

Adopted July 2013

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**★ TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

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FY2014 TIP  
for NEW JERSEY  
(FY2014-2017)





*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.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.

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# GENERAL OVERVIEW OF THE TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2014 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY2014 to FY2017). 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 DVRPC's New Jersey region, the TIP contains 124 projects (excluding Statewide and Study and Development projects), totaling more than \$1.7 billion for the phases to be advanced over the next four years (FY2014-2017), averaging \$436 million per year. Programmed funds include approximately \$903 million for projects primarily addressing the highway system and \$843 million for transit projects for NJ 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 DVRPC FY2014 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 B for further details on this guidance.

## The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, most recently the Moving Ahead for Progress in the 21st Century Act (MAP-21), as Public Law (P.L.) 112-141, which became effective on October 1, 2012 until September 30, 2014. It is the first multi-year highway authorization after multiple temporary extensions of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that was signed in 2005 and expired in 2009. MAP-21 builds on the initiatives established in SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems. MAP-21 will spend more than \$105 billion in FY13 and FY14 as most of the money will be appropriated.

## What This TIP Document Includes

The complete TIP document has been divided into multiple sections. Included is a general overview of the TIP and the TIP development process, intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The document also contains various summaries of the New Jersey programs, a description of the TIP public involvement process, including issues relating to environmental justice, and an explanation of project maps, project listings, and codes and abbreviations included in the document. This reference information is followed by project maps and indexes, and finally the project listings themselves.

At the end of the document, there are seven appendices: (a) Board Resolutions; (b) Financial Guidance used in developing the program and the STIP Introduction, (c) Executive Summary of the Documentation of the Conformity Finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (e) DVRPC Local Program; (f) Summary of Public Outreach, Public Comments, and Agency Responses; and (g) NJDOT “Tier 2” Unfunded Projects, which are projects that cannot be funded based on current 10-year revenue estimates. Availability of additional state or federal funds could allow Tier 2 projects to be funded.

## Accessing the TIP via Various Technologies

### The World Wide 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](http://www.dvrpc.org/TIP).

### QR Code

DVRPC is on the forefront of technology and has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using your smartphone. Smartphone users with a QR Reader Application can open the application, point the camera at the QR Code symbol, and the smartphone will open up directly to the DVRPC TIP webpage. The DVRPC TIP QR Code symbol is shown below.



Scan the QR code with your smartphone for up-to-date information on DVRPC's TIP or visit [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).



## 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 Moving Ahead for Progress in the 21st Century, or MAP-21. 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 a four-year period by regulation, follows the federal fiscal year schedule, and is updated every other year.** Federal regulation requires that the TIP cover a minimum of four federal fiscal years of programming. DVRPC TIP documents for both states demonstrate a longer planning and programming horizon (10 years for NJ; 12 years for PA) in order to better understand expected resources and to provide the region with a more realistic time-frame for advancement of TIP projects as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered “Later Fiscal Year” funding, and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal fiscal year schedule which begins on October 1 of a given year and ends on September 30th of the following year. The New Jersey and PA TIPs are updated every other year, in alternate years.

**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 D 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 B in this document.

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

**The TIP is not a final schedule of project implementation.** The timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges 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 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.

### **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 latest long-range plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted long-range plan, visit [www.dvrpc.org](http://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 DVRPC FY2014 TIP for New Jersey are a subset of the regionally significant projects contained in the *Connections 2040: Plan for Greater Philadelphia* 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 (NO<sub>x</sub>), carbon monoxide (CO), and fine particulate matter (PM<sub>2.5</sub>) emissions are less than any applicable



budgets or baseline established for all analysis years. The Executive Summary of the TIP conformity finding are included as Appendix C in this document. A complete description of the conformity procedures can be found in the *Connections 2040: Plan for Greater Philadelphia* long-range plan and on DVRPC's website.

### **How is the TIP Funded?**

The major funding source for the projects in the TIP is MAP-21, 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 Technical 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 is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups, and 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 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 is on the TIP?**

Once a project is on the TIP, a considerable amount of work remains to be done to bring it to completion. The designated lead agency 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 in order to identify and resolve delays as soon as possible and to reallocate resources as necessary.

Once federal funds have been made available (termed federally "authorized") 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 agency managers are one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional 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.

