


DVRPC FY2012
Transportation Improvement Program (TIP)
for
New Jersey

A decorative horizontal band with a teal background. On the right side, there are several overlapping, semi-transparent, curved shapes in various shades of teal, creating a modern, abstract design.

Adopted July 2011

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

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

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General Overview of the TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2012 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY 2012 to 2015). DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region and at the same time complies with federal and state policies.

In the New Jersey subregion, the TIP contains close to 150 projects, totaling almost \$1.9 billion for the phases to be advanced over the next four years, averaging \$475 million per year. Programmed funds include \$1 billion for projects primarily addressing the highway system and \$796 million for transit projects for NEW JERSEY TRANSIT and DRPA/PATCO. Table 1 presents a funding summary of the DVRPC program by county and transit operator for each of the four TIP years in New Jersey.

The FY2012 TIP for New Jersey meets the federal requirements of being financially constrained to a level of funding that is available to the region, as established in the financial guidance provided by the New Jersey Department of Transportation (NJDOT). See Appendix A for further details on this guidance.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, most recently the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA LU), which was enacted August 10, 2005, as law 109-59. SAFETEA-LU builds on the initiatives established in both the Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Record transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems. SAFETEA-LU promised to spend more than \$286 billion nationally on transportation over the five years through FY 2009 and guaranteed that most of the money would be appropriated. Since SAFETEA-LU expired in September 2009, Congress has been working on new legislation to cover the next authorization period. Until new legislation is passed, funds for transportation are made available through a process of "Continuing Resolutions," which maintains a SAFETEA-LU spending level.

What this Document Includes

The complete TIP document has been divided into four sections. The first section is a general overview of the TIP and the TIP development process, intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The second section contains various summaries of the New Jersey programs. The third section describes the TIP public involvement process, including issues relating to Environmental Justice. Finally, the fourth section contains an explanation of funding and phasing codes and abbreviations, project maps, project lists, and project descriptions.

At the end of the document, there are four appendices: (a) State DOT Financial Guidance used in developing the program, (b) Executive Summary of the Documentation of the Conformity Finding, (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (d) “Tier 2” Projects which are projects that cannot be funded based on current ten-year revenue estimates. Availability of additional state or federal funds could allow Tier 2 projects to be funded.

Using the Web

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

DVRPC is on the cutting edge of technology and has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using your smartphone. If you have a smartphone with a QR Reader Application, open the application, point your camera at the QR Code symbol, and your smartphone will open up directly to the DVRPC TIP webpage. Below is the DVRPC TIP QR Code symbol:



What is the TIP?

The TIP is the agreed-upon list of specific priority projects. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU. The list is multi-modal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects as well.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers four years for the New Jersey portion of the region and is updated annually. In Pennsylvania, the TIP covers a four-year period and is updated every other year.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as Appendix C in this document.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred. As a result, the TIP is not a wish list; competition between projects for a spot on the TIP clearly exists. The financial guidance used to develop each of the programs is included as Appendix A in this document.

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding for a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The timeframe shown in the TIP is the best estimate at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and are reprogrammed to later years.

The TIP is not a guarantee of project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project and cause it to be postponed, or even dropped from further consideration.

Regional Consensus

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

How Does the TIP Relate to the Long-Range Plan?

Regionally significant projects must be drawn from the region's long-range plan, and all projects in the TIP must help implement the goals of the plan. The long-range plan, required by federal law, is the document that helps direct transportation and land-use decisions over a minimum 20-year horizon. The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

While all projects included in the TIP must be consistent with the long-range plan, projects that add capacity for single-occupant vehicles must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process, which attempts to meet increasing travel demand through non-capacity adding strategies, where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's current long-range transportation plan, *Connections 2035*, into a short-term program of improvements. For further information about the policies and strategies of the long-range plan, *Connections 2035*, visit the Long-Range Plan on the Internet at www.dvrpc.org.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs, and projects conform to the purpose of state implementation plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan, as determined by an emissions analysis. The projects in the FY 2012 TIP are a subset of the regionally significant projects contained in the *Connections 2035* long-range plan.

The TIP and Plan have been tested for conformity and found to meet all requirements, including the critical test that Volatile Organic Compounds (VOCs), Oxides of Nitrogen (NOx), Carbon Monoxide (CO), and fine particulate matter (PM-2.5) emissions are less than any applicable budgets or baseline established for all analysis years.

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How is the TIP Funded?

The major funding source for the projects in the TIP is SAFETEA-LU, administered through the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration. In addition, funds are made available by the states of New Jersey and Pennsylvania to match federal funding in varying ratios, and to provide 100 percent financing for selected projects. Local counties, municipalities, and private developers or toll authorities, as well as transit operators, may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought.

Who are the Players?

Approximately 20 agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

How Does a Project Get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precedes a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses and citizen complaints and inquiries. Since only DVRPC member agencies are allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way.

Once each county and operating agency has developed its own lists of projects and priorities, they are brought to DVRPC, where the Regional Transportation Committee (RTC) reviews them. The RTC seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's goals. The RTC, composed of state, county, and city planners; transit operators; citizen representatives; and transportation-related interest groups makes recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine each year's TIP projects. After considering the recommendations of the RTC and the comments received from the Regional Citizens Committee and the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

What Happens to a Project Once It's on the TIP?

Once a project is on the TIP, a considerable amount of work remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that its project moves forward—the lead agency in most cases is the state DOT or transit operator, and in some cases, a county or city.

Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, construction). Each phase is included in the TIP, showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles, such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

Why is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process between all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process, and interest groups and community leaders have a voice.

For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a top-down perspective.

In What Ways Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit company managers are one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input.

Currently, the primary vehicles for ongoing public participation in DVRPC's planning and programming activities are the Regional Citizens Committee (RCC) and the Goods Movement Task Force (GMTF). With representatives from the private sector, social service entities, environmental organizations, and other interest groups, these two bodies review and comment on most of DVRPC's policies and plans.

