>\$1,139.904</b>	<b>\$1,127.982</b>	<b>\$577.865</b>	<b>\$1,182.751</b>	<b>\$4,028.504</b>

\*The Highway Program total excludes \$17.34 million STATE-DVRPC funds for projects DB #D0701, D1203, and D1906 that anticipate authorization in FY22 and FY23 because funds were previously appropriated by the state legislature.

Source: DVRPC, 2021

Out of approximately \$9 billion of Federal highway and State funding in the First-Four Years for Highway Program projects, 55 percent or \$4.9 billion are distributed to all three MPOs for Highway projects: DVRPC (27 percent), North Jersey Transportation Planning Authority (NJTPA) (65 percent), and South Jersey Transportation Planning Organization (SJTPO) (8 percent). This amount excludes “Other” non-public and STATE-DVRPC funds. In addition, 45 percent or \$4 billion of the First-Four Years total are for NJDOT-

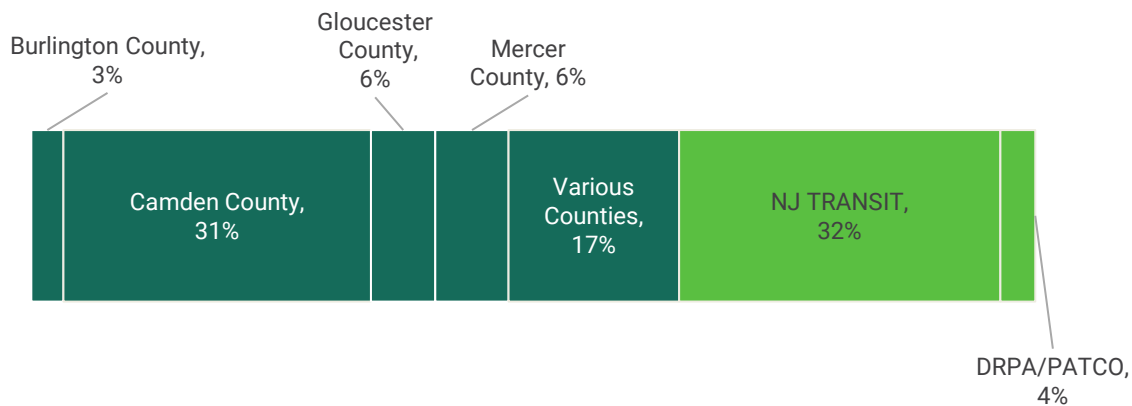
administered projects in the Statewide Program that are not specific to a particular MPO region but would benefit all, or that would provide direct support to NJDOT. The Statewide Program is primarily State funded (68 percent). Within NJ TRANSIT’s \$6.1 billion program over the First-Four Years for the state, 11 percent is distributed to transit projects/line items in the DVRPC region; 86 percent is distributed to the NJTPA region; and three percent is distributed to the SJTPO region.

**Figure 2:** Summary of Highway and Transit Programs First-Four Years (FY22–FY25) Total Cost (Percentages)

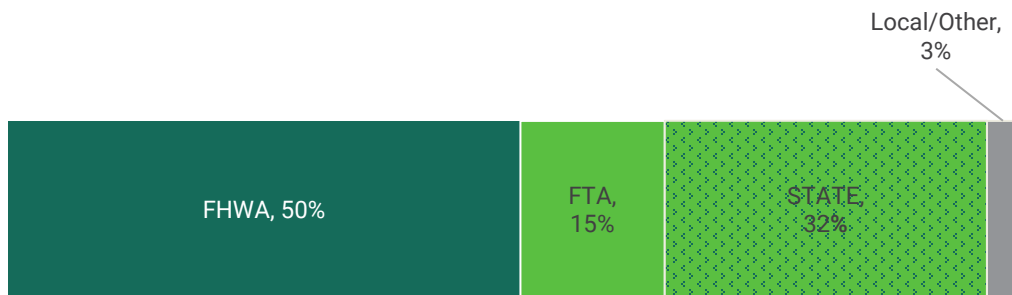
**\$2.11 BILLION HIGHWAY AND TRANSIT PROGRAMS**

**BY COUNTY AND TRANSIT OPERATOR**

- Highway Program by County (\$1.345 Billion, or 63.8% of the Highway and Transit Programs)
- Transit Program by Operator (nearly \$765 Million, or 36.2% of the Highway and Transit Programs)