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, environmental organizations, partnering agencies, and citizens are encouraged to comment on DVRPC's policies and plans. To this end, an online commenting feature is available for Board action items. The Commission's website provides a wide array of information and interactive mapping. Materials are available in hard copy at DVRPC's Resource Center as well as at various libraries throughout the region. Project-specific open houses and listening sessions are held to inform the public and gather input.

Specifically, the public and other interest groups have the opportunity to comment on the Draft DVRPC TIP for New Jersey before it is officially adopted by the DVRPC Board. DVRPC conducted a 30-day public comment period and held open-house meetings to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the FY2014 TIP are available online, as well as at the DVRPC resource center. The TIP documents are viewable on DVRPC's website at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).

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## PROGRAM SUMMARIES

The DVRPC FY2014 TIP for New Jersey contains project maps, project descriptions, and the appendices for DVRPC's New Jersey region. There are 124 projects (excluding Statewide and Study and Development projects), totaling more than \$1.7 billion for the phases to be advanced over the next four years (FY2014-2017), averaging \$436 million per year. Programmed funds include approximately \$903 million for projects primarily addressing the highway system and \$843 million for transit projects for NJ TRANSIT and DRPA/PATCO, as Table 1 and Figure 1 show.

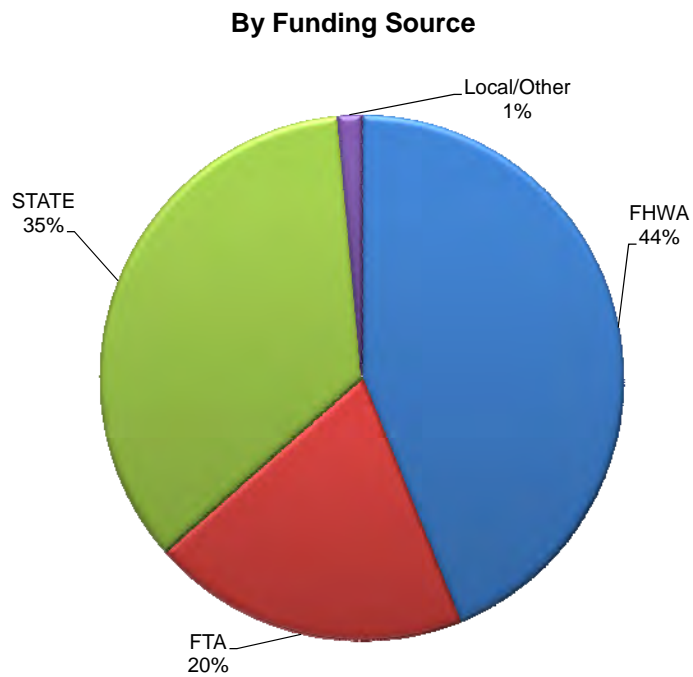
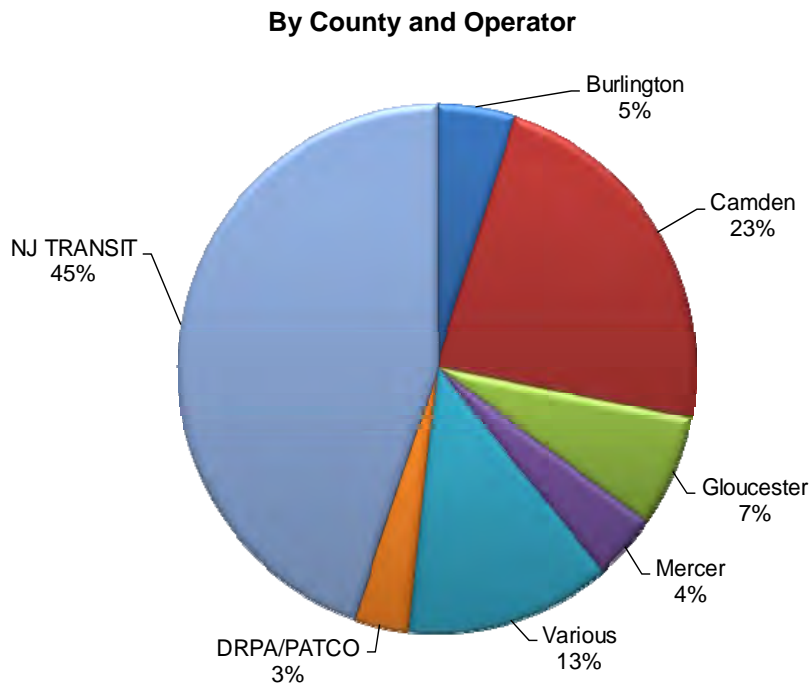
Table 1: Cost Summary by County and Transit Operator (\$000)

