



Highlights

of the **DVRPC FY2024 TIP** for **NEW JERSEY**
(FY24-FY27)





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General Overview

The Highlights of the DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey (FY24–FY27) aims to briefly describe and “highlight” the region’s TIP, the agreed-upon list of specific multimodal transportation improvement priorities for the region. The TIP lists all projects that either intend to use federal funds or are regionally significant, whether or not they use federal funds. The list is multimodal; in addition to the traditional highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects. The TIP is required by federal law. This program enables the selection and prioritization of transportation infrastructure investments in the DVRPC region.

The TIP covers the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC prepares a major update to the New Jersey TIP every other year to coincide with the update of the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT) 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.

The public comment period for the Draft DVRPC TIP, which also serves as the Draft STIP’s public comment period, began on July 17, 2023, and closed at 5:00 PM (Local Time) on August 18, 2023. Further details regarding the review and comment process are located at the end of this document. The latest version of the TIP is available online at www.dvrpc.org/TIP/NJ or at the DVRPC office located at 190 North Independence Mall West, 8th Floor, Philadelphia, PA, 19106. The NJDOT and NJ TRANSIT Draft STIP is also available online at www.state.nj.us/transportation/capital. A printed copy of the TIP was also available at public libraries during the public comment period. Those libraries are listed in Table 6 of this document.

What is the TIP?

The TIP is a requirement of federal transportation legislation, which is currently the Infrastructure Investment and Jobs Act (IIJA), or Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL). The IIJA or BIL was signed into law on November 15, 2021, and it is set to expire on September 30, 2026. It provides funding for investment in infrastructure over federal fiscal years 2022 to 2026. Prior to the IIJA/BIL, the TIP was a requirement of legislation under the Fixing America’s Surface Transportation (FAST) Act, or Public Law 114-94. The IIJA/BIL built on the initiatives established in previous legislation: the FAST Act; Moving Ahead for Progress in the 21st Century Act (MAP-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, bicycle/pedestrian projects, advanced technologies, and operational improvements like Transportation Systems Management and Operations.

By way of congressional mandate, federal transportation legislation requires that DVRPC, as the Metropolitan Planning Organization (MPO) for the region, develop and update a TIP in order for the region to be eligible to receive and spend federal transportation funds. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred or additional funding to the region must be identified. Since the TIP is financially constrained, competition between projects for a spot on the TIP clearly exists. The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

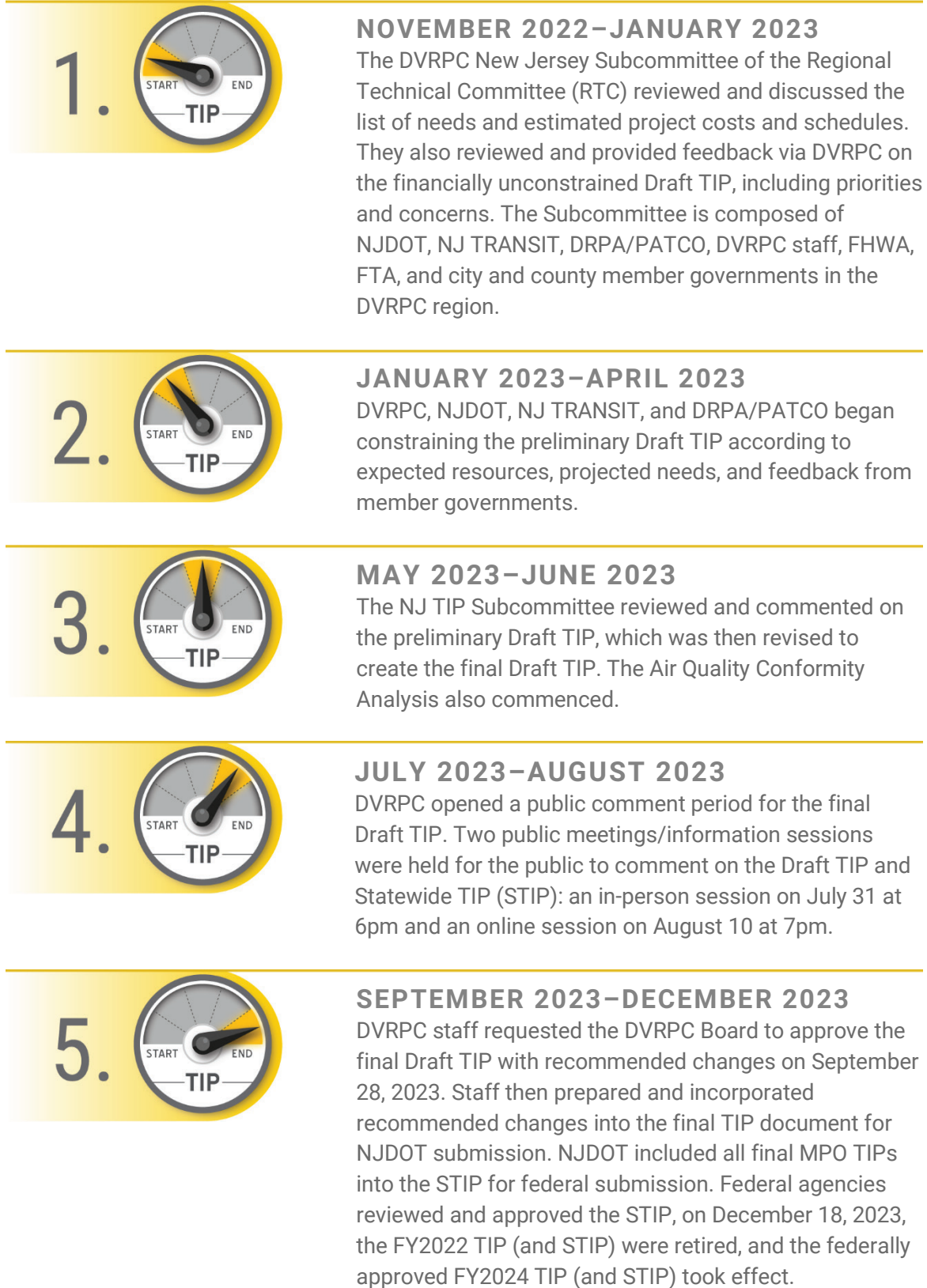
The production of the TIP is the culmination of the region’s transportation planning process and represents a consensus among state and regional officials as to what near-term improvements to pursue. Consensus is crucial because the federal and state governments want assurance that all interested parties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

What is the TIP Development Timeline?