**BY FUNDING SOURCE**



Source: DVRPC, 2021

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

FUND CODE BY PROGRAM	FY22	FY23	FY24	FY25	FIRST-FOUR YEARS (FY22–FY25)	LATER FISCAL YEARS (FY26–FY31)	10-YEARS (FY22–FY31)
<b>HIGHWAY TOTAL</b>	<b>\$317.865</b>	<b>\$426.520</b>	<b>\$326.768</b>	<b>\$274.148</b>	<b>\$1,345.300</b>	<b>\$1,085.675</b>	<b>\$2,430.975</b>
CMAQ	\$9.830	\$1.768	\$3.804	\$13.132	\$28.534	\$24.739	\$53.273
CRRSAA-FLEX	\$75.982	\$81.700			\$157.682	\$0.000	\$157.682
CRRSAA-PHILA			\$8.155		\$8.155	\$0.000	\$8.155
CRRSAA-TRENTON		\$2.102			\$2.102	\$0.000	\$2.102
DEMO-R	\$1.432				\$1.432	\$0.000	\$1.432
HSIP	\$3.000	\$3.000	\$3.000	\$3.000	\$12.000	\$18.000	\$30.000
HWIZ905-TRENTON	\$0.563				\$0.563	\$0.000	\$0.563
HWIZ910-PHILA	\$1.427				\$1.427	\$0.000	\$1.427
HWIZ910-TRENTON		\$0.368			\$0.368	\$0.000	\$0.368
HWIZ919-PHILA			\$1.163		\$1.163	\$0.000	\$1.163
HWIZ919-TRENTON		\$0.300			\$0.300	\$0.000	\$0.300
LOCAL-DVRPC	\$0.013	\$0.013	\$0.013	\$0.013	\$0.052	\$0.078	\$0.130
NHFP-HWY		\$43.339	\$37.382	\$50.677	\$131.398	\$0.000	\$131.398
NHPP	\$107.308	\$164.831	\$131.562	\$94.571	\$498.272	\$423.720	\$921.992
OTHER-DVRPC			\$16.400	\$16.400	\$32.800	\$8.200	\$41.000
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	\$0.915	\$0.919	\$0.923	\$0.927	\$3.683	\$5.646	\$9.329
RHC-PHILA	\$0.615				\$0.615	\$0.000	\$0.615
STATE	\$75.720	\$62.262	\$63.210	\$57.390	\$258.582	\$344.340	\$602.922
STBGP-FLEX	\$9.071	\$3.205	\$2.307	\$5.041	\$19.624	\$56.200	\$75.824
STBGP-OS-BRDG	\$0.200	\$30.391	\$26.391		\$56.982	\$0.000	\$56.982
STBGP-PHILA	\$22.126	\$22.590	\$22.657	\$23.127	\$90.500	\$144.020	\$234.520
STBGP-TRENTON	\$5.008	\$5.076	\$5.145	\$5.214	\$20.443	\$32.795	\$53.238
TA-PHILA	\$1.127	\$1.127	\$1.127	\$1.127	\$4.510	\$6.765	\$11.274
TA-TRENTON	\$0.291	\$0.291	\$0.291	\$0.291	\$1.163	\$1.744	\$2.906
<b>DRPA/PATCO TOTAL</b>	<b>\$22.545</b>	<b>\$22.045</b>	<b>\$19.295</b>	<b>\$20.045</b>	<b>\$83.930</b>	<b>\$71.180</b>	<b>\$155.110</b>
DRPA	\$4.509	\$4.409	\$3.859	\$4.009	\$16.786	\$14.236	\$16.786
SECT 5307	\$5.156	\$4.156	\$4.956	\$7.156	\$21.424	\$36.624	\$21.424
SECT 5337	\$12.600	\$13.200	\$10.200	\$8.600	\$44.600	\$19.200	\$44.600
SECT 5340	\$0.280	\$0.280	\$0.280	\$0.280	\$1.120	\$1.120	\$1.120
<b>NJ TRANSIT TOTAL</b>	<b>\$164.150</b>	<b>\$168.384</b>	<b>\$172.794</b>	<b>\$175.587</b>	<b>\$680.915</b>	<b>\$1,123.782</b>	<b>\$1,804.697</b>
CASINO REVENUE	\$5.205	\$5.205	\$5.205	\$5.205	\$20.820	\$31.229	\$52.049
CMAQ				\$3.750	\$3.750	\$26.370	\$30.120
MATCH	\$0.437	\$0.437	\$0.437	\$0.437	\$1.748	\$2.622	\$4.370
NJ TURNPIKE	\$2.500	\$2.500	\$2.500	\$2.500	\$10.000	\$15.000	\$25.000
SECT 5307	\$39.393	\$37.365	\$44.515	\$47.341	\$168.614	\$279.386	\$448.000
SECT 5310	\$1.779	\$1.779	\$1.779	\$1.779	\$7.114	\$10.671	\$17.785
SECT 5311	\$0.924	\$0.924	\$0.924	\$0.924	\$3.697	\$5.545	\$9.242
SECT 5337	\$11.486	\$11.486	\$11.486	\$11.486	\$45.944	\$68.917	\$114.861
SECT 5339	\$4.783	\$4.898	\$4.898	\$4.898	\$19.478	\$29.389	\$48.867
STATE	\$97.413	\$103.560	\$100.821	\$97.037	\$398.831	\$653.272	\$1,052.103
STP-TE	\$0.230	\$0.230	\$0.230	\$0.230	\$0.920	\$1.380	\$2.300
<b>DVRPC Region Total</b>	<b>\$504.559</b>	<b>\$616.949</b>	<b>\$518.857</b>	<b>\$469.780</b>	<b>\$2,110.146</b>	<b>\$2,280.636</b>	<b>\$4,390.782</b>

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

Source: DVRPC, 2021

## 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: Financial Tables Used in Developing the Program, Including the STIP Introduction 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 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 and allows projects in the region to seek federal authorization.

The New Jersey TIP makes information available for project costs beyond the formal four-year constrained period (FY22–FY25). 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 (FY26–FY31) 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 FY2022 TIP for New Jersey does show a financially constrained 10-year program from FY22 to FY31 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 taking on the new capital projects and new services. NJ TRANSIT prepares a Transit 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 Deloitte, attesting to the financial position of the corporation; the integrity of its internal controls; and its compliance with applicable grant provisions, laws, and regulations.

NJ TRANSIT also certifies its financial capacity each year 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. 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. Due to the pandemic in 2020, FTA will conduct another Triennial and State Management Review possibly in FY2022.

## 2.2 Project Selection and Evaluation Process

The DVRPC TIP project selection process is consensus based, in combination with a TIP Project Benefit Evaluation Criteria that incorporates performance-based measures for new projects (see Appendix F for details on the TIP Project Benefit Evaluation Criteria that address federal requirements and further link to the goals of DVRPC's Long-Range Plan). Projects listed in the TIP for the first time are considered "new" and are listed below. Those from the Highway Program were evaluated along with projects that have graduated from DVRPC's Local Concept Development Program or NJDOT's Concept Development phase.