The public and other interest groups also had the opportunity to comment on the Draft TIP before it was officially adopted by the DVRPC Board. DVRPC conducts a 30-day public comment period and hold open-house meetings to allow the public an opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Copies of the TIP are available on-line, as well as at the DVRPC resource center. The TIP documents are able to be viewed on DVRPC's website at www.dvrpc.org/TIP.

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Program Summaries

The DVRPC FY2012 Transportation Improvement Program contains project maps, project descriptions, and the appendices for the New Jersey subregion. The TIP for New Jersey contains close to 150 projects, totaling almost \$1.9 billion for the phases to be advanced over the next four years, averaging \$470 million per year. Programmed funds include \$1 billion for projects primarily addressing the highway system and \$796 million for transit projects for NEW JERSEY TRANSIT and DRPA/PATCO. The DVRPC TIP for NJ represents 17.4 percent of the total state and federal resources administered through the three MPO's of the state (\$10.5 billion), approximately 18.6 percent of the highway funds, and 15.8 percent of the transit funds. There is an additional \$2.5 billion administered directly by NJDOT on a statewide basis.

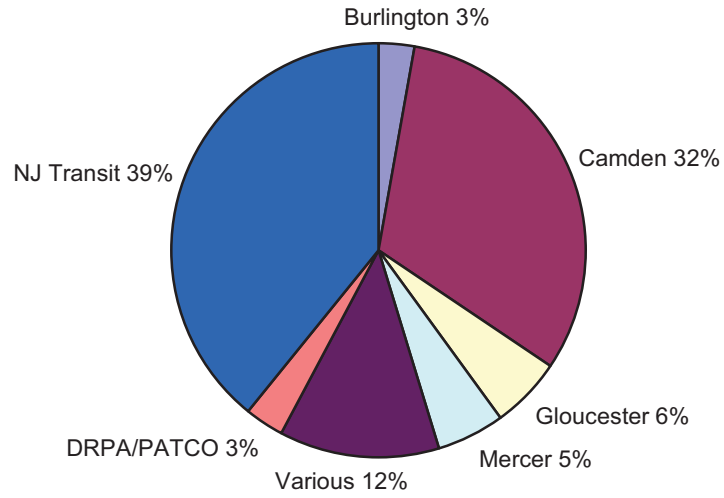
Table 1: Cost Summary by County and Transit Operator (\$000)

	FY 2012	FY 2013	FY 2014	FY 2015	Total
Highway Program					
Burlington	\$21,238	\$2,088	\$20,721	\$6,900	\$50,947
Camden	\$149,921	\$156,923	\$139,111	\$153,381	\$599,336
Gloucester	\$32,212	\$41,672	\$24,370	\$5,220	\$103,474
Mercer	\$18,379	\$13,752	\$49,528	\$18,700	\$100,359
Various	\$55,255	\$58,657	\$54,881	\$61,841	\$230,634
Subtotal	\$277,005	\$273,092	\$288,611	\$246,042	\$1,084,750
Total Cost – 4 Year Highway Program					\$1,084,750
Transit Program					
DRPA/PATCO	\$14,926	\$14,786	\$14,910	\$15,035	\$59,657
New Jersey Transit	\$189,074	\$186,864	\$178,671	\$181,856	\$736,465
Subtotal	\$204,000	\$201,650	\$193,581	\$196,891	\$796,122
Total Cost – 4 Year Transit Program					\$796,122
Grand Total Cost – 4 Year Highway and Transit Program					\$1,880,872