TIP development (or update) typically begins approximately 10 months prior to adoption and involves intensive staff work and negotiations by NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, and the representatives of DVRPC city and county member governments who constitute the DVRPC New Jersey TIP Subcommittee. As portrayed in Figure 1, the TIP update process commenced between the end of 2022 and early 2023 with the review of costs and schedules of FY2022 TIP projects, projects that anticipate to “graduate” from Concept Development, and a review of new project candidates to be added to the TIP should there be financial capacity. By spring of 2023, the result was a constrained, preliminary draft program (“preliminary Draft TIP”) based on reasonable anticipated revenue projections over the next 10 years (FY24–FY33), Long-Range Plan-TIP Project Benefit Evaluation Criteria results for new projects, performance-based planning and programming metrics, Environmental Justice and Equity analyses of the “pool” of all project requests for the Draft TIP, and feedback from the New Jersey TIP Subcommittee. Negotiations continued into late spring of 2023 to address as many issues as possible in the Highway, Transit, and Study and Development programs, including the Draft Statewide Program, and to arrive at a final list of projects for the Draft TIP (“final Draft TIP”) that could be evaluated for impacts on air quality conformity.

DVRPC then opened a 30+ day public comment period, in which the two draft documents, the Draft DVRPC FY2024 TIP and the Draft NJDOT/NJ TRANSIT STIP, were shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff requested the DVRPC Board to adopt the Draft TIP (with a List of Recommended Changes after the public comment period) in September of 2023. After the DVRPC Board adopted the TIP with recommended changes, DVRPC submitted the document to NJDOT for approval and inclusion in the STIP, which was then submitted to NJDOT to federal partners (e.g., FHWA, FTA) for review and approval. When the federal partners approved the FY2024 STIP on December 18, 2023, the FY2024 TIP and STIP became effective and replaced the FY2022 TIP and STIP for New Jersey.

Figure 1: Development Timeline of the DVRPC FY2024 TIP for New Jersey



Source: DVRPC, 2023

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CHAPTER 2:

Program Summaries

The DVRPC FY2024 TIP for New Jersey contains 153 projects in the region to advance over the First-Four Years (FY24–FY27) of the TIP: 93 federally funded projects and two (2) STATE-DVRPC funded projects in the DVRPC regional Highway Program, and 58 projects (36 by NJ TRANSIT and 22 by the DRPA/PATCO) in the DVRPC regional Transit Program. The programmed amount for these projects over the next four years totals \$2.327 billion, which averages almost \$582 million per year. Programmed funds include almost \$1.471 billion for projects primarily addressing the highway system and nearly \$857 million for the NJ TRANSIT (about \$743.3 million) and DRPA/PATCO (about \$113.4 million) transit systems, as Table 1 and Figure 2 show. Table 2 provides a breakdown of various state and federal funding sources and their distributions, including local matches.

For information purposes only, the TIP document also includes the New Jersey Statewide Program worth about \$5.8 billion over the First-Four Years (FY24–FY27), which contains 106 NJDOT-managed statewide highway programs and projects for the State of New Jersey. Four (4) NJDOT-sponsored Concept Development and four (4) DVRPC Local Concept Development projects, totaling eight (8) projects, are listed in the “pre-TIP” Study and Development Program.

Table 1: Cost Summary by County and Transit Operator in DVRPC New Jersey Region (in Millions)

	FY24	FY25	FY26	FY27	First-Four Years (FY24– FY27)
HIGHWAY PROGRAM					
Burlington	\$30.896	\$43.210	\$31.448	\$33.613	\$139.167
Camden	\$141.594	\$113.603	\$148.761	\$184.753	\$588.711
Gloucester	\$84.334	\$6.213	\$8.112	\$2.690	\$101.349
Mercer	\$6.411	\$31.231	\$108.059	\$46.121	\$191.822
Various	\$120.977	\$122.279	\$122.610	\$83.855	\$449.721
Highway Program* Total	\$384.212	\$316.536	\$418.990	\$351.032	\$1,470.770
TRANSIT PROGRAM					
DRPA/PATCO	\$27.673	\$28.137	\$28.576	\$29.040	\$113.426
NJ TRANSIT	\$183.191	\$171.676	\$189.260	\$199.130	\$743.257
Transit Program Total	\$210.864	\$199.813	\$217.836	\$228.170	\$856.683
Highway and Transit Programs Grand Total	\$594.896	\$516.349	\$636.826	\$579.202	\$2,327.453
Statewide Program	\$1,429.706	\$1,464.283	\$1,474.863	\$1,391.201	\$5,585.909

* The Highway Program total excludes \$6.995 million STATE-DVRPC funds for projects DB #D2216 and DB #D1906 that anticipate authorization in FY24 because funds were previously appropriated by the state legislature and \$35 M FY24-FY33 from a Statewide project for Mercer County Bridges.