**NEW PROJECTS APPEARING ON THE TIP FOR THE FIRST TIME (“NEW”) | PROJECT DB # | PRIMARY PROJECT CATEGORY**

*Italicized projects listed are NJDOT sponsored projects.*

Burlington County (Highway Program)

1. County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) | DB #D2206 | Other
2. Rancocas Creek Greenway, Laurel Run Park (Circuit) | DB #D2207 | Bicycle/Pedestrian Improvement

Camden County (Highway Program)

3. CR 544 (Evesham Rd), NJ 41 to Schubert Ave | DB #D2208 | Roadway Rehabilitation
4. CR 758 (Coles Mill Rd), Farwood Rd to Grove St | DB #D2209 | Roadway Rehabilitation

Gloucester County (Highway Program)

5. CR 712 (College Drive) at Alumni Drive Roundabout and Multi-purpose Trail (Circuit) | DB #D2019 | Bicycle/Pedestrian Improvement
6. CR 654 (Hurffville-Cross Keys Rd), CR 630 (Egg Harbor Rd) to CR 651 (Greentree Rd) | DB #D2210 | Roadway Rehabilitation
7. US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55 | DB #D2211 | Roadway Rehabilitation
8. *Rowan University Fossil Park Roadway and Intersection Improvement at Woodbury Glassboro Road (CR 553) | DB #21366 | Roadway New Capacity*

Mercer County (Highway Program)

9. *Route 130, Bridge over Millstone River | DB #16339 | Bridge Repair/Replacement*
10. *Route 27, Witherspoon Street | DB #19360 | Bicycle/Pedestrian Improvement*
11. D&R Greenway Connector, Wellness Loop to Union St./Cooper Field (Circuit) | DB #D2205 | Bicycle/Pedestrian Improvement

DRPA/PATCO (Highway Program)

12. Walt Whitman Bridge NJ Corridor Resurfacing | DB #DR2201 | Roadway Rehabilitation
13. DRPA Systemwide Crash Cushion Attenuating Replacement | DB #DR2202 | Other

DRPA/PATCO (Transit Program)

14. PATCO Fare Collection Equipment Upgrades | DB #DR2203 | Transit Improvements

**PROJECTS THAT HAVE GRADUATED FROM THE STUDY AND DEVELOPMENT PROGRAM (THE “PRE-TIP” STAGE) AND APPEAR ON THE TIP FOR THE FIRST TIME (“NEW-G”/“NEW-LG”) | PROJECT DB # | PRIMARY PROJECT CATEGORY**

*Italicized projects listed are NJDOT sponsored “NEW-G.”*

Burlington County

1. Bridge No. C.4.13 over Parkers Creek on Centerton Road | DB #D2018 | Bridge Repair/Replacement

Camden County

2. *Route 30, Cooper Street to Grove Street | DB #15375 | Roadway Rehabilitation*

3. New or Upgraded Traffic Signal Systems at Intersections, Phase 1, 2, and 3 | DB #D2020, #D2022, and #D2023 | Signal/ITS Improvements

#### Gloucester County

4. CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3) | DB #D2017 | Bridge Repair/Replacement

#### Mercer County

5. Circulation Improvements Around Trenton Transit Center | DB #D2023 | Bicycle/Pedestrian Improvement
6. CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave | DB #D2014 | Roadway New Capacity

“NEW-G” indicates that the NJDOT sponsored project has graduated from the Study and Development Program and is now a new project programmed in the Highway Program. “NEW-LG” indicates that this is a new project to the TIP because it has “graduated” from DVRPC’s Local Concept Development Program and advanced to the DVRPC Local Highway Program.

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 (FY22–FY31). 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. DVRPC staff presented the program, along with recommended changes, to the DVRPC Board for adoption in September of 2021.

Due to severe funding constraints and overwhelming needs that far exceed the region’s resources, 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 project candidates for the TIP were evaluated through the TIP Project Benefit Evaluation Criteria found in Appendix F. These are universal benefit evaluation criteria that can be used to evaluate Highway and Transit projects in both Pennsylvania and New Jersey counties of the DVRPC region. 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, it is important to note that the benefit evaluation criteria analysis is only one of many considerations 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 working to ensure a variety of project types are all factors that play into consensus-based TIP project selection. Transit agencies will screen transit projects internally before submitting them for more evaluation.

The full version of the universal project benefit evaluation criteria that has been established for the TIP is found in Appendix F and online at [www.dvrpc.org/LongRangePlanAndTIP](http://www.dvrpc.org/LongRangePlanAndTIP). The criteria are summarized below from the order of the criterion with the highest percentage/regional priority to the criterion with the lowest percentage/regional priority.

1. **Safety (27 percent):** project implements FHWA-proven safety countermeasures or other safety strategies with specific crash reduction factors; addresses identified high-crash locations and crashes in communities of concern, including high concentrations of low income, racial and ethnic minority, and disabled populations; or implements safety-critical transit projects that help meet safety performance measures identified by a Public Transportation Agency Safety Plan (PTASP).
2. **Facility/Asset Condition & Maintenance (22 percent):** project brings a facility or asset into a state of good repair (SGR), extends the useful life of a facility, or provides reduced operating/maintenance costs.
3. **Equity (12 percent):** location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, including population assessment within the census tract; no score for projects that increase vehicle speeds above 30 miles per hour (mph) or traffic volumes in tracts with above average or well-above-average IPD scores.
4. **Centers & The Economy (12 percent):** location within a quarter mile of a Planning or Freight Center; or within a high, medium-high, or medium transit score area; provides a connection between two or more Centers; location in a municipality that meets Economic Development Administration funding eligibility requirements; location within a half-mile of a major regional visitor attraction; or project is part of a major-county-identified economic development project.
5. **Reliability & Congestion (11 percent):** location in a CMP congested corridor; implements a CMP strategy appropriate for that corridor; location on a road with a high Planning Time Index (PTI); or transit facility with a low on-time performance.
6. **Multimodal Use (9 percent):** total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips) and daily trucks using the facility or asset; and overall benefit to multimodal trip making.
7. **The Environment (7 percent):** project expected to deliver high air quality benefits (per FHWA guidance) or incorporates environmentally friendly design principles.

Again, the Benefit Evaluation Criteria analysis is only one of many considerations in project selection.

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

The Delaware Valley region is a mosaic of 350 townships, boroughs, and cities, each making their own land use decisions. 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 2050*, 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.

Additionally, the Long-Range Plan identifies over 120 Plan Centers. These are areas with a high degree of existing development and are appropriate for future development. The TIP, serving as one of the Long-Range Plan implementation tools, funds a variety of projects that address the transportation needs of all categories of Plan Centers. Plan Centers for all New Jersey TIP projects are included on each project listing in the FY2022 TIP for New Jersey. A more complete discussion and illustration of Plan Centers is found in the Long-Range Plan on the DVRPC website at [www.dvrpc.org/LongRangePlan](http://www.dvrpc.org/LongRangePlan).