	FY2014	FY2015	FY2016	FY2017	FY2014-2017
<b>HIGHWAY PROGRAM</b>					
Burlington	25,635	25,829	27,505	7,890	86,859
Camden	135,619	67,591	84,835	114,755	402,800
Gloucester	4,702	47,044	28,936	38,805	119,487
Mercer	11,050	19,664	25,888	14,036	70,638
Various	59,258	50,248	54,362	59,129	222,997
<b>Highway Subtotal</b>	<b>236,264</b>	<b>210,376</b>	<b>221,526</b>	<b>234,615</b>	<b>902,781</b>
<b>Total Cost – 4-Year Highway Program</b>					<b>902,781</b>
<b>TRANSIT PROGRAM</b>					
DRPA/PATCO	14,910	15,035	15,045	15,045	60,035
NJ TRANSIT	201,847	196,005	187,178	198,061	783,091
<b>TRANSIT Subtotal</b>	<b>216,757</b>	<b>211,040</b>	<b>202,223</b>	<b>213,106</b>	<b>843,126</b>
<b>Total Cost – 4-Year Transit Program</b>					<b>843,126</b>
<b>Grand Total Cost – 4-Year Highway, DVRPC Local Projects, and Transit Programs</b>					<b>1,745,907</b>

Source: DVRPC, 2013

Per the Financial Guidance documents in Appendix B of the NJ TIP, 20 percent of \$8.4 billion state and federal resources over the four years (FY2014-2017) of the TIP are administered through DVRPC (see Table 8 in Appendix B of the NJ TIP). DVRPC administers close to 11 percent of the \$8.4 billion in resources for the DVRPC Highway Program and nine percent of the resources for the DVRPC Transit Program. There is an additional \$2.9 billion that NJDOT directly administers on a statewide basis, and a portion of those funds are also directed to DVRPC throughout the four years.

Figure 1: Cost Summary by County and Transit Operator in New Jersey (\$000)



Source: DVRPC, 2013



Table 2: Cost by TIP Funding Category (\$000)

Fund	FY2014	FY2015	FY2016	FY2017	FY2014-17	Out Years
<b>HIGHWAY PROGRAM</b>						
CMAQ	1,170	1,170	1,170	2,570	6,080	7,02
DEMO	9,350	7,199	4,659		21,208	
HSIP	3,220	2,220	1,720	1,720	8,880	13,240
NHPP	159,671	109,846	150,060	148,455	568,032	651,642
PL	2,244	2,244	2,244	2,244	8,976	13,464
PL-FTA	773	773	773	773	3,092	4,638
RHC	2,800	2,800	2,800	2,800	11,200	16,800
STATE	31,631	48,627	33,195	32,907	146,360	218,286
STP	1,350	6,940	850	16,835	25,975	7,365
STP-STU	6,554	14,816	14,418	10,880	46,668	109,296
STP-TE		4,302			4,302	
TAP	1,501	1,501	1,501	1,501	6,004	9,006
STATE-DVRPC	16,000	7,938	8,136	13,930	46,004	41,300
<b>Highway Subtotal</b>	<b>236,264</b>	<b>210,376</b>	<b>221,526</b>	<b>234,615</b>	<b>902,781</b>	<b>1,092,057</b>
<b>DRPA/PATCO PROGRAM</b>						
DRPA	2,982	3,007	3,009	3,009	12,007	3,802
SECT 5307	3,948	4,348	4,356	2,356	15,008	4,668
SECT 5309	7,700	7,400	7,400	9,400	31,900	9,400
SECT 5340	280	280	280	280	1,120	840
<b>DRPA/PATCO Subtotal</b>	<b>14,910</b>	<b>15,035</b>	<b>15,045</b>	<b>15,045</b>	<b>60,035</b>	<b>18,710</b>
<b>NJ TRANSIT PROGRAM</b>						
CASINO REVENUE	4,677	4,677	4,677	4,677	18,708	28,062
MATCH	2,834	2,834	2,834	2,834	11,336	17,004
NEW FREEDOM						
OPERATING	989	989	989	989	3,956	5,934
SECT 5307	46,527	46,738	45,896	46,058	185,219	278,303
SECT 5307-TAP	161	161	161	161	644	966
SECT 5310	1,656	1,656	1,656	1,656	6,624	9,936
SECT 5311	966	966	966	966	3,864	5,796
SECT 5337	13,600	13,600	13,600	13,600	54,400	81,600
SECT 5339/5307	2,800	2,800	2,800	2,800	11,200	16,800
STATE	111,637	105,584	97,599	108,320	423,140	605,155
STP-STU	16,000	16,000	16,000	16,000	64,000	16,000
<b>NJ TRANSIT Subtotal</b>	<b>201,847</b>	<b>196,005</b>	<b>187,178</b>	<b>198,061</b>	<b>783,091</b>	<b>1,065,556</b>
<b>Total for DVRPC's NJ Region</b>	<b>453,021</b>	<b>421,416</b>	<b>423,749</b>	<b>447,721</b>	<b>1,745,907</b>	<b>2,176,323</b>