Source: DVRPC, 2011

Figure 1: Cost Summaries for the New Jersey Subregion

By County & Operator



By Funding Source

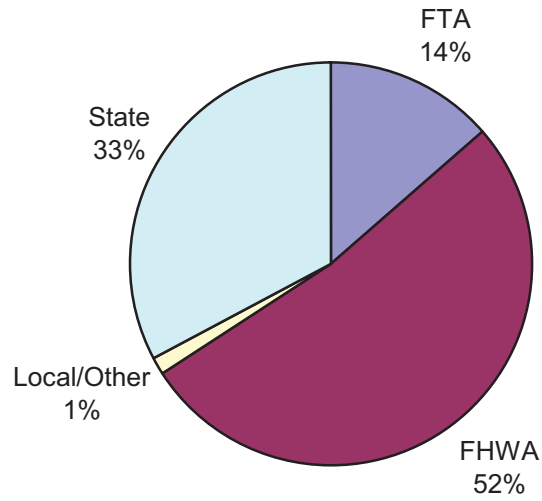


Table 2: Cost by TIP Funding Category

Fund	2012	2013	2014	2015	2012-2015	Out Years
Highway Program						
BRIDGE	48.565	40.602	35.420	12.350	136.937	50.400
CMAQ	1.170	1.170	1.170	1.170	4.680	7.020
DEMO	8.583				8.583	
EB	6.640	6.640	6.640	6.640	26.560	39.840
HPP10	2.527				2.527	
HPP20	11.948	8.900			20.848	
HSIP	2.720	3.020	4.220	1.720	11.680	16.020
I-MAINT	113.966	124.633	133.011	121.681	493.291	482.559
NHS	16.766	23.290	41.524	26.100	107.680	152.700
OTHER	4.200				4.200	
PL	3.272	3.272	3.272	3.272	13.088	19.632
RHC	1.800	1.800	1.800	1.800	7.200	10.800
STATE	30.919	32.119	31.819	30.769	125.626	179.114
STP	3.455	2.700	5.100	14.500	25.755	30.400
STP-STU	20.444	20.644	24.635	26.040	91.763	123.264
STP-TE	0.030	4.302			4.332	
Program Subtotal	277.005	273.092	288.611	246.042	1,084.750	1,111.749
DRPA/PATCO Program						
DRPA	2.985	2.953	2.982	3.007	11.927	3.009
SECT 5307	4.441	5.253	5.548	5.548	20.790	5.556
SECT 5309	7.220	6.300	6.100	6.200	25.820	6.200
SECT 5340	0.280	0.280	0.280	0.280	1.120	0.280
Program Subtotal	14.926	14.786	14.910	15.035	59.657	15.045
NJ Transit Program						
CASINO REVENUE	7.900	7.900	7.900	7.900	31.600	47.400
CMAQ	4.512	4.395	7.416	10.145	26.468	41.435
MATCH	2.369	2.369	2.369	2.369	9.476	14.214
SECT 5307	41.264	35.657	28.243	27.942	133.106	190.623
SECT 5309	6.978	6.978	6.978	6.978	27.912	41.868
SECT 5310	1.104	1.104	1.104	1.104	4.416	6.624
SECT 5311	1.449	1.449	1.449	1.449	5.796	8.694
SECT 5316	0.920	0.920	0.920	0.920	3.680	5.520
SECT 5317	0.526	0.526	0.526	0.526	2.104	3.156
STATE	122.052	125.566	121.766	122.523	491.907	784.889
Program Subtotal	189.074	186.864	178.671	181.856	736.465	1,144.423
Total for DVRPC	481.005	474.742	482.192	442.933	1,880.872	2,271.217

Financial Constraint

At the beginning of each TIP update, the state DOT develops "financial guidance" for use by DVRPC and its other metropolitan planning organizations (MPOs). The financial guidance establishes highway and transit funding levels that may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance explains how each of the various federal and state varieties of funds are distributed to the regions. The NJDOT Financial Guidance is included in **Appendix A**. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts actually applied to projects during a given year will vary (generally lower) from what is shown in the TIP.

Since the DVRPC FY2012 TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

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

New Jersey Transit prepares a Financial Capacity Analysis when required for specific projects, which are in turn submitted to FTA (Federal Transit Administration). Additionally, New Jersey Transit is subject to annual financial and single audits conducted by Ernst and Young, attesting to the financial position of the corporation, the integrity of its internal controls, and its compliance with applicable grant provisions, laws, and regulations.

New Jersey Transit also certifies its financial capacity when it submits FTA's Certification and Assurances in Transportation Electronic Award Management System (TEAM) each year. In addition, the FTA periodically conducts Triennial or State Management Reviews, which include an FTA-directed review of New Jersey Transit's compliance in different areas, including its financial practices. The final FTA report for the last Triennial Review for New Jersey Transit, dated June 1, 2009, found no deficiencies with FTA requirements for financial responsibilities.

Project Selection and Evaluation Process

During this most recent TIP update period from October 2010-July 2011, the TIP project selection process was consensus based. Due to severe funding constraints and overwhelming needs that far outreach the region's resources, the decision was made not to do a new project solicitation, and intake only a few state "asset management" type projects that ranked very high within NJDOT's statewide management systems for bridges, pavement projects, and drainage improvements. Existing projects are consistent with and have been drawn from DVRPC's long range plan: Connections 2035. Program development occurs through a TIP Subcommittee comprised of regional stakeholders and was determined by schedule and cost of existing projects, constrained by the level of funding available. All project costs and schedules were updated by project managers and stakeholder subcommittee members. A series of subcommittee meetings were held including NJDOT, NJ Transit, and DRPA/PATCO staff, as well as City and

County partners and a citizen representative, to review projects and identify highest priorities, costs and schedules, and to vet concerns and negotiate final programming. A constrained draft program was put out for a 30 day public comment period, and the program with some recommended changes was adopted by the DVRPC Board on July 28, 2011.

Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of 353 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into four community types as part of the development of *Connections 2035*, the region's long-range plan. Those four areas are: Core Cities in the Pennsylvania subregion that is Philadelphia and Chester, and in the New Jersey subregion, Trenton and Camden; Developed Communities, which represent the region's older suburbs; Growing Suburbs, which are experiencing or are forecasted to experience significant additional growth; and Rural Areas, where preservation and limited development are key.

As the implementation tool of the long-range plan, the TIP funds a variety of projects that address the transportation needs of all four categories of planning areas. Projects listed in **Table 3** illustrate a sampling of projects in the TIP that invest in those areas, promote economic development, and optimize our transportation network and infrastructure. The benefits of the projects are the redevelopment and renewal of core cities, stabilization, and revitalization that support older developed communities, appropriate support for growing suburbs, and preservation and limited development in rural areas. A more complete discussion and illustration of planning areas can be found in the *Connections 2035* long-range plan on the DVRPC website at www.dvrpc.org)

Table 3: Example Projects that Invest in the Region's Planning Areas

Benefit	Project	County
Supporting Core Cities		
Bus Passenger Facilities/Park and Ride	T06	Camden
Supporting Developed Communities		
New Jersey Transit RiverLine Light Rail Line from Camden to Trenton	T107	Burlington
Supporting Growing Areas		
Egg Harbor Road Hurville-Cross Keys Road to Hurville-Grenloch Road	D0503	Gloucester
Study and Development BRT Route 1 Corridor	T88	Mercer
Supporting Rural Areas		
Supporting Projects of Regional Significance		
Northeast Corridor Improvements	T44	Mercer

Source: DVRPC, 2011

Congestion Management Process

A Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation system performance. It identifies specific multimodal strategies for all locations in the region to minimize congestion and enhance the ability of people and goods to reach their destinations. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to roadway and transit capacity. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (TIP).

In coordination with other management systems, the CMP serves the following purposes:

- ◆ It provides technical information for consideration in updating the TIP as to what may be the most efficient subcorridors and transportation strategies for investment of the limited dollars available.
- ◆ It helps with reviewing and prioritizing the list of existing study and development proposals and with feeding new ones into the pipeline.
- ◆ It is used in selecting corridor studies for DVRPC, which later results in Study and Development proposals along with other means of follow-through.