## 2.4 Congestion Management Process (CMP)

The 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 (TDM), 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](http://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 and is required to get redesignated every five years:

- **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.

In July of 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. The current round opened for applications until March 19, 2021, and for the first time, the U.S. DOT sought INFRA projects that will address climate change and Environmental Justice. The U.S. DOT has made awards under the INFRA program to both large and small projects. 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. View the awards at [www.transportation.gov/buildamerica/infragrants](http://www.transportation.gov/buildamerica/infragrants).

Statewide, NJDOT has a state-funded grant program, the 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. 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 the list of awards and more details at [www.nj.gov/transportation/business/localaid/localfreight.shtm](http://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](http://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 public and municipal officials. Further information about the Freight Planning Program at DVRPC is available on DVRPC's website at [www.dvrpc.org/freight](http://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 [BCBC], Delaware River Joint Toll Bridge Commission [DRJTBC], DRPA/PATCO, New Jersey Turnpike Authority [NJTA], Pennsylvania Turnpike Authority Commission [PA TURNPIKE], and South Jersey Transportation Authority [SJTA]) 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 ("pre-TIP") 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.

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

GOAL	DB #	COUNTY
<b>INTEGRATE FREIGHT CENTERS WITH SAFETY, ENVIRONMENTAL, AND COMMUNITY GOALS</b>		
Burlington County Roadway Safety Improvements	D0302	Burlington
Local CMAQ Initiatives	X065	Various
Local Freight Impact Fund	17390	Various
<b>FACILITATE DELIVERIES AND THE GROWTH OF CENTRAL BUSINESS DISTRICTS</b>		
Transportation Alternatives Program	X107	Various
<b>ENHANCE PRIMARY TRUCK ROUTES AND THE NATIONAL HIGHWAY FREIGHT NETWORK</b>		
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	12380	Burlington
Route 130, Bridge over Big Timber Creek	14426	Camden
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	11326A	Camden
Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2	11326B	
Route 76/676 Bridges and Pavement, Contract 3	11326C	
<b>INCREASE FREIGHT RAIL UTILITY</b>		
Rail-Highway Grade Crossing Program, Federal	X35A1	Various
Rail-Highway Grade Crossing Program, State	X35A	Various
New Jersey Rail Freight Assistance Program	X34	Various
<b>IMPROVE PORTS AND AIRPORTS</b>		
Maritime Transportation System	01309	Various
Airport Improvement Program	08415	Various

Source: DVRPC, 2021

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

FACILITY	COST (IN MILLIONS)	COUNTY
<b>BURLINGTON COUNTY BRIDGE COMMISSION (BCBC)</b>		
Tacony-Palmyra Bridge Rehabilitation: The project includes structural steel repairs, installation of a maintenance/inspection traveler system, replacement of the existing fender system, the rehabilitation of the waterway pier and roadway paving. This project also includes an annual structural maintenance contract.	\$24 from FY22–25	Burlington
Tacony-Palmyra Bridge Electrical Upgrades: The project includes the installation of a structural health monitoring system, installation of a traffic control system and the replacement of some of the existing submarine cables. This project also includes an annual electrical maintenance contract.	\$7 from FY22–25	Burlington
Burlington-Bristol Bridge Rehabilitation: The project includes the replacement of certain existing span decks, waterway pier repairs, counterweight rope replacement, mechanical operational system upgrades, miscellaneous steel repairs, trunnion replacement and roadway paving. This project also includes an annual structural maintenance contract.	\$18.5 from FY22–25	Burlington
Burlington-Bristol Bridge Electrical Upgrades: The project includes installation of a bridge health monitoring system, an upgrade to the Pennsylvania powerhouse and an annual electrical maintenance contract.	\$3 from FY22–25	Burlington
Riverside Delanco Bridge Rehabilitation: The project includes the rehabilitation of the existing mechanical operational equipment and an annual structural maintenance contract.	\$1.5 from FY22–25	Burlington
Riverside Delanco Bridge Electrical Upgrades: The project includes an upgrade of the existing electrical system and also an annual electrical maintenance contract.	\$1.75 from FY22–25	Burlington
<b>DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)</b>		
<p>I-295 Scudder Falls Bridge Replacement: Under a Memorandum of Agreement that DRJTBC entered with NJDOT and the Pennsylvania Department of Transportation (PennDOT), the project's limits are I-95 from PA Route 332 in Bucks County, Pennsylvania to Bear Tavern Road in Mercer County, New Jersey. The project area extends 4.4 miles along I-295, 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:</p> <ul style="list-style-type: none"> <li>• Widening of I-295 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).</li> <li>• Reconfiguration of the I-295/Taylorville Road Interchange in Lower Makefield Township, Pennsylvania, by eliminating the existing eastern southbound off-ramp from I-95 and combining it with the existing western southbound off-ramp.</li> <li>• Reconstruction and reconfiguration of the Route 29 interchange using roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95.</li> <li>• A pedestrian/bicycle shared-use pathway on the upstream structure of the new dual spans</li> <li>• 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.</li> <li>• Noise-abatement walls along the approach roadways leading to and from the bridge.</li> </ul>	\$570 from FY22–25	Mercer