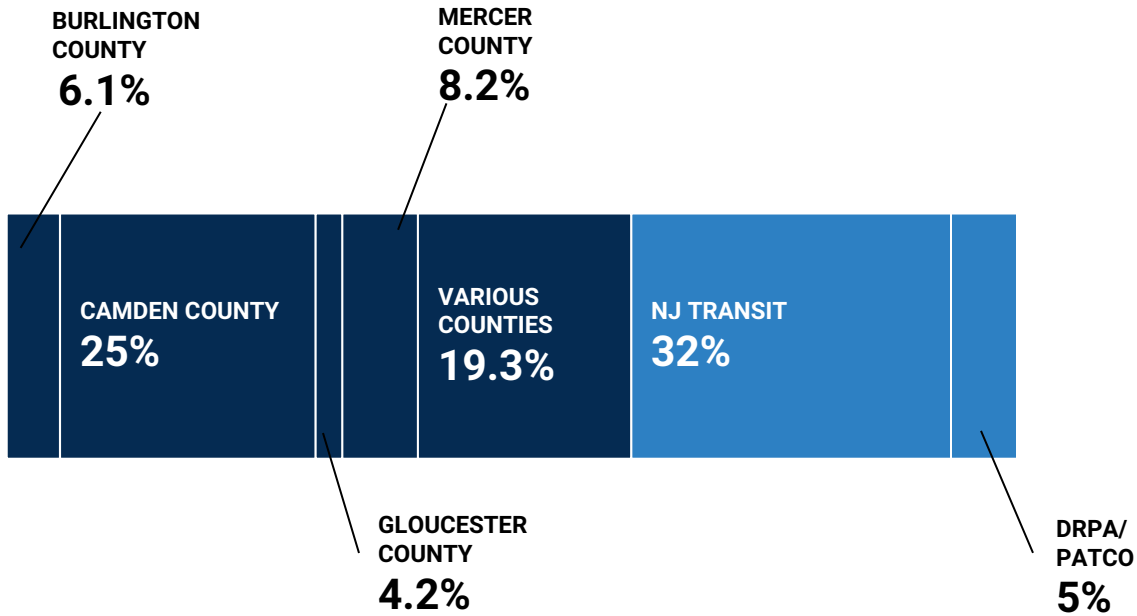
Source: DVRPC, 2023

Out of approximately \$11.756 billion of federal highway and state funding in the First-Four Years for Highway Program projects in the state of New Jersey, 52 percent or \$6.170 billion is distributed to the state’s three MPOs for Highway projects: DVRPC (23 percent), North Jersey Transportation Planning Authority (NJTPA) (69 percent), and South Jersey Transportation Planning Organization (SJTPO) (8 percent). This amount excludes “Other” non-public and STATE-DVRPC funds. In addition, 48 percent or \$5.59 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 either benefit all three regions or provide direct support to NJDOT. 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.

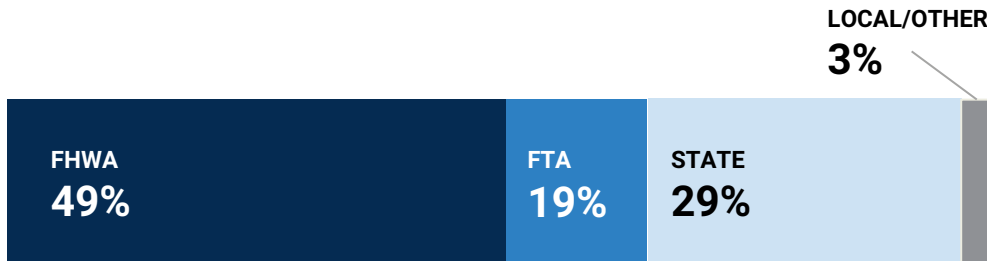
Figure 2: Summary of Highway and Transit Programs First-Four Years (FY24–FY27)
Total Cost (Percentages)

BY COUNTY AND TRANSIT OPERATOR

- **Highway Program** by County in the DVRPC region (\$1.471 Billion, or 63.2% of the Highway and Transit Programs)
- **Transit Program** by Operator in the DVRPC region (nearly \$856.683 Million, or 36.8% of the Highway and Transit Programs)



BY FUNDING SOURCE



Source: DVRPC, 2023

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

FUND CODE BY PROGRAM	FY24	FY25	FY26	FY27	FIRST-FOUR YEARS (FY24—FY27)	LATER FISCAL YEARS (FY28—FY33)	10-YEARS (FY24—FY33)
HIGHWAY TOTAL	\$384.212	\$316.536	\$418.990	\$351.032	\$1,470.770	\$1,607.293	\$2,958.063
BFP	\$4.900	\$14.825	\$156.107	\$0.00	\$175.957	\$0.00	\$175.957
BFP-OS-BRDG	\$0.300	\$0.00	\$7.650	\$0.00	\$7.950	\$0.00	\$7.950
CMAQ	\$4.204	\$8.932	\$4.400	\$10.800	\$28.337	\$162.300	\$190.637
CR-PHILA	\$2.628	\$2.680	\$2.734	\$2.789	\$10.831	\$17.943	\$28.774
CR-TRENTON	\$0.677	\$0.691	\$0.705	\$0.719	\$2.792	\$4.625	\$7.417
HSIP	\$3.000	\$3.500	\$3.000	\$2.500	\$12.000	\$18.000	\$30.000
LOCAL	\$0.100	\$0.00	\$0.100	\$0.00	\$0.200	\$0.200	\$0.400
NHFP-HWY	\$0.00	\$36.011	\$30.232	\$0.00	\$66.243	\$0.00	\$66.243
NHPP	\$264.458	\$114.500	\$73.830	\$222.908	\$675.696	\$802.909	\$1,478.605
OTHER	\$0.00	\$16.400	\$16.400	\$8.200	\$41.000	\$0.00	\$41.000
PL	\$3.081	\$3.143	\$3.205	\$3.270	\$12.699	\$21.037	\$33.736
PL-FTA	\$1.322	\$1.350	\$1.384	\$1.411	\$5.468	\$9.045	\$14.513
RAISE	\$0.00	\$4.300	\$12.100	\$2.600	\$19.000	\$0.00	\$19.000
RHC	\$0.903	\$0.903	\$0.903	\$0.903	\$3.610	\$5.415	\$9.025
STATE	\$61.549	\$58.100	\$58.100	\$58.100	\$235.849	\$348.600	\$584.449
STBGP-FLEX	\$8.800	\$20.450	\$12.300	\$5.500	\$47.050	\$24.350	\$71.400
STBGP-PHILA	\$19.977	\$20.376	\$20.784	\$21.199	\$82.336	\$136.403	\$218.739
STBGP-TRENTON	\$5.150	\$4.606	\$5.358	\$5.465	\$20.579	\$35.162	\$55.741
TA-PHILA	\$2.514	\$2.568	\$2.623	\$2.678	\$10.383	\$17.302	\$27.685
TA-TRENTON	\$0.648	\$0.662	\$0.676	\$0.690	\$2.677	\$4.460	\$7.137