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

The CMP category of Major SOV Capacity-adding Projects refers to projects that add roadway capacity in a way that affects regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. Being categorized as Major SOV makes a project eligible for additional support from CMP staff to help it generate the most long-term positive effect possible in an environment of limited funding.

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

Goods Movement and Economic Development

The SAFETEA-LU federal transportation legislation contains specific provisions to incorporate goods movement and economic development (or, more simply, freight) considerations in the MPO planning process. Through its long-range transportation planning, TIP development, and the conduct of technical studies, DVRPC has proactively sought to fulfill the federal requirement to include freight as a primary planning factor. 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 region as an international freight center.

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force (DVGMTF). This broad-based freight advisory committee provides a forum for the private and public sector freight community to interject its unique perspectives on regional plans and specific projects. Since there is no special funding category for freight-related projects, the input of the committee is central to assuring the advancement of eligible projects that facilitate the flow of goods and promote economic development in concert with and community goals. Further information about the Freight Program at DVRPC can be obtained from DVRPC's website at www.dvrpc.org/freight.

Projects listed in **Table 4** illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or along strategic corridors. The projects improve National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting primary freight corridors and industrial centers.

Toll Authority Highway and Port-Related Projects

The toll authorities with facilities in this region (New Jersey Turnpike Authority, Delaware River Port Authority, South Jersey Transportation Authority, Delaware River Joint Toll Bridge Commission, etc.) undertake numerous significant highway and port-related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects to provide a more complete picture of the transportation issues being addressed throughout the region. The projects are listed, along with their associated costs, in **Table 5**.

Selected Studies

Environmental Impact Statements (EIS), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and sub area studies currently underway are likely to generate future TIP projects. An EIS is an in-depth technical analysis of the significant environmental impacts of a project, and it identifies alternatives that would avoid or minimize the adverse impacts. The purpose of a TIS is to provide policy-level information about the impacts of alternative transportation investments in order to ensure cost-effective decisions when major new facilities are contemplated. DVRPC's Unified Planning Work Program identifies ongoing studies. Selected studies, including those from the DVRPC Work Program, are listed in **Table 6**.

Not included in Table 6 are studies that already appear in either the TIP or in NJDOT's Study and Development Program. The Study and Development process takes a selected highway deficiency through the steps of problem documentation, initial concept development, feasibility

assessment, and final scope development in order to make candidate projects ready for consideration in the next TIP update for the phases of final design, right-of-way, and construction. The entire Study and Development Program for the New Jersey counties is presented in the Project Description section of this document.

Table 4: Example Goods Movement & Economic Development Projects

Benefit	Project	County
Advances Safety and Security		
Route 168, I-295 Interchange Improvement	Z227A2	Camden
Balances Freight Operational Needs with Community Goals		
River Road Improvements	D0902	Camden
Creates Employment Opportunities		
Transportation Management Associations	11383	Various
Eliminates Bottlenecks		
Routes 295/42/I-76, Direct Connection	355B, C, D, E, F	Camden
Maintains Primary Truck Routes		
Route 70, North Branch Road to CR 539	10307	Burlington
Improves Distribution Patterns		
Route 295/76/42 Missing Moves	355A	Camden
Maximizes Railroads		
Rail-Highway Grade Crossing Program	X35A1	Various
Promotes Commerce and Tourism		
Route 29 Boulevard	02396A and B	Mercer
Speeds Deliveries		
Route 295, Northbound Approach to Route 1 Exits	06358	Mercer
Fortifies Central Business Districts		
Route 1 Business, Brunswick Circle to Texas Ave.	04316	Mercer

Source: DVRPC, 2011

Table 5: Toll Authority Highway and Port-Related Projects

Project Description	Schedule	Cost (\$000)
New Jersey Turnpike Authority		
Design and Construction Projects		
Bridge Deck Widening and Reconstruction: Garden State Parkway Mullica River Bridges. This spans more than one MPO, is fully funded, and has a total project cost of \$105,200,000	2012	\$105,200,000
Turnpike Widening, Interchanges 6 to 9. This project spans more than one MPO, is fully funded, and has a total project cost of \$2.7 billion	2012-2014	\$2,700,000,000
Bass River Bridge Widening and Reconstruction: This project is fully funded and has a total project cost of \$125,000,000	2012-2013	\$125,000,000
New Jersey Turnpike Bridge Repairs and Painting: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region.	Annual	\$9,500,000/year
New Jersey Turnpike Resurfacing: Various locations. Cost represents a percentage of overall costs for annual system preservation program, estimated to reflect the portion of work to be completed in the DVRPC NJ region	Annual	\$2,000,000/year
Delaware River Port Authority		
Specific Bridge Projects		
Walt Whitman Bridge Deck Replacement	2012	\$140,000,000
System-Wide Projects		
System-wide Security Improvements	2012 to 2013	\$40,000,000
Traffic Management Center Planning, Design, Construction	2012	\$5,000,000
Delaware River Joint Toll Bridge Commission Authority		
Specific Bridge Projects		
I-95 Scudder Falls Bridge Improvement Project	2012 –to 2016	\$321,900,000
System –Wide Projects		
Substructure & Scour Remediation (Only Mercer County Bridges)	2012	\$3,378,000

Source: DVRPC 2011

Table 6: Selected Transportation Studies

Studies Currently Underway	County(ies) - Sponsor
New Jersey Studies	
Mercer County Long Range Strategic Bus Plan	Mercer - DVRPC
Road Safety Audit US 130/US 206	Burlington - Burlington
Comprehensive Access Management and Mobility Plan/Assessment of Sections of Camden City	Camden - Camden
New Jersey Interstate Partial Interchange Needs Study	Statewide – NJDOT

Source: DVRPC, 2011

Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date, or that earmark funds for specific types of projects. Examples are the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancement Program, and the Home Town Streets/Safe Routes to School Program.

DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and has continued under TEA-21 and SAFETEA-LU. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements; bicycle and pedestrian facilities and outreach efforts; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and projects that will reduce idling emissions. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program. Projects may be submitted by any public agency or any public-private partnership. The CMAQ subcommittee of the Regional Transportation Committee evaluates the projects and makes recommendations to the Board for final selection. Since 1994, DVRPC has conducted three rounds of the competitive program. The most recent round concluded in April 2003. The next round of the competitive CMAQ program is expected to take place in calendar year 2011 or 2012.

Transportation Enhancements Program and Hometown Streets/Safe Routes to School

The Transportation Enhancements (TE) program focuses on non-traditional projects designed to enhance the experience of transportation, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. This program, mandated by Congress, is funded through 10 percent of each state's highway Surface Transportation Program (STP) dollars that have been set aside. The Safe Routes to School program is designed to work with both school districts and pedestrian, and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. The Home Town Street program provides for streetscape improvements to help revitalize defined downtown and commercial centers.

In New Jersey, the TE project selection process occurs at the state level. A TE Advisory Committee, comprised of NJDOT, NJDEP, other government agencies, representatives from each of the three MPOs, and representatives from interests outside the traditional transportation community, is charged with evaluating the proposed projects according to pre-established selection criteria and recommending a short list of projects for consideration by the Commissioner of Transportation. **Table 7** provides a full listing of projects that have been selected since the year 2000 through the Transportation Enhancement Program for New Jersey. The NJDOT Office of Bicycle and Pedestrian Projects manage the Technical Advisory Committee, which works to coordinate program training and the project selection process for the New Jersey Safe Routes to School Program.

**Table 7: New Jersey Transportation Enhancement (TE)
Line Item Projects FY 2000 – 2010) TIP Project Number, DB# 107**

Year	Municipality	Project Description	Total Award
Burlington County			
2000	Beverly City	Cooper Street Gateway Project	\$228,000
	Pemberton Township	North Pemberton Railroad Station Rehabilitation	\$35,000
	Pemberton Township	North Pemberton Railroad Station Phase 2	\$250,000
2001	Riverton Borough	Historic Streetscape Enhancement Project	\$335,000
2002	Palmyra Borough	Broad Street Pedestrian Revitalization Project – Final Phase	\$500,000
	Willingboro Township	Willingboro Town Center Bikeway / Walkway and Landscaping Features	\$500,000
2003	Edgewater Park Township	Cooper Street Revitalization Project	\$410,000
	Medford Township	Medford Township Bicycle Network Plan	\$300,000
2008	Various Municipalities	NJ Pinelands Birding and Wildlife Trails	\$512,000
2009	Palmyra Borough	Market Street Gateway Improvement Project	\$260,000
	Mount Holly Township	Pedestrian Safety and Beautification Improvements at the Mount	\$160,000
Camden County			
2000	Berlin Borough	Berlin Hotel Historic Preservation Program	\$523,000
	Camden City	Mickle Boulevard Interior Gateway	\$471,000
2001	Camden City	Johnson Park Station Stop Streetscape Project	\$500,000
	Camden City	Battleship New Jersey Historic Museum	\$400,000
2002	Barrington Borough	Streetscape Improvements to Clements	\$250,000
	Gloucester City	Gloucester City Streetscape Improvement	\$480,000
	Haddon Township	Streetscape Improvements to Haddon Avenue	\$300,000
	Pine Hill Borough	Pine Hill Streetscape Project	\$478,000
2003	Haddon Heights Borough	Historic Railroad Corridor Enhancement	\$379,000
	Haddon Township	Streetscape Improvements to Haddon Avenue – Phase 2	\$512,000
	Runnemede Borough	Route 168 (Black Horse Pike) Corridor Revitalization	\$552,000
2004	Barrington Borough	Streetscape Improvements to Clements Bride Road (CR 573) – Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass	\$500,000
	Berlin Township	Berlin Township Transportation Enhancement Program	\$400,000
	Gibbsboro Borough	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686)	\$500,000

Table 7 (continued)			
Year	Municipality	Project Description	Total
Camden County (Continued)			
2009	Gloucester City	Market Street Commons and Streetscape	\$485,000
	Gloucester City	Burlington Street Streetscape Improvement Program	\$523,000
	Mount Ephraim Borough	Kings Highway Streetscape for Borough of Mount Ephraim	\$290,000
	Camden City	Martin Luther King Boulevard Project	\$750,000
	Gloucester City	Streetscape Project on Broadway Street (between Monmouth and Hudson Streets)	\$270,000
	Haddonfield Borough	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements	\$570,000
	Merchantville Borough	Chestnut Avenue Pedestrian/Bikeway Extension	\$150,000
Gloucester County			
2001	Glassboro Borough	Pedestrian Streetscape Enhancement Program	\$124,000
	Wenonah Borough	Creating a Heart for Wenonah	\$350,000
2002	Paulsboro Borough	Pedestrian, Bus, and Bicycle Enhancement in Central Business District	\$150,000
	Westville Borough	Westville Pedestrian Transportation Enhancement Program	\$500,000
2003	Glassboro Borough	Glassboro's Streetscapes Project – Phase V	\$300,000
2005	Glassboro Borough	Paving the Way to Glassboro's Downtown-Streetscapes Phase VI	\$150,000
	Swedesboro Borough	Swedesboro Pedestrian Transportation	\$200,000
2009	Glassboro Borough	Rebuilding Glassboro's Historic Train Station	\$1,194,667
	Woodbury City	Pedestrian Safety and Wayfinding Signage	\$194,000
	Paulsboro Borough	Paulsboro Pedestrian Streetscape, Phase 2 – Central Business District	\$425,000