Source: DVRPC, 2013

## Financial Constraint

At the beginning of each TIP update, the state DOT develops "financial guidance" for use by DVRPC and its other 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 is distributed to the regions. The NJDOT Financial Guidance is included in Appendix B. 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 FY2014 TIP for New Jersey has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

The NJ TIP makes information available for project costs beyond the formal four-year constrained period (FY2014–2017). Project phases appear in these Later Fiscal Years (LFY) because it may take several years before the phase can advance due either to the technical effort that needs to be completed or to the severe funding constraints on the region. In any case, project costs that show in the TIP under "Later Fiscal Years" (FY2018–2023) do not technically have available or committed funding and cannot be federally authorized since they fall outside the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and time-frames in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain commitment level to those projects by the region, the DVRPC FY2014 TIP for NJ does show a financially constrained 10-year program from FY2014–2023 using assumptions of funding levels that are currently available.

There are also projects in the DVRPC region that have been identified as needs and that have been TIP projects in a previous TIP, but for which there are insufficient funding resources even within a 10-year constrained programming horizon. These projects are shown on the NJDOT "Tier 2" Unfunded list at the end of this document. Therefore, not only do these projects *not* show up in the first four years of the DVRPC TIP, there is no expectation that adequate funding will be available to fully fund them by FY2023. It will be many years until planned projects are able to advance to construction if additional funding is not made available to the region through new revenue sources.

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

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

NJ TRANSIT also certifies 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 NJ TRANSIT's compliance in different areas, including its financial practices. As of February 22, 2013, NJ TRANSIT has corrected all deficiencies found from the last FTA State Management Review in 2012.

## Project Selection and Evaluation Process

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 were included as new projects. Due to severe funding constraints and overwhelming needs that far outreach the region's resources, the decision was made to identify project candidates for the local concept development process before they could be programmed, in order to address potential issues that could arise and that may impact their overall schedule. New and existing projects are consistent with and have been drawn from DVRPC's long-range plan, *Connections 2040*. Program development occurs through a TIP Subcommittee composed of regional stakeholders and was determined mostly 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 the highest priorities, costs and schedules, and to vet concerns and negotiate final programming. A constrained draft program was put out for a minimum 30-day public comment period, and the program with some recommended changes was adopted by the DVRPC Board on July 25, 2013.

## Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of 352 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into four community types as part of the development of *Connections 2040: Plan for Greater Philadelphia*, the region's long-range plan. Those four areas are Core Cities (Trenton and Camden in the New Jersey subregion, and Philadelphia and Chester in the Pennsylvania subregion); Developed Communities, which represent the region's older boroughs and townships; Growing Suburbs, which are experiencing or are forecasted to experience significant additional growth; and Rural Areas, where preservation and limited development are key.

As the implementation tool of the long-range plan, the TIP funds a variety of projects that address the transportation needs of all four categories of planning areas. Planning areas for all New Jersey TIP projects are included on each project listing in the DVRPC FY2014 TIP document for New Jersey, and can be found in the current DVRPC FY2013 TIP for Pennsylvania. A more complete discussion and illustration of planning areas can be found in the *Connections 2040: Plan for Greater Philadelphia* long-range plan on the DVRPC website at [www.dvrpc.org/LongRangePlan](http://www.dvrpc.org/LongRangePlan).

## 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 to get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in planning phases for the most effective coordination.

The CMP category of Major SOV Capacity-adding Projects refers to projects that add roadway capacity in a way that affects regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. This review considers, 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 the DVRPC resource center or on DVRPC's website at [www.dvrpc.org/CongestionManagement](http://www.dvrpc.org/CongestionManagement).