Source: DVRPC, 2023

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

FUND CODE BY PROGRAM	FY24	FY25	FY26	FY27	FIRST-FOUR YEARS (FY24—FY27)	LATER FISCAL YEARS (FY28—FY33)	10-YEARS (FY24—FY33)
DRPA/PATCO TOTAL	\$27.673	\$28.137	\$28.576	\$29.040	\$113.426	\$176.665	\$290.091
DRPA	\$5.535	\$5.628	\$5.716	\$5.809	\$22.688	\$35.359	\$58.047
SECT 5307	\$5.956	\$6.086	\$6.206	\$6.346	\$24.594	\$40.924	\$65.518
SECT 5337	\$15.680	\$15.910	\$16.130	\$16.350	\$64.070	\$96.930	\$161.000
SECT 5340	\$0.502	\$0.513	\$0.524	\$0.535	\$2.074	\$3.452	\$5.526
NJ TRANSIT TOTAL	\$183.191	\$171.676	\$189.260	\$199.130	\$743.257	\$1,478.679	\$2,221.936
CASINO REVENUE	\$8.506	\$8.761	\$9.024	\$9.295	\$35.586	\$61.926	\$97.512
CMAQ	\$0.00	\$3.750	\$4.395	\$4.395	\$12.540	\$26.370	\$38.910
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	\$38.905	\$38.645	\$52.154	\$58.584	\$184.288	\$491.701	\$675.989
SECT 5310	\$2.687	\$2.740	\$2.821	\$2.878	\$11.126	\$18.516	\$429.642
SECT 5337	\$1.361	\$1.388	\$1.430	\$1.458	\$5.638	\$9.385	\$15.023
SECT 5339	\$17.321	\$18.347	\$20.218	\$19.275	\$75.160	\$124.020	\$199.180
STATE	\$21.403	\$5.364	\$4.759	\$4.900	\$36.425	\$32.591	\$69.016
DVRPC Region Highway and Transit Total	\$595.076	\$516.350	\$636.826	\$579.202	\$2,327.454	\$3,262.637	\$5,470.090

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

Source: DVRPC, 2023

Abbreviations

Funding Abbreviations

BFP (Bridge Formula Program): This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads.

BFP-OS-BRDG: This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads. This funding is used for bridges that are off the federal-aid system.

CMAQ (Congestion Mitigation and Air Quality) Program: This federal-aid funding category was established under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to provide funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. These funds are especially targeted for states, like New Jersey, with serious air quality problems to help meet their Clean Air Act obligations.

CR (Carbon Reduction) Program: This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions, as well as the development of carbon reduction strategies.

HSIP (Highway Safety Improvement Program): This federal-aid funding category was established under SAFETEA-LU with the purpose of significantly reducing traffic fatalities and serious injuries on all public roads in a comprehensive and strategic manner consistent with the state's Strategic Highway Safety Plan.

LOCAL-DVRPC: Funding provided to DVRPC from sources other than federal and state, including, but not limited to, local autonomous authorities, entities, and governments.

NHFP-HWY, NHFP-RAIL (National Highway Freight Program): As established by the FAST Act, the National Highway Freight Program provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). NHFP supports several goals, including: infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving state flexibility to support multi-state corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

NHPP (National Highway Performance Program): As established by MAP-21, the National Highway Performance Program provides support for the construction of new facilities on the National Highway System (NHS), the condition and performance of the NHS, and achieving performance targets, as set by that state's asset management plan.

OTHER: This represents funding provided from other sources, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.

PL/PL-FTA – Planning (Metropolitan Planning Funds by FHWA/FTA): A federal-aid funding category that provides funds for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

RAISE (Rebuilding American Infrastructure with Sustainability and Equity): U.S. DOT's new competitive discretionary grant program formerly known as BUILD will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change, and create good-paying jobs. See www.transportation.gov/RAISEgrants for more details.

RHC (Rail-Highway Grade Crossings) Program: This is a federal funding category that is intended to develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. 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.

STBGP (Surface Transportation Block Grant Program): A federal funds category established under the Intermodal Surface Transportation Efficiency Act (ISTEA), which encompasses funding made available to areas delineated by geographic boundaries and/or population limits.

STBGP-OS-BRDG (Surface Transportation Block Grant Program for Off-System Bridges): This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.

STBGP-PHILA (Surface Transportation Block Grant Program for the Philadelphia Urbanized Area with a population of 200,000 or more): STBGP funds for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area, which makes up most of the DVRPC Local Program. Prior to the FY2018 NJ TIP, both STBGP-PHILA and STBGP-TRENTON were combined as "STBGP-STU" or "STP-STU" depending on the federal legislation.

STBGP-TRENTON (Surface Transportation Block Grant Program for the Trenton Urbanized Area with a population of 200,000 or more): STBGP funds for the "Trenton, NJ" Urbanized Area, which makes up a smaller part of the DVRPC Local Program. Prior to the FY2018 NJ TIP, both STBGP-PHILA and STBGP-TRENTON were combined as "STBGP-STU" or "STP-STU" depending on the federal legislation.

TASA (Transportation Alternatives Set-Aside): Consolidates funding from FHWA’s former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. MAP-21 eliminated the 10 percent set-aside under STP for “transportation enhancements” and replaced it with the “transportation alternatives” program. Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A competitive process for selection of projects must take place. The fund code was previously designated as TAP and has been broken out by urbanized area (e.g., TA-PHILA, TA-TRENTON) similar to STBGP funds.

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

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

State Highway Funding Sources

STATE or TTF: The “STATE” or “TTF” category is used to show the disposition of funding received from the New Jersey Transportation Trust Fund.

STATE-DVRPC: Provides STATE funding from the TTF for use by DVRPC for locally sponsored projects. Various levels of STATE funds were appropriated by the New Jersey State Legislature between FY14 and FY18 because of the MPO exchange of program funds with NJ TRANSIT and NJDOT. In the current DVRPC TIP, two digits associated with this fund code indicate the year that STATE-DVRPC funds were appropriated by the state legislature (e.g., 18-STATE-DVRPC denotes STATE-DVRPC funds that were appropriated in FY18). See Appendix E for detailed information. In this document, STATE-DVRPC funds that expect encumbrance (“obligation” for state funds) in FY2024 or beyond are not counted in the program summary as they were previously appropriated by the state legislature.

FEDERAL TRANSIT (FTA) FUNDING SOURCES

CMAQ (Congestion Mitigation and Air Quality): This federal-aid funding category was established under ISTEA to provide funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. These funds are especially targeted for states like New Jersey, with serious air quality problems to help meet their Clean Air Act obligations.

MATCH: Local funds that are needed in order to receive a match in federal funding (Job Access and Reverse Commute (JARC) and SECT 5311).

SECT 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.

SECT 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.

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

SECT 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.

State Transit Funding Sources

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

NJ TURNPIKE: Funding from the NJ Turnpike Authority.