Table 7 (continued)			
Mercer County			
2000	Hamilton Township	Delaware & Raritan Canal State Park – Bordentown Outlet, Phase 1	\$948,000
	Trenton City	Roebbling Phase 3, Rehabilitation for the Invention Factory	\$250,000
2001	Lawrence Township	Route 1 Pedestrian Overpass – D & R Canal State Park	\$1,250,000
2001	Trenton City	Inventory Factory Bridge Exhibit	\$1,609,823
2002	Hamilton Township	South Broad Street Streetscape	\$985,000
	Princeton Township	Regional Bicycle and Pedestrian Bridge at Stoney Brook	\$500,000
2003	Lawrence Township	Lawrenceville Main Street Transportation Streetscape Improvement	\$190,000
2004	Hightstown Borough	Hightstown TE	\$444,000
2005	Hopewell Borough	Streetscape Improvements to the Intersection of Broad Street and Greenwood Avenue	\$154,000
2009	Hightstown Borough	Stockton Street Historic District Streetscape Infrastructure Project	\$1,689,122
	Hopewell Borough	Hopewell Borough Streetscape Improvements Project, Phase II	\$935,000

Source: DVRPC, 2011

Responding to Environmental Justice Concerns

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

Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, Metropolitan Planning Organizations (MPOs), as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for Title VI and environmental justice (EJ) sensitivity, including expanding their outreach efforts to low-income and minority populations.

As the MPO for the nine-county, bi-state Philadelphia-Camden-Trenton region, DVRPC is committed to responding to the federal guidance on Title VI and EJ, and has designated the Planning Division and Public Affairs Office to address technical and public involvement activities,

respectively, as they relate to Title VI and EJ. To meet the requirements of these laws, the Commission must:

1. Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
2. Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed and the benefits and burdens of transportation can be fairly distributed; and
3. Evaluate and, where necessary, improve the public outreach process to eliminate barriers and engage minority and low-income populations in regional decision-making.

DVRPC's technical work program involves the evaluation of EJ issues through quantitative and qualitative analysis and mapping. In 2001, DVRPC developed an EJ technical assessment to identify direct and disparate impacts of its plans, programs, and planning process on defined demographic groups in the Delaware Valley region. This assessment, called the Degrees of Disadvantage (DOD) Methodology, is utilized in a variety of DVRPC plans and programs, including the TIP. DVRPC publishes an annual update, Environmental Justice at DVRPC, which summarizes EJ and public outreach activities of the previous year, and describes the methodology for evaluating the agency's long-range plan, TIP, and other projects and programs. In 2007, the DVRPC Board approved the Commission's Title VI Compliance Plan, which establishes a framework for DVRPC's efforts to ensure compliance with Title VI, as well as with other EJ and non-discrimination mandates. The Plan outlines how Title VI and EJ considerations are reflected in the Commission's work program, publications, communications, public involvement efforts, and general way of doing business.

DVRPC believes that effective public outreach is a dynamic and ongoing process that is essential to meeting the future transportation and land-use needs of all residents of the Delaware Valley. Further, effective planning cannot be achieved without the consideration, cooperation, and consent of residents and stakeholders throughout the region. In 2008, the DVRPC Board adopted an updated Public Participation Plan, which is designed as a resource for DVRPC's Board, staff, and the public to better understand the Commission's overall public participation strategy and procedures, as well as the federal mandates that inform DVRPC's public participation efforts. In addition to public meetings, events, and various communications channels, a primary outlet for public participation in DVRPC is the Regional Citizens Committee (RCC). The RCC was established to provide an open avenue of communication from the public to DVRPC.

Environmental Justice and the TIP

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

Technical EJ analysis and mapping of the TIP is based upon the EJ methodology outlined in Environmental Justice at DVRPC (2010 update, publication number 10076). Census data from 2000 is analyzed at the census tract level to identify demographic groups that may be underrepresented in the planning process, or might otherwise be disproportionately impacted by planning decisions. The eight population groups currently analyzed are: households in poverty, non-Hispanic minority, Hispanic, elderly (75 years and over), car-less households, persons with physical disabilities, limited English proficiency, and female head of household with child. Beginning in 2008, the EJ analysis changed the elderly age category from 85 years and over to 75 years and over. This analysis will be updated with data from the 2010 Census when tract-level details become available.

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

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

For the FY 2012-2015 New Jersey Transit TIP, 23 tracts (35%) of the 66 tracts with 5-8 DOD contain a TIP project, while 36 (16%) of the 233 census tracts with 1-4 DOD contain a TIP project. For the FY 2012-2015 New Jersey Highway TIP, 12 (18%) of the 66 tracts with 5-8 DOD contain a TIP project, while 24 (10%) of the 233 census tracts with 1-4 DOD contain a TIP project.

Included in the New Jersey analysis is a transit extension project: Transit Rail Initiatives. This project is mapped and funding has been allocated. There are currently three alternatives for the final location, and all three alternatives have been included in the analysis. Once the final design is selected, the remaining alternatives will be removed from the analysis, consequently lowering the number of census tracts with a TIP project.

Public Involvement

The Delaware Valley Regional Planning Commission (DVRPC) firmly believes in the principle of public participation by reaching out to and satisfying as many populations as possible in an equitable and timely manner. Public participation is the only real way to ascertain the interests of a wide variety of citizens, including the under-involved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, and the physically and economically disadvantaged. While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making.

It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process; therefore, DVRPC will strive to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

The public comment period for the Draft DVRPC FY 2012 TIP for New Jersey was opened on June 3, 2011, and closed on July 5, 2011, at 5:00 p.m. (EST). There was one meeting held in the following location:

WEDNESDAY, JUNE 29, 2011

4:00 p.m. - 6:00 p.m.