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

FACILITY	COST (IN MILLIONS)	COUNTY
<b>DRJTBC (CONTINUED)</b>		
Trenton-Morrisville Toll Bridge: All Electronic Tolling Implementation.	\$4.8 from FY22–25	Mercer
Lower Trenton Toll-Supported Bridge: Bridge cleaning and painting.	\$6.4 from FY22–25	Mercer
Washington Crossing Bridge Replacement: This project will consist of the complete replacement of the bridge, an in-depth inspection of the house/building, complete reconstruction of the existing retaining wall along the Canal and rehabilitation to the house/building based on recommendations made from the in-depth inspection.	\$54.8 from FY22–25	Mercer
<b>DELAWARE RIVER PORT AUTHORITY (DRPA)</b>		
Benjamin Franklin Bridge: Suspension Spans Rehabilitation.	\$118 from FY22–31	Camden
Benjamin Franklin Bridge: Approach Spans Rehabilitation.	\$55 from FY22–31	Camden
Benjamin Franklin Bridge: Masonry Rehabilitation.	\$18 from FY22–31	Camden
Benjamin Franklin Bridge: Bridge Deck Resurfacing.	\$60 from FY22–31	Camden
Walt Whitman Bridge: Corridor Rehabilitation at I-76 - PA Approach that will include concrete structural repairs, roadway milling and paving, sign gantry replacement, and miscellaneous steel and concrete repairs and painting.	\$25 from FY22–31	Camden
Walt Whitman Bridge: Anchorage Preservation, including concrete and steel repairs, stairway and elevator repairs, and associated lighting and electrical upgrades.	\$4 from FY22–31	Camden
Walt Whitman Bridge: Substructure Preservation, from Pier P1 to the West abutment (38 piers and 1 abutment) or Pennsylvania approach. It will address various concrete deficiencies, drainage, right-of-way fencing, and cathodic protection (repairs on two piers) associated with the main bridge. Project also includes structural repairs to the toll access tunnel.	\$11 from FY22–31	Camden
Walt Whitman Bridge: NJ Corridor Rehabilitation will include concrete structural repairs, roadway milling & paving, replacement, miscellaneous steel & concrete repairs and painting.	\$20 from FY22–31	Camden
Commodore Barry Bridge: Deleading and Repainting.	\$85 from FY22–31	Gloucester
Commodore Barry Bridge: Structural Rehabilitation - Phase II that will replace 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.	\$8 from FY22–31	Gloucester
Commodore Barry Bridge: Bridge Deck Rehabilitation.	\$1 from FY22–31	Gloucester
Commodore Barry Bridge: Moveable Barrier Wall Replacement across the length of the bridge deck.	\$15 from FY22–31	Gloucester

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

FACILITY	COST (IN MILLIONS)	COUNTY
<b>DRPA (CONTINUED)</b>		
Betsy Ross Bridge: Painting and Steel Repairs.	\$85 from FY22–31	Camden
Betsy Ross Bridge: NJ Route 90 Overpass project will include concrete and steel repairs to the NJ Route 90 overpass over Route 130 and painting.	\$8 from FY22–31	Camden
PATCO: PATCO Hall and Way Interlocking Rehabilitation that 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.	\$2 from FY22–31	Camden
PATCO: PATCO Interlocking and Track Rehabilitation Phase II that will 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.	\$35 from FY22–31	Camden
PATCO: DC Power Upgrades that will include the rehabilitation of DC power equipment in five New Jersey substations.	\$10 from FY22–31	Camden
PATCO: Install Elevators in Remaining PATCO Stations that will install new elevators at six (6) PATCO stations not currently served by elevators. The six (6) 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 compliant with the Americans with Disabilities Act (ADA) when the project is completed.	\$8 from FY22–31	Camden
PATCO: Embankment Restoration, Drainage Improvements, and Retaining Walls Rehabilitation that 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.	\$8 from FY22–31	Camden
PATCO: Replace Electrical Cables in Subways, which will replace power and signal communication cables in subways. Existing cables in service are 40+ years old and have exceeded expected service life. Replacement is required to ensure reliability of traction power and signal systems.	\$8 from FY22–31	Camden
Franklin Square PATCO Station Reopening: 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.	\$24 from FY22–31	Philadelphia
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.	\$18 from FY22–31	Camden
PATCO Bridges Rehabilitation: 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.	\$20 from FY22–31	Camden
PATCO Station Modernization: Project will modernize commuter stations and extend the useful life of the stations and their major components. This project will enhance the experience for riders and motorists who use the facilities and enhance the appeal to nearby residents, businesses, and property owners.	\$12 from FY22–31	Camden

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

FACILITY	COST (IN MILLIONS)	COUNTY
<b>SOUTH JERSEY TRANSPORTATION AUTHORITY (SJTA)</b>		
Bridge Painting: Painting of steel members on Atlantic City Expressway bridges. The project will be completed five phases. Phase 1 completed in 2019; Phase 2 completed in 2020.	\$4.5 from FY22–30	Camden, Gloucester, and Atlantic
Bridge Rehabilitation: General rehabilitation of Atlantic City Expressway bridges including repairs to superstructure, deck rehabilitation and/or replacements, and replacement of substandard parapets and sidewalk.	\$40.5 from FY22–30	Camden, Gloucester, and Atlantic
Pavement Rehabilitation: Annual Atlantic City Expressway resurfacing program.	\$45 from FY22–30	Camden, Gloucester, and Atlantic
Culvert Rehabilitation: General rehabilitation of Atlantic City Expressway culverts, including replacement of aging corrugated metal pipe.	\$2.7 from FY22–30	Camden, Gloucester, and Atlantic
Environmental Mitigation—Roadway: General rehabilitation of Atlantic City Expressway stormwater management facilities.	\$1.35 from FY22–30	Camden, Gloucester, and Atlantic
Roadway Rehabilitation: General rehabilitation of roadway assets, including barrier wall, shoulders, embankments, guiderail and signage.	\$1.7 from FY22–30	Camden, Gloucester, and Atlantic
SJTA Facilities: Rehabilitation/Replacement/Improvements to SJTA facilities, including Service Areas, Maintenance Yards, and Parking Facilities. Projects include building rehabilitation and/or replacement, water and sewer utility improvements, weather station upgrades, energy efficiency improvements, removal of underground fuel storage facilities, construction of above-ground fuel storage facilities and parking garage rehabilitations.	\$16.4 from FY22–30	Camden, Gloucester, and Atlantic
ACE Widening (MP 30.6-44): Widening of the Atlantic City Expressway from milepost 30.6 to 44. Concept Development and Environmental Screening was authorized in 2020 and is underway.	\$140 from FY22–30	Camden, Gloucester
All Electronic Tolling: Replacement of Atlantic City Expressway tolling system with a new All Electronic Tolling System. Final Design was authorized in 2020 and is underway.	\$15 from FY22–30	Camden, Gloucester, Atlantic
Glassboro Camden Light Rail Line.	\$175 from FY22–30	Camden, Gloucester
<b>PENNSYLVANIA TURNPIKE COMMISSION (PA TURNPIKE)</b>		
I-95 at PA Turnpike Interchange—Stage 3—Replacement of the Delaware River Bridge and Reconstruction of the Approach Roadways: design to begin in FY2021. Construction is anticipated between FY27 and FY32.	\$750	Burlington, Bucks (PA)

Source: BCBC DRJTBC, DRPA, SJTA, and PA Turnpike, 2021

## 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 or TASA), the Safe Routes to School (SRTS) Program, and the DVRPC Congestion Mitigation and Air Quality Improvement Program (CMAQ).