Phase of Work Abbreviations

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

CAP (Capital Acquisition): Used to denote NJ TRANSIT’s acquisition of rolling stock. NJ TRANSIT uses this designation to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases of work, that address a specific mobility issue.

CD/LCD (Concept Development): The Concept Development Phase purpose is to identify and compare reasonable alternatives and strategies that address a well-defined and well-justified Purpose and Need Statement and select a Preliminary Preferred Alternative (PPA). The PPA is selected based on several factors, including environmental impacts, constructability, cost effectiveness, and if the project can be constructed in a timely manner. This phase involves data collection, internal and external stakeholder coordination, and alternatives analysis. Along with the PPA, key products that are produced in this Phase include the Purpose and Need Statement, the National Environmental Policy Act (NEPA) Classification, and the Concept Development Report. CD denotes NJDOT Concept Development Phase; LCD denotes concept

development by a local entity (MPO, county, municipality). For information about NJDOT's Concept Development phase, please visit www.nj.gov/transportation/capital/pd/phase_cd.shtm

CON (Construction): Refers to the phase or type of work involving the actual building of a project.

DES (Final Design): The purpose of the Final Design Phase is to produce the project's construction contract documents (i.e., Final Plans, Specifications, and Cost Estimate (PS&E) for use in soliciting bids from prospective contractors and advancing the project to the Construction Phase). This Phase includes the continuation and completion of environmental and engineering tasks initiated in the Preliminary Engineering Phase, such as roadway design, bridge design, right-of-way and access engineering, utility engineering, environmental permits and clearances, and community outreach. The completion of those tasks will involve various internal and external project stakeholders. Stakeholder coordination ranges from onboard project review meetings with internal offices to efforts with local officials, the general public, and other state and federal agencies. Efforts with the public and local officials are guided by a project-specific public involvement action plan. The Final Design Phase is completed when the project is authorized for construction, which initiates the Construction Phase of project delivery.

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

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

FA/LFA (Feasibility Assessment): A phase of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs. The end products of scoping are: a recommended scheme with a realistic cost estimate; an approved environmental document; reasonable assurance that environmental permits can be obtained; community support, or documentation explaining why such support cannot reasonably be obtained; and identification of right-of-way (ROW) needs and costs. Scoping consists of two phases in NJDOT: Feasibility assessment and final scope development. FA denotes feasibility assessment by NJDOT; LFA denotes local feasibility assessment by a local entity (MPO, county, municipality).

PD/LPD (Preliminary Design): This phase advances preliminary engineering and obtains formal community and environmental approval of the Initially Preferred Alternative. PD denotes preliminary design by NJDOT; LPD denotes local preliminary design by a local entity (MPO, county, municipality).

PE/LPE (Preliminary Engineering): The Preliminary Engineering Phase involves performing engineering tasks and technical environmental studies to obtain formal community consensus (through a public information center) of the study and to secure the approval of the environmental document. If a design exception is necessary on a project, preparation and approval of the Design Exception Report will occur during this Phase. During the Preliminary Engineering Phase, a number of activities are simultaneously set in-motion based on the PPA such as community involvement (meetings with affected property and business owners), agency consultation, environmental documentation, design level mapping, and the development of geometric design. PE denotes NJDOT Preliminary Engineering Phase; LCD denotes preliminary engineering by a local entity (MPO, county, municipality).

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

PRD (Project Development): A phase or type of work used by NJ TRANSIT which is intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.

PS (Problem Screening): The Problem Screening Phase is the entrance into the delivery process for any potential project. The purpose of the phase is to investigate a potential transportation problem. A potential problem is developed into a Problem Statement (PS) and submitted to Capital Investment Strategies (CIS). The sources of the Problem Statement may include NJDOT Management Systems, Planning Studies, a Metropolitan Planning Organization, or internal and external stakeholders. This phase involves a Tier 1 Screening, a Tier 2 Screening or a Management System Initiative Screening. If the problem is validated, a recommendation is advanced for review and approval by the Capital Program Screening Committee (CPSC) and the Capital Program Committee (CPC).

The objective of the Problem Screening Phase is to effectively, efficiently, and consistently screen transportation problems in agreement with the Statewide Capital Investment Strategy (SCIS) and project prioritization criteria. Achieving this goal is expected to produce selective proposals that are consistent with the SCIS performance related goals, objectives, and investment targets for potential advancement while conforming to state and federal requirements.

ROW (Right-of-Way Acquisition): A general term denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.

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.

UTI (Utilities): Utility relocation work associated with a project. In some cases, the utility relocation work associated with a project must be programmed separately from the actual construction phase of work.

Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

This TIP does not contain printed static maps in the document, except those in Appendix G: Environmental Justice Appendix. Due to the dynamic, changing nature of the TIP, static maps would be 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 projects for Highway and Transit projects.

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

In addition to TIP projects, the TIP Web Map Search Tool includes overlays, such as Planning Centers, Freight Centers, Congestion Management Process (CMP) Corridors, and Indicators of Potential Disadvantage (IPD); and access to additional data sets. 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, and projects with formal TIP Actions on which the DVRPC RTC and Board vote are available via the DVRPC Data Center, www.dvrpc.org/Data. The DVRPC Data Center contains boundaries, demographic, planning, and transportation data, which is helpful for providing context for TIP projects.

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 (FY24–FY27) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 10-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. To view more information about a project, visit www.dvrpc.org/tip/nj, or use the TIP Web Map Search Tool.

Statewide Program (Highway)

Table 5 displays the 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 MPO region but would benefit all, or that provide direct support to NJDOT.

TIP Project Status Codes

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

Projects determined as “new” projects in the TIP are denoted with a status code of NEW, NEW-B, NEW-G, NEW-LG, NEW-M, NEW&SD, or NEW-CD. NEW projects are programmed in the TIP for the absolute first time. Projects indicated as NEW-B are new “break-out” projects that have been “broken out of,” or derived from, an existing TIP project. NEW-G projects have “graduated” from the Study and Development Program and are advancing into the TIP for Design to Construction phases. Similarly, NEW-LG projects are locally sponsored projects that have “graduated” from DVRPC’s Local Concept Development Program to advance into the TIP’s Local Program, or the project’s Concept Development phase was locally led by a county or municipality. NEW-M projects include at least two existing TIP projects merged into one of the existing DB #s or combined into a newly established DB #.