Cherry Hill Free Public Library

1100 Kings Highway North

Cherry Hill, NJ 08034 – 1970

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

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

Written Comments via U.S. Mail were forwarded to:

TIP Comments

DVRPC Public Affairs Office

8th Floor

190 N. Independence Mall West

Philadelphia, PA 19106

Comments could also have been made online as part of DVRPC's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. Users were able to click on the "Submit a comment on the DVPRC FY 2012 TIP for New Jersey" button to make general and project specific comments. Responses provided by the appropriate agency were also posted on this website.

For those without access to the internet, TIP documents were available at selected area libraries (see **Table 9**), including the DVRPC resource center at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. Call 215-592-1800 for more information.

Public Comment Guidance

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

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

Of course, comments were not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the TIP, the TIP development process, or on

any other topic of concern. However, we reminded those intending to recommend new projects for the TIP that in order to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

Table 8: Libraries Displaying the New Jersey TIP

Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057
Camden Free Public Library 418 Federal Street Camden, NJ 08101	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107
Monroe Township Public Library 306 S. Main Street Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062
Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Mercer County Library Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638
Camden County Library 203 Laurel Road Voorhees, NJ 08043	Camden County Library Gloucester Township Branch Library 15 S. Blackhorse Pike Blackwood, NJ 08012
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107
Source: DVRPC, 2011	

Project Maps & Listings Overview

Project Maps

The maps on the following pages show the location of the projects included in the DVRPC FY2012 TIP for New Jersey. Highway projects are shown on individual county maps, while transit projects are shown on a regional map. Projects are identified on the maps by their state DOT project number (DB#).

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

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

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

Project Listings

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

DVRPC Region Highway and Transit Projects

The project listings are grouped by county and transit operator. The first group includes highway projects for Burlington, Camden, Gloucester, and Mercer counties, a listing of projects that apply to various counties, and transit projects for New Jersey Transit and DRPA/PATCO.

Within each county grouping, individual highway and transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, and air quality code. To assist in quickly locating a project within the document, each county or transit section begins with an index of projects with page numbers listed. NJDOT and New Jersey Transit have developed a STIP with a 10-year horizon, looking beyond the federal requirement of a four-year STIP and that 10-year horizon is reflected in the finance records for all projects. The full New Jersey STIP is also available on the website www.state.nj.us/transportation/capital/stip1221.

Also note that all projects in the DVRPC TIP listings are considered funded. NJDOT has identified several "Tier 2" projects that cannot be funded based on current 10-year revenue

estimates. Availability of additional state or federal funds could allow them to be funded. A further refinement of the 10-year capital program could also lead to greater flexibility and accommodation of more projects. See **Appendix D** for the “Tier 2” projects.

NJDOT Statewide Highway Projects

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

Study and Development Program

NJDOT has established a highway project development process referred to as Study & Development (S&D). The S&D process takes a selected highway deficiency through the steps of problem documentation (Problem Statement), initial concept development (CD), feasibility assessment (FA) of alternative solutions, and preliminary design (PD), which includes environmental review and preliminary engineering. Projects marked with an “L” preceding any phase indicates a Local Agency Lead, otherwise the state DOT is the lead agency. The objective of the S&D Program is to make candidate projects ready for consideration in a future TIP update cycle for final design, right-of-way acquisition, and construction.

Codes and Abbreviations Overview

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

Air Quality Codes

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

For non-exempt projects, the first conformity analysis year following the project's opening or projected completion is listed-2013, 2020, 2030, or 2035. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project listed in Tables 2 or 3 of the final conformity rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC is now indicating the specific exempt code in the project descriptions. In cases where multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Figure 9 is a complete list of exempt and non-exempt categories and corresponding air quality codes.

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

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

Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be "new" projects in the TIP. New projects in the TIP are denoted with one of either four status codes: NEW, NEW-B, NEW-G, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY 2010-2013), and assist in establishing the origin of these projects.

Projects indicated as “NEW” have never been programmed in a prior year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as “NEW-B” are new “break- out” projects that have been “broken out of”, or derived from, an existing TIP project. Projects indicated as “NEW-G” are new “graduate” projects that have advanced from the Study and Development Program into the TIP, and typically have advanced to the next phase of work requiring Federal and/or State funding. Furthermore, as a result of funds being programmed over a ten-year horizon, many of these projects may be included in both the TIP and Study and Development Program. Projects indicated as “RETURN” have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the FY2012 TIP.

CMP Notation

Projects that have been determined to be major capacity or operational improvements are consistent with DVRPC’s Congestion Management Process (CMP) and are noted as such in the TIP description, with indications of whether supplemental strategies for addressing congestion are required, and in which subcorridor. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns. This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

ITS Notation

Projects that contain ITS elements or that may be suitable for ITS treatments based on a preliminary screening are also noted. Intelligent Transportation System (ITS) treatments include traveler information systems, variable message signs, automated traffic signal systems, and other applications of electronic transportation technologies.

Phase of Work

CAP (Capital Acquisition) - Used to denote the acquisition of rolling stock by NEW JERSEY TRANSIT.

CD (Concept Development) - Involves traffic studies needs analyses, corridor studies, and other work preparatory to project development.

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

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

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

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

FA (Feasibility Assessment) - Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.

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

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

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

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

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

Federal Highway Funding Sources

BRIDGE (Federal Bridge Program) - Provides funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete.

BRIDGE-OFF (Federal Bridge Program) - Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete.

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Provides federal funding for support projects that improve air quality and/or relieve congestion without adding new highway capacity.

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

EB (Equity Bonus Program) - Provides federal funding to states based on equity considerations.

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

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

HSIP (Highway Safety Improvement Program) - Provides funding for projects or strategies included in the state's strategic highway safety plan that corrects or improves a hazardous road location or features or addresses a highway safety problem.

MAINT (Interstate Maintenance) - Provides federal funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the interstate system.

NBIG (National Boating Infrastructure Grant) - Provides federal funding for the construction, renovation, and maintenance of tie-up facilities for vessels that are 26 feet or more in length.

NHS (National Highway System) - Provides federal funding for projects that improve and support the interstate highway system and other key highway links.

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

REC TRAILS (Recreational Trails Program) - Provides federal funding for the development and maintenance of recreation trails, trailside amenities, and trailhead facilities.

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

SCENIC BYWAYS (Scenic Byways Program) - Provides federal funding for byway-related projects.

SPR (Planning and Research) - Federal funding for planning and research activities.

SRTS (Federal-Aid Safe Routes to School) - Federal funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school.

STP (Surface Transportation Program) - Provides federal funding previously made available under various smaller federal-aid categories as well as a broad, flexible component, such as safety and transportation enhancement.

STP-STU (Surface Transportation Program-Urban Allocation) - Provides federal funding previously made available under various smaller federal-aid categories, as well as a broad, flexible component.

STP-TE (Surface Transportation Program-Transportation Enhancement) - Provides federal funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers.

State Highway Funding Sources

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

Federal Transit Funding Sources

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Provides federal funding for support projects that improve air quality and/or relieve congestion without adding new highway capacity.

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

FERRY (Federal Ferry Funds) - Provides funding for the rehabilitation and/or development of ferry facilities throughout the state.

HPP10 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

HPP20 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

JARC (Job Access and Reverse Commute Program) - Provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements.

NEW FREEDOM (FTA 5317 Formula Program) - Provides funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the Americans with Disabilities Act of 1990.

SEC 5307 (FTA Urban Area Formula Program) - Federal Transit Administration Urbanized Area Formula Program.

SEC 5309 (FTA Capital Assistance Program) - Federal Transit Administration Fixed-Guideway Modernization Program.

SEC 5310 (Elderly and Persons with Disabilities Program) - Provides funding for the purchase of small buses or van-type vehicles with lifts for private or non-profit agencies that serve the elderly and persons with disabilities.

SEC 5311 (Non-urbanized Area Formula Program) - Provides funding for rural public transportation programs.

SEC 5340 (FTA 5340 Formula Program) - Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs.

State Transit Funding Sources

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

Other Fund Sources

DRPA - Delaware River Port Authority funds.

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

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

TBD - To be determined.

**Table 9:
Air Quality Codes for DVRPC Project Categories**

	<i>Exempt Project Category</i> ¹	<i>DVRPC AQ Code</i>		<i>Exempt Project Category</i> ¹	<i>DVRPC AQ Code</i>	
Safety Projects	Railroad/highway crossing	S1	Air Quality Projects	Continuation of ride-sharing and van-pooling promotion activities at current levels	A1	
	Hazard elimination program	S2		Bicycle and pedestrian facilities	A2	
	Safer non-federal-aid system roads	S3	Other Projects	Specific activities that do not involve or lead directly to construction, such as: Planning and technical studies	X1	
	Shoulder improvements	S4		Grants for training and research programs	X2	
	Increasing sight distance	S5		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3	
	Safety improvement program	S6		Federal-aid systems revisions	X4	
	Traffic control device and operating assistance other than signalization projects	S7		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5	
	Railroad/highway crossing warning devices	S8		Noise attenuation	X6	
	Guardrails, median barriers, crash cushions	S9		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7	
	Pavement resurfacing and/or rehabilitation	S10		Acquisition of scenic easements	X8	
	Pavement marking demonstration	S11		Plantings, landscaping, etc.	X9	
	Emergency relief (23 U.S.C. 125)	S12		Sign removal	X10	
	Fencing	S13		Directional and informational signs	X11	
	Skid treatments	S14		Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12	
	Safety roadside rest areas	S15		Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
	Adding medians	S16	No Regional Emissions Analysis Required	Intersection channelization projects	R1	
	Truck climbing lanes outside the urbanized area	S17		Intersection signalization projects at individual intersections	R2	
	Lighting improvements	S18		Interchange reconfiguration projects	R3	
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Changes in vertical and horizontal alignment	R4	
	Emergency truck pullovers	S20		Truck size and weight inspection stations	R5	
		Bus terminals and transfer points		R6		
Mass Transit Projects	Operating assistance to transit agencies	M1	<i>Non-Exempt Project Category</i>		<i>DVRPC AQ Code</i>	
	Purchase of support vehicles	M2	Projects modeled using DVRPC's travel demand model	Regionally significant, non-exempt projects included in the 2013 and all subsequent analysis years	2013M	
	Rehabilitation of transit vehicles ²	M3		Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020M	
	Purchase of office, shop, and operating equipment for existing facilities	M4		Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030M	
	Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5		Regionally significant, non-exempt projects included in the 2035 and all subsequent analysis years	2035M	
	Construction or renovation of power, signal, and communications systems	M6		Regionally significant, non-exempt projects included in the 2013 and all subsequent analysis years	2013O	
	Construction of small passenger shelters and information kiosks	M7	Projects modeled using an off-network analysis technique	Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020O	
	Reconstruction or renovation of transit buildings and structures	M8		Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030O	
	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	M9		Regionally significant, non-exempt projects included in the 2035 and all subsequent analysis years	2035O	
	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10		<i>Study & Development PROJECT CATEGORY</i>		<i>DVRPC AQ Code</i>
	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11		Study & Development Projects	Resulting project of which is likely to be an exempt kind	SDX
		Resulting project of which is likely to be a non-exempt kind			SDN	
	<i>Not Regionally Significant PROJECT CATEGORY</i> ³	<i>DVRPC AQ Code</i>				
Non Regionally Significant Projects	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS				

Note: ¹ 40 CFR 93 Sections 126 and 127.

² In PM₁₀ non-attainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

³ 40 CFR93.101 as amended by 62 FR 43780, 438303