### Transportation Alternatives 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 was no longer called TAP; however, New Jersey 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. Transportation Alternatives (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](http://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

The SRTS Program 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 are approved by the NJDOT Commissioner 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. Applications for the latest round in 2021 are due October 14, 2021. Visit [www.dvrpc.org/SafeRoutes](http://www.dvrpc.org/SafeRoutes) for further details.



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

CMAQ 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, 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 (also known as the Competitive CMAQ Committee) of the DVRPC RTC evaluates the projects and makes recommendations to the DVRPC Board for final selection. The most recent round concluded in 2021 with almost \$5 million of CMAQ funds awarded to projects for obligation by the end of federal FY2024. See Table 7 for a list of CMAQ project awards since FY2012. For more information about the Competitive CMAQ Program, please visit [www.dvrpc.org/cmaq](http://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 planned 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](http://www.dvrpc.org/Trails/RegionalTrailsProgram).

## **DVRPC New Jersey Local Roadway 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 from municipal and county roadway owners via its New Jersey Local Safety Program to advance safety improvement projects on local roadways. This is a competitive program that funds the design and construction phases of HSIP-eligible safety projects that are consistent with New Jersey's 2020 Strategic Highway Safety Plan at [www.saferoadsforallnj.com](http://www.saferoadsforallnj.com). The line-item description of the Local Safety/High Risk Rural Roads Program (DB #04314) in the TIP 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 as appropriate. Visit [www.dvrpc.org/Transportation/Safety/LocalSafetyProgram](http://www.dvrpc.org/Transportation/Safety/LocalSafetyProgram) for program details.

## **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 process of designing and funding pedestrian and bicycle improvements around rail stations. In the 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). 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 2016 and 2018/2019 are as follows:

- Bordentown Station along NJ TRANSIT's RiverLINE in the City of Bordentown, Burlington County, New Jersey;
- Florence Station along NJ TRANSIT's 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](http://www.dvrpc.org/SafeRoutesToTransit).

### **DVRPC Transportation and Community Development Initiative**

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. The program typically opens every two years. Visit the program's web page at [www.dvrpc.org/TCDI](http://www.dvrpc.org/TCDI) for all project awards and further details.

### **DVRPC Travel Options Program: Moving Better, Together**

In 2021, the DVRPC TOP was a new DVRPC competitive travel demand management (TDM) program to support innovative projects that will provide better access to more travel options and respond to A New Route to Better Travel for All: The Regional TDM Plan. The first round of awarded projects is listed in Table 9 on subsequent pages. See details at [www.dvrpc.org/top](http://www.dvrpc.org/top).

**Table 5: Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC New Jersey Region**

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
<b>BURLINGTON COUNTY   \$12.235 MILLION TOTAL</b>			
2000	Beverly	Cooper Street Gateway Project <sup>(ARRA-TE)</sup>	\$228,000
2000	Pemberton	North Pemberton Railroad Station Rehabilitation <sup>(TE)</sup>	\$35,000
2000	Pemberton	North Pemberton Railroad Station Phase 2 <sup>(TE)</sup>	\$250,000
2001	Riverton	Historic Streetscape Enhancement Project <sup>(TE)</sup>	\$335,000
2002	Palmyra	Broad Street Pedestrian Revitalization Project—Final Phase <sup>(TE)</sup>	\$500,000
2002	Willingboro	Willingboro Town Center Bikeway/Walkway and Landscaping Features <sup>(TE)</sup>	\$500,000
2003	Edgewater Park	Cooper Street Revitalization Project <sup>(TE)</sup>	\$410,000
2003	Medford	Medford Township Bicycle Network Plan <sup>(TE)</sup>	\$300,000
2008	Various Municipalities	NJ Pinelands Birding and Wildlife Trails <sup>(TE)</sup>	\$512,00
2009	Mount Holly	Pedestrian Safety and Beautification Improvements at The Mount <sup>(ARRA-TE)</sup>	\$160,000
2009	Palmyra	Market Street Gateway Improvement Project <sup>(ARRA-TE)</sup>	\$260,000
2012	Burlington	Phase V TE: Broad Street/Towne Center Station, Pedestrian Route & Beautification Improvement Plan <sup>(TE)</sup>	\$216,000
2012	Wrightstown	North Fort Dix Street Pedestrian and Landscape Improvements <sup>(TE)</sup>	\$510,000
2015–2016	Delanco, Delran, Riverside	Rancocas Creek Greenway-Amico Island to Pennington Park (Circuit) <sup>4</sup>	\$2,900,000 <sup>4</sup>
2015–2016	Fieldsboro, Florence, Bordentown. and Mansfield	Delaware River Heritage Trail, Route 130 Bypass, Fieldsboro to Florence Connector Trail (Circuit) <sup>4</sup> <sup>(TAP)</sup>	\$2,320,000 <sup>4</sup>
2017	Moorestown	Lenola Town Center Improvements Plan <sup>(TE)</sup>	\$971,000
2017	Mount Holly	Mount Holly Streetscape Project – High Street Phase II <sup>(TE)</sup>	\$483,000
2019	Florence	Fifth Street Rail to Trail	\$562,000
2019	Palmyra	Temple Boulevard Enhancements	\$343,000
2021	Edgewater Park	Heritage Trail Shared-Use Path and On-Road Improvements	\$440,000
<b>CAMDEN COUNTY   \$17.817 MILLION TOTAL</b>			
2000	Berlin	Berlin Hotel Historic Preservation Program <sup>(TE)</sup>	\$523,000
2000	Camden	Mickle Boulevard Interior Gateway <sup>(TE)</sup>	\$471,000
2001	Camden	Johnson Park Station Stop Streetscape Project <sup>(TE)</sup>	\$500,000
2001	Camden	Battleship New Jersey Historic Museum <sup>(TE)</sup>	\$400,000
2002	Barrington	Streetscape Improvements to Clements Bridge Road <sup>(TE)</sup>	\$250,000
2002	Gloucester	Gloucester City Streetscape Improvement <sup>(TE)</sup>	\$480,000
2002	Haddon	Streetscape Improvements to Haddon Avenue <sup>(TE)</sup>	\$300,000
2002	Pine Hill	Pine Hill Streetscape Project <sup>(TE)</sup>	\$478,000
2003	Haddon	Streetscape Improvements to Haddon Avenue, Phase 2 <sup>(TE)</sup>	\$512,000
2003	Haddon Heights	Historic Railroad Corridor Enhancement <sup>(TE)</sup>	\$379,000
2003	Runnemede	Route 168 (Black Horse Pike) Corridor Revitalization <sup>(TE)</sup>	\$552,000