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

A project denoted with an SD status indicates that it is not a new project but is in the TIP Highway or Statewide Program and Study and Development Program. Finally, projects indicated as RETURN have previously been programmed in a prior TIP, but through a variety of circumstances were dropped from the TIP but have returned to be programmed in the FY2024 TIP for New Jersey.

Roadmap of a TIP Project Listing

Figure 3 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.

DVRPC FY2024 TIP for New Jersey | Project Listings

Table 3: Highway Program by DB #

BURLINGTON COUNTY

DB #	PROJECT TITLE	DB #	PROJECT TITLE
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	18383	Route 73, Granite Avenue to Route 41
12346	Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Road	21311	Route 295 and Route 38 Interchange Operational Improvements ^{NEW}
12346A	Route 130, CR 545 (Farnsworth Avenue)	D0302	Burlington County Roadway Safety Improvements
12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	D1510	Burlington County Bus Purchase
13319	Rt 73, Dutch Road to Rt 70 ^{NEW}	D1601	New Jersey Regional Signal Retiming Initiative
15321	Route 70, Bridge over Mount Misery Brook	D2018	Bridge No. C4.13 over Parkers Creek on Centerton Road
15324	Washington Turnpike, Bridge over West Branch of Wading River	D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit)
15385	Route 38, Nixon Drive to Route 295 Bridge	D2202	CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement
16335	Route 206, Bridge over Springers Brook	D2402	Rancocas Creek Greenway, State Route 130 Pedestrian Bridge and Trail Linkages ^{NEW}
17411	CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)		

CAMDEN COUNTY

10341	Route 168, Merchant Street to Ferry Avenue, Pavement	D0410	Camden County Roadway Safety Improvements
11326A	Route 76, Bridges over Route 130	D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)
11326C	Route 76/676 Bridges and Pavement, Contract 3	D1913	Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout
11326D	Route 76, Bridge over Klemm Avenue, Conrail and South Branch Newton Creek, Contract 1 ^{NEW}	D1914	Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)
14426	Route 130, Bridge over Big Timber Creek ^{NEW}	D2020	New or Upgraded Traffic Signal Systems at Intersections, Phase 1
15375	Route 30, Cooper Street to Grove Street	D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2
15396	Route 168, Route 42 to CR 544 (Evesham Road)	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3
15423	ADA South, Contract 4	D2203	CR 551 (Broadway) Elevation, Little Timber Creek to Route 130 ^{NEW}
16319	Route 30, Gibbsboro Road (CR 686) ^{NEW}	D2204	Erial Road and College Drive Intersection ^{NEW}
16340	Route 130, Bridge over Main Branch of Newton Creek	D2208	CR 544 (Evesham Rd), NJ 41 to Schubert Avenue
16342	Route 73 and Ramp G, Bridge over Route 130	D2213	Burnt Mill Road (CR 670) and White Horse Road (CR 673) ^{NEW}
18313	Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)	D2215	Gateway to Downtown Collingswood (TOP)
355E	Route 295/42/I-76, Direct Connection, Contract 4	D2403	Camden LINK Trail ^{NEW}
D0601	Camden County Bus Purchase	D2404	White Horse Bridge/PATCO ^{NEW}

GLOUCESTER COUNTY

12305	Route 47, Grove St. to Route 130, Pavement	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)
12306	Route 42, Kennedy Ave. to Atlantic City Expressway ^{NEW}	D2216	Porchtown Road (CR 613) Bridge over Still Run at Iona Lake
14348	Route 45, Bridge over Woodbury Creek	D2401	Resurfacing and Safety Improvement Berlin-Croskeys Road (CR 689) ^{NEW}
15302	Route 41 and Deptford Center Road	D2405	Resurfacing & Safety Improvements to Kings Hwy/Salem Ave (CR 551) ^{NEW}
18386	Route 44, Barker Avenue to Billingsport Road/Swedeseboro (CR 653) ^{NEW}	D9807	Gloucester County Bus Purchase
D0401	Gloucester County Roadway Safety Improvements		

MERCER COUNTY

07319B	Route 29, Cass Street to Calhoun Street, Drainage ^{NEW}	99362	Trenton Amtrak Bridges
15301	Route 206, Hilltop Drive ^{NEW}	D0412	Mercer County Roadway Safety Improvements
15317	Route 64, Bridge over Amtrak	D1011	Mercer County Bus Purchase
16336	Route 1B, Bridge over Shabakunk Creek	D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
16339	Route 130, Bridge over Millstone River	D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)
17419	Route 1, Alexander Road to Mapleton Road	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Avenue
18305	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	D2023	Circulation Improvements Around Trenton Transit Center
18353	Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)	L064	Route 206, South Broad Street Bridge over Assunpink Creek
99334	Duck Island Landfill, Site Remediation	17412	North Olden Avenue (CR 622), Bridge over Amtrak

VARIOUS COUNTIES

01300	Transportation Systems Management and Operations (TSMO)	D2005	Regional Transportation Demand Management (TDM) Program
03304	Bridge Deck/Superstructure Replacement Program	D2305	DVRPC Carbon Reduction Program
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
D0204	Transportation and Community Development Initiative (TCDI) DVRPC	X41C1	Local County Aid, DVRPC
D026	DVRPC, Future Projects	X51	Pavement Preservation
D0407	Air Quality Action Program in New Jersey	X98C1	Local Municipal Aid, DVRPC
D2004	Transportation Operations		

Source: DVRPC, 2023

Table 4: Transit Program by DB #

NJ TRANSIT

T05	Bridge and Tunnel Rehabilitation	T300	Transit Rail Initiatives
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
T13	Claims Support ^{RETURN}	T509	Safety Improvement Program
T135	Preventive Maintenance-Bus	T515	Casino Revenue Fund
T143	ADA--Platforms/Stations	T53E	Locomotive Overhaul
T150	Section 5310 Program	T55	Other Rail Station/Terminal Improvements
T151	Section 5311 Program	T68	Capital Program Implementation
T16	Environmental Compliance	T88	Study and Development
T20	Immediate Action Program	T95	Light Rail Infrastructure Improvements
T210	Transit Enhancements/Transportation Alternatives Program (TAP)/Alternatives Transit Improvements (ATI)	T53G	Rail Fleet Overhaul