## Goods Movement and Economic Development

DVRPC proactively seeks to fulfill the federal requirement to include freight as a primary planning factor through its long-range transportation planning, TIP development, and the conduct of technical studies. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers, and to maintain the Philadelphia-Camden-Trenton region as an international freight center.

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force (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 community goals.

The Delaware Valley contains an impressive freight transportation network consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC recently developed the PhillyFreightFinder freight mapping and data platform for the Delaware Valley, including access to the PhillyFreightFinder application. This web-based mapping application can be found at [www.dvrpc.org/webmaps/PhillyFreightFinder/index.htm](http://www.dvrpc.org/webmaps/PhillyFreightFinder/index.htm). It pinpoints freight facilities and freight activity in the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder contains 20 individual layers of infrastructure and facilities that are organized into seven categories. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to the general public and municipal officials. Further information about the Freight Program at DVRPC can be obtained from DVRPC's website at [www.dvrpc.org/freight](http://www.dvrpc.org/freight).

Projects listed in Table 3 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or along strategic corridors. The projects improve National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting primary freight corridors and industrial centers.

## Toll Authority Highway and Port-Related Projects

The toll authorities with facilities in this region (Burlington County Bridge Commission, Delaware River Joint Toll Bridge Commission, Delaware River Port Authority/Port Authority Transit Corporation, New Jersey Turnpike Authority, and South Jersey Transportation Authority) 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 4.

## **Selected Studies**

Future TIP projects are likely to be generated from Environmental Impact Statements (EIS)/Environmental Assessment (EA), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and Feasibility Assessments (FA) that are currently underway. 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 impact 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. Feasibility Assessments (FA) are part of the first stage of New Jersey DOT's project development process, which involves data collection, public input, and the evaluation of potential conceptual improvements. Selected studies for FY14, including those from the DVRPC Work Program, are listed in Table 5.

Excluded in Table 5 are studies that already appear in either the TIP or NJDOT's Study and Development Program. The Study and Development process takes a selected highway deficiency through the steps of problem documentation and concept development in order to make candidate projects ready for consideration in the next TIP update for the phases of Preliminary Engineering, Final Design, Right-of-Way, and Construction. The entire Study and Development Program for the New Jersey counties is presented in the Project Description section of this document.



Table 3: Supporting Projects that Facilitate Goods Movement &amp; Economic Development

Benefit	Project DB#	County
<b>Advances Safety and Security</b>		
Mercer County Roadway Safety Improvements	D0412	Mercer
<b>Balances Freight Operational Needs with Community Goals</b>		
River Road Improvements, Cramer Hill	D0902	Camden
<b>Improves Air Quality</b>		
Local CMAQ Initiatives	X065	Various
<b>Maintains Primary Truck Routes</b>		
Route 76/676, Bridge Deck Replacements	11326	Camden
<b>Improves Distribution Patterns and Eliminates Bottlenecks</b>		
Route 295/76/42 Missing Moves and Direct Connect	355A, C, D, E	Camden
<b>Maximizes Railroads</b>		
Rail-Highway Grade Crossing Program, Federal and State	X35A1 and X35A	Statewide
<b>Promotes Commerce and Tourism</b>		
Ferry Program	00377	Statewide
<b>Speeds Deliveries</b>		
Route 295, Northbound Approach to Route 1 Exits, ITS Improvements	06358	Mercer
<b>Fortifies Central Business Districts</b>		
Roebling Phase 3, Rehabilitation for the Invention Factory	X107	Mercer

Source: DVRPC, 2013

Table 4: Toll Authority Highway and Port-Related Projects

Project Description	Schedule (Years)	Cost (\$ Million)	County(ies)
<b>NEW JERSEY TURNPIKE AUTHORITY (NJTA)</b>			
NJ Turnpike Interchanges 6 to 9 Widening, including the construction of the extension of the Turnpike’s dual roadway from the existing merge at the Interchange 8A to the interconnection of the mainline roadway with the Pennsylvania Turnpike Extension.	2009-14	\$2,500.0	Burlington, Mercer, Middlesex
Garden State Parkway Widening Program (Interchange 48 to 63)	2011-14	\$220.0	Burlington, Ocean
Bass River Bridge Widening	2013-15	\$56.0	Burlington
<b>DELAWARE RIVER PORT AUTHORITY/PORT AUTHORITY TRANSIT CORPORATION (DRPA/PATCO)</b>			
<b><i>Ben Franklin Bridge Projects</i></b>			
Cable Rehabilitation