**Table 5 (Continued):** Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
<b>CAMDEN COUNTY (CONTINUED)</b>			
2004	Barrington	Streetscape Improvements to Clements Bridge Road (CR 573)—Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass <sup>(TE)</sup>	\$500,000
2004	Berlin	Berlin Township Transportation Enhancement Program <sup>(TE)</sup>	\$400,000
2004	Gibbsboro	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686) <sup>(TE)</sup>	\$500,000
2009	Camden	Martin Luther King Boulevard Project <sup>(ARRA-TE)</sup>	\$750,000
2009	Gloucester	Market Street Commons and Streetscape <sup>(ARRA-TE)</sup>	\$485,000
2009	Gloucester	Burlington Street Streetscape Improvement Program <sup>(ARRA-TE)</sup>	\$523,000
2009	Gloucester	Streetscape Project on Broadway Street (between Monmouth and Hudson Streets) <sup>(ARRA-TE)</sup>	\$270,000
2009	Haddonfield	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements <sup>(ARRA-TE)</sup>	\$570,000
2009	Merchantville	Chestnut Avenue Pedestrian/Bikeway Extension <sup>(ARRA-TE)</sup>	\$150,000
2009	Mount Ephraim	Kings Highway Streetscape Improvements, Phase II <sup>(ARRA-TE)</sup>	\$290,000
2012	Barrington	Clements Bridge Road Streetscape Improvements from NJ Turnpike Bridge to Borough Boundary <sup>(TE)</sup>	\$539,000
2012	Merchantville	West Maple Avenue Streetscape Improvement Project <sup>(TE)</sup>	\$51,000
2014	DRPA	Benjamin Franklin Bridge South Walkway Bicycle and Pedestrian Ramp Project <sup>(TAP)</sup>	\$800,000
2014	Merchantville, Pennsauken	Pennsauken-Merchantville Multiuse Trail (Circuit) <sup>(TAP)</sup>	\$755,000
2015 – 2016	Camden City, Cherry Hill, Collingswood, Haddon, Pennsauken	Cooper River Park Access Improvements (Circuit) <sup>4</sup>	\$600,000 <sup>4</sup>
2017	Camden County	Camden County Grove Street Trail Connector <sup>(TE)</sup>	\$255,000
2017	City of Camden	North Camden Waterfront Park Development Project <sup>(TE)</sup>	\$825,000
2017	Merchantville	Merchantville Pedestrian Street <sup>(TE)</sup>	\$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
2021	Camden City	Cooper River Bike/Ped Bridge Project in the area of Admiral Wilson Blvd. and Flanders Boulevard	\$1,000,000

**Table 5 (Continued):** Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
<b>GLOUCESTER COUNTY   \$6.255 MILLION TOTAL</b>			
2001	Glassboro	Pedestrian Streetscape Enhancement Program <sup>(TE)</sup>	\$124,000
2001	Wenonah	Creating a Heart for Wenonah <sup>(TE)</sup>	\$350,000
2002	Paulsboro	Pedestrian, Bus, and Bicycle Enhancement in Central Business District <sup>(TE)</sup>	\$150,000
2002	Westville	Westville Pedestrian Transportation Enhancement Program <sup>(TE)</sup>	\$500,000
2003	Glassboro	Glassboro's Streetscapes Project—Phase V <sup>(TE)</sup>	\$300,000
2005	Glassboro	Paving the Way to Glassboro's Downtown-Streetscapes Phase VI <sup>(TE)</sup>	\$150,000
2005	Swedesboro	Swedesboro Pedestrian Transportation <sup>(TE)</sup>	\$200,000
2009	Glassboro	Rebuilding Glassboro's Historic Train Station <sup>1 (ARRA-TE)</sup>	\$1,101,400 <sup>1</sup>
2009	Paulsboro	Paulsboro Pedestrian Streetscape, Phase 2 – Central Business District <sup>(TE)</sup>	\$425,000
2009	Woodbury	Pedestrian Safety and Wayfinding Signage <sup>(ARRA-TE)</sup>	\$194,000
2012	Merchantville, Pennsauken	West Maple Avenue Streetscape Improvement Project <sup>(TE)</sup>	\$51,000
2012	Woodbury	Pedestrian Path to Connect Woodbury Neighborhoods, Retail and Recreation Areas <sup>(TE)</sup>	\$310,000
2014	Wenonah	Multimodal Transportation Improvements to Mantua Avenue, from Monroe Avenue to Marion Avenue <sup>(TAP)</sup>	\$900,000
2015–2016	Monroe, Washington	Washington Township and Monroe Township Bikeway <sup>4</sup>	\$1,500,000 <sup>4</sup>
<b>MERCER COUNTY   \$9.469 MILLION TOTAL</b>			
2000	Hamilton	Delaware & Raritan Canal State Park—Bordentown Outlet, Phase 1 <sup>(TE)</sup>	\$948,000
2000	Trenton	Roebling Phase 3, Rehabilitation for the Invention Factory <sup>(TE)</sup>	\$250,000
2001	Lawrence	Route 1 Pedestrian Overpass—D & R Canal State Park <sup>(TE)</sup>	\$1,250,000
2001	Trenton	Invention Factory Bridge Exhibit <sup>(TE)</sup>	\$1,609,823
2002	Hamilton	South Broad Street Streetscape <sup>(TE)</sup>	\$985,000
2002	Princeton	Regional Bicycle and Pedestrian Bridge at Stoney Brook <sup>(TE)</sup>	\$500,000
2003	Lawrence	Lawrenceville Main Street Transportation Streetscape Improvement <sup>(TE)</sup>	\$190,000
2004	Hightstown	Hightstown TE <sup>(TE)</sup>	\$444,000
2005	Hopewell	Streetscape Improvements to the Intersection of Broad Street and Greenwood Ave. <sup>(TE)</sup>	\$154,000
2009	Hightstown	Stockton Street Historic District Streetscape Infrastructure Project <sup>2 (ARRA-TE)</sup>	\$994,646 <sup>2</sup>
2009	Hopewell	Hopewell Borough Streetscape Improvements Project, Phase II <sup>3 (ARRA-TE)</sup>	\$935,000 <sup>3</sup>

**Table 5 (Continued):** Transportation Enhancements and Transportation Alternatives Projects (DB #X107) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
<b>MERCER COUNTY (CONTINUED)</b>			
2012	East Windsor	Route 571 Sidewalks to Transit <sup>(TE)</sup>	\$124,000
2012	Hopewell	Hopewell Borough—Streetscape Phase 3 and Final <sup>(TE)</sup>	\$235,000
2014	Hightstown	Peddie Lake Dam Pedestrian Bridge <sup>(TAP)</sup>	\$331,000
2021	City of Trenton	Greenwood Avenues Streetscape Project	\$519,000

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, 2021

**Table 6:** Safe Routes to School Projects (DB #99358) in the DVRPC New Jersey Region

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
<b>BURLINGTON COUNTY   \$1.705 MILLION TOTAL</b>			
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
<b>CAMDEN COUNTY   \$2.693 MILLION TOTAL</b>			
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

**Table 6 (Continued): Safe Routes to School Projects (DB #99358) in the DVRPC New Jersey Region**

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
<b>CAMDEN COUNTY (CONTINUED)</b>			
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
<b>MERCER COUNTY   \$2.559 MILLION TOTAL</b>			
2009	Hightstown	Summit Street Sidewalk Improvements	\$147,000
2009	Pennington	S. Main Street and W. Delaware Avenue Crosswalk—Sidewalk Improvements	\$220,000
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, 2021

**Table 7: DVRPC Competitive CMAQ Program Awards in the DVRPC New Jersey Region**

YEAR	SPONSOR	PROJECT NAME	DB #	AWARD AMOUNT
<b>BURLINGTON COUNTY   \$450,000 TOTAL</b>				
2015	Burlington County	BurLINK Bus Replacements	X065	\$450,000
<b>CAMDEN COUNTY   \$8.521 MILLION TOTAL</b>				
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

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

YEAR	SPONSOR	PROJECT NAME	DB #	AWARD AMOUNT
<b>CAMDEN COUNTY (CONTINUED)</b>				
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 (Circuit Trail Construction)	D1907	\$958,500
2021	Camden County	Route 130 Camden County Link Trail Bike/Ped Bridge Project (Circuit Trail Construction)	X065	\$3,163,000
2021	Voorhees Township	Pedestrian and Bike Lane Improvements for Access to the Ashland PATCO Station (Construction) in Voorhees Township, Somerdale Borough, Cherry Hill Township, and Lawnside Borough	X065	\$594,000
<b>GLOUCESTER COUNTY   \$160,000 TOTAL</b>				
2012	Gloucester County	Gloucester County CNG Transit Vehicles	X065A	\$160,000
<b>MERCER COUNTY   \$4.091 MILLION TOTAL</b>				
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
2021	Lawrence Township	Princeton Pike Traffic Flow Mitigation Improvements (Construction) at the intersections of Princeton Pike and Fackler Road and Princeton Pike and Province Line Road	X065	\$836,000
2021	NJDEP	NJDEP's eMobility Program (award provided only for the City of Trenton eMobility proposal on city-owned Electric Vehicle Charging Stations at \$200,000 and education/outreach at \$100,000 of the eMobility Program in the city)	X065	\$300,000
<b>VARIOUS COUNTIES   \$621,440 TOTAL</b>				
2021	Greater Mercer TMA	Decreasing SOV Commutes while Increasing Employment Accessibility for Essential Workers with Dynamic Ridesharing (for marketing only)	X065	\$81,000
2018	NJDEP	It Pay\$ to Plug In: New Jersey's Electric Vehicle Charging Grants Program (award requirement: benefit only Local Public Agencies in the DVRPC NJ region)	X065	\$200,000
2018	NJDEP	Emergency Medical Services (EMS) Idle Reduction Grant Program (award requirement: entities must keep APUs in operation for four years instead of three years)	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, 2021



**Table 8: DVRPC Regional Trails Program Awards in the DVRPC New Jersey Region**

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
<b>BURLINGTON COUNTY   \$1.335 MILLION TOTAL</b>			
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
8	Design	Rancocas Creek Greenway - Laurel Run (Circuit)	\$225,000
<b>CAMDEN COUNTY   \$1.798 MILLION TOTAL</b>			
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
8	Design	Camden County Link Bike/Ped Bridge over NJ 130	\$300,000
8	Acquisition, Construction	Cramer Hill Waterfront Park Trail Connector	\$128,334
<b>GLOUCESTER COUNTY   \$400,000 TOTAL</b>			
4	Design	Harrison Trail (Circuit)	\$400,000
<b>MERCER COUNTY   \$1.825 MILLION TOTAL</b>			
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
8	Design	Union Transportation Trail Extension	\$227,888
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
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

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

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
<b>MERCER COUNTY (CONTINUED)</b>			
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, 2021

**Table 9: DVRPC Travel Options Program Awards in the DVRPC New Jersey Region**

ROUND	SPONSOR	PARTNERING AGENCY	PROJECT TITLE	AWARD AMOUNT
2021	Cross County Connection TMA	DRPA/PATCO and Collingswood Borough	PATCO Station Complete Streets Pop Up Demonstration Pilot	\$50,000
2021	Tri-State Transportation Campaign	NJ TRANSIT	Light Rail to Trails: Connecting the River Line & the Circuit	\$50,000

Source: DVRPC, 2021