Source: DVRPC, 2023

Table 4 (Continued): Transit Program by DB #

DRPA/PATCO

D1305	Pedestrian Bridge and Tunnel Rehabilitation	DR2007	PATCO Viaduct Preservation Project
D1911	PATCO Track Resurfacing & Rail Profile Grinding	DR2201	Walt Whitman Bridge NJ Corridor Resurfacing
D1912	Rehabilitation of PATCO Bridges	DR2202	DRPA Systemwide Crash Cushion Attenuating Replacement
DR008	Electrical Cable Replacement	DR2203	PATCO Fare Collection Equipment Upgrades
DR019	Smoke and Fire Control	DR2301	Replacement of Track Ties
DR034	Preventive Maintenance	DR2302	Embankment Restoration, Drainage Improvement & Retaining Walls Rehabilitation
DR036	Transit Enhancements	DR2303	PATCO Lindenwold Shop ^{NEW}
DR15001A	Track Drainage Improvements-Cuthbert & Osage	DR2304	PATCO Substation Improvements ^{NEW}
DR1501	PATCO Interlocking & Track Rehabilitation	DR2305	PATCO Traction Power ^{NEW}
DR1802	Subway Structures Renovation	DR2306	PATCO Signal System ^{NEW}
DR1803	PATCO Station Platform Rehabilitation	DR2307	PATCO Rail Replacement ^{NEW}
DR2006	PATCO Stations Modernizations	DR2308	PATCO Retaining Wall & Embankment Restoration ^{NEW}

Source: DVRPC, 2023

Table 5: Statewide Program by DB #**MERCER COUNTY**

15322	Delaware & Raritan Canal Bridges		
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VARIOUS COUNTIES

00377	Ferry Program	14404	Bridge Maintenance and Repair, Movable Bridges
01309	Maritime Transportation System	15343	Intelligent Traffic Signal Systems
01316	Transit Village Program	17341	Bridge Inspection Program, Minor Bridges
01335	Betterments, Dams	17353	Stormwater Asset Management
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	17357	Bridge Maintenance Fender Replacement
03304	Bridge Deck/Superstructure Replacement Program	17358	Bridge Maintenance Scour Countermeasures
03309	Environmental Project Support	17360	Emergency Management and Transportation Security Support
04324	Electrical Load Center Replacement, Statewide	17390	Local Freight Impact Fund
05304	Construction Program IT System (TRNS.PORT)	19315	Aeronautics UAS Program
05340	Right-of-Way Full-Service Consultant Term Agreements	19332	Vegetation Safety Management Program
05342	Design, Geotechnical Engineering Tasks	19370	Safety Programs
06402	Safe Streets to Transit Program	19600	Smart and Connect Corridors Program
07332	Minority and Women Workforce Training Set-Aside	22319	Sign Structure Replacement Contract 2021-2
08381	Bridge Replacement, Future Projects	22350	Electric Vehicle Infrastructure Program
08387	Local Bridges, Future Needs	22352	Carbon Reduction Program
08415	Airport Improvement Program	22353	PROTECT
09316	Culvert Replacement Program	22355	CMAQ Initiatives, Statewide
09388	Highway Safety Improvement Program Planning	23313	Specified Safety Program
10344	Project Development: Concept Development and Preliminary Engineering	23314	ITS Safety Program
11344	ADA Curb Ramp Implementation	23315	Tunnel Inspection, NTIS
13304	Intelligent Transportation System Resource Center	97008	High-Mast Light Poles
13305	Job Order Contracting Infrastructure Repairs, Statewide	98315	Bridge Emergency Repair
13306	Mobility and Systems Engineering Program	98316	Bridge Scour Countermeasures
13307	Salt Storage Facilities - Statewide	99327A	Resurfacing, Federal
13308	Statewide Traffic Operations and Support Program	99358	Safe Routes to School Program
13323	Bridge Preventive Maintenance	99372	Orphan Bridge Reconstruction
14300	Title VI and Nondiscrimination Supporting Activities	99409	Recreational Trails Program

Table 5 (Continued): Statewide Program by DB #**VARIOUS COUNTIES (NOT SPECIFIC TO ANY MPO REGION) (CONTINUED)**

X03A	Restriping Program & Line Reflectivity Management System	X185	Bicycle & Pedestrian Facilities/Accommodations
X03E	Resurfacing Program	X186	Local Aid, Infrastructure Fund
X07A	Bridge Inspection	X186B	Local Aid, State Transportation Infrastructure Bank
X07F	Bridge and Structure Inspection, Miscellaneous	X197	Disadvantaged Business Enterprise
X10	Program Implementation Costs, NJDOT	X199	Youth Employment and TRAC Programs
X106	Design, Emerging Projects	X200C	New Jersey Scenic Byways Program
X107	Transportation Alternatives Program	X201	Guiderail Upgrade
X10A	Staff Augmentation	X233	Motor Vehicle Crash Record Processing
X11	Unanticipated Design, Right of Way and Construction Expenses, State	X239	Sign Structure Inspection Program
X12	Acquisition of Right-of-Way	X239A	Sign Structure Rehabilitation/Replacement Program
X126	Transportation Research Technology	X241	Electrical Facilities
X135	Pre-Apprenticeship Training Program for Minorities and Women	X244	Training and Employee Development
X137	Legal Costs for Right-of-Way Condemnation	X28B	Park and Ride/Transportation Demand Management Program
X140	Planning and Research, State	X29	Physical Plant
X142	DBE Supportive Services Program	X30	Planning and Research, Federal-Aid
X144	Regional Action Program	X34	New Jersey Rail Freight Assistance Program
X15	Equipment (Vehicles, Construction, Safety)	X35A	Rail-Highway Grade Crossing Program, State
X150	State Police Enforcement and Safety Services	X39	Signs Program, Statewide
X151	Interstate Service Facilities	X47	Traffic Signal Replacement
X152	Rockfall Mitigation	X66	Traffic Monitoring Systems
X154	Drainage Rehabilitation and Maintenance, State	X70	Bridge Management System
X154D	Drainage Rehabilitation & Improvements	X72B	Betterments, Roadway Preservation
X15A	Equipment, Snow and Ice Removal	X72C	Betterments, Safety
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	X75	Environmental Investigations
X180	Construction Inspection	X98Z	Local Municipal Aid, Urban Aid
X182	Utility Reconnaissance and Relocation		

Source: DVRPC, 2023

Figure 3: Roadmap of a Sample Project Listing in the TIP

Highway Program
01 Version

02 County

03 DB#
Project Title
04 MRPID: ____
05 NEW

06 AQCODE:

Project description in greater detail.

07 CMP: _____

Municipalities: _____

09 CIS Program Subcategory: _____

10 Project Manager: Last, First Name

Mileposts: 00.00 - 00.00

Improvement Type: _____

07 Adding Subcorr(s): _____

08 Planning Center: _____

09 CIS Program Category: _____

11 IPD: _____

Sponsor: _____

12 Local Project: _____ Mapped: Y

	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
	20__	20__	20__	20__	20__	20__	20__	20__	20__	20__	20__
13 Phase											
14 Fund											
		00.000	00.000	00.000							
		00.000	00.000	00.000	00.000						
		000.000	000.000	000.000	000.000						
	Total First Four Years: 000.000				Total Later Fiscal Years: 000.000						
	15										

Source: DVRPC, 2024

01. Version (draft, addendum or final)
02. County where project is located
03. State Department of Transportation (NJDOT) project ID number
04. Indicates that project is identified as a Major Regional Project (MRP) in the DVRPC Long-Range Plan
05. 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
06. Draft TIP for the very first time
07. Air Quality Code (page #)
08. Congestion Management Process Category (CMP) codes & Subcorridor(s)
09. Community types that correspond to DVRPC long-range planning policies
10. NJDOT Capital Investment Strategy (CIS)/Asset Program notation demonstrates one of the NJDOT investment categories and subcategories
11. Project Manager Assigned by NJDOT
12. Highest Indicators of Potential Disadvantage (IPD) for Environmental Justice (EJ) (page #)
13. "Y" indicates the project is mapped online and that the project is in the DVRPC Local (Highway) Program
14. Anticipated Project Phase
15. Fund type for each phase; note that "*" following a fund type indicates conversion funds for advanced construction phases
16. Funds are in \$ Millions

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CHAPTER 5:

Learn More and Share Your Ideas!

The public comment period for DVRPC’s Draft FY2024 TIP for New Jersey opened on July 17, 2023, and ended on August 18, 2023, at 5:00 PM (Local Time). The TIP is a dynamic document, and DVRPC welcomes opinions, suggestions, ideas, or questions on projects contained in the TIP, the TIP development process, TIP Actions, or other topics of concern after the public comment period is closed. The public always has an opportunity to review and comment on TIP Actions that are regularly presented at DVRPC Board meetings, for example.

DVRPC encouraged the public to provide comments about the Draft DVRPC TIP and the Draft STIP for NJDOT and NJ TRANSIT and specific comments on projects to state, county, transit, and DVRPC staff. Both documents were available on the DVRPC website at www.dvrpc.org/TIP/Draft. For those without internet access, draft documents were available at DVRPC in the American College of Physicians Building in downtown Philadelphia, or they could request the DVRPC Office of Communications and Engagement to mail the draft documents to them by emailing public_affairs@dvrpc.org or calling (215) 592-1800. Printed Draft TIP documents were also available at certain public libraries across the region that are listed in Table 6. The Draft STIP was also available at www.state.nj.us/transportation/capital

The public could submit comments in writing by email to tip@dvrpc.org, 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. Comments received via mail had to be postmarked by August 18, 2023. After the public comment period closed, DVRPC staff coordinated responses from appropriate agencies to all submitted comments. Submitted comments and agency responses are found as part of the formal public record and final TIP document (see Addendum #24003).

DVRPC invited interested members of the public to attend an in-person meeting or the online public meeting. These meetings were held at different times, providing two opportunities to learn about the Draft TIP and Draft STIP and to submit any written comment about these draft documents. These were held on the following dates and times.

IN PERSON

Monday, July 31, 2023, from 6:00 PM–7:00 PM:

Located at: Camden County Library System - Riletta L. Cream Ferry Avenue Branch
852 Ferry Avenue | Camden, NJ

ONLINE

Thursday, August 10, 2023, at 7:00 PM–8:00 PM:

Register at https://dvrpc.zoom.us/webinar/register/WN_wlRWb11jRaqAP1C_aCNByg

Call-in information: 309 205 3325

Meeting ID: 841 3075 2310 | Passcode: 7952pGtV

Registration information was available on DVRPC’s events calendar at www.dvrpc.org/calendar/2023/8. Attendees join via webinar or by phone in listen-only mode. Accommodations, including closed captioning and interpretation, were made available by contacting the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

A total of 275 individuals from the public including those on behalf of advocacy groups submitted 295 written comments about the Draft TIP, primarily through the web-based online commenting application, followed by email, and then U.S. mail. Since some individuals stated more than one issue in their submitted comments,

DVRPC assigned each issue an “Item #” that was used to track the responses provided by DVRPC and appropriate DVRPC regional planning partner agencies (see Addendum #24003). The 295 comments were categorized into six comment types.

Comment Types (percentage of all comments):

1. Combined requests for Circuit Trail funding (CMAQ and TA Set-Aside), the inclusion of safety and bicycle/pedestrian elements in TIP projects, and support for certain TIP projects (90.5 percent)
2. Project concerns, questions, and/or suggestions (2.7 percent)
3. Supports project or other TIP related item (1.3 percent)
4. Requests for a new TIP project/line item/study (0.6 percent)
5. General concerns, questions, and/or suggestions (1.3 percent)
6. Opposes project or other TIP related item (3.6 percent)

Table 6: Libraries Displaying the Draft TIP

BURLINGTON COUNTY		
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Moorestown Library 111 West Second Street Moorestown, NJ 08057	Burlington County Library Bordertown Branch 18 East Union Street Bordertown, NJ 08505
CAMDEN COUNTY		
Camden County Library M. Allan Vogelsson 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	Camden County Library Riletta L. Cream Ferry Avenue Branch 852 Ferry Avenue Camden, NJ 08104
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	

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ABSTRACT

The Highlights for the DVRPC FY2024 Transportation Improvement Program (TIP) for New Jersey briefly describes the region’s TIP, a federally required, multimodal, four-year constrained program of planned transportation infrastructure investments. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight-related projects in DVRPC’s New Jersey region that will seek federal funding in fiscal years (FY) 2024 to 2027. The Highlights document includes a financial summary of funding by county and by operator, as well as a section on how, when, and where the public could comment on the Draft DVRPC FY2024 TIP for New Jersey.

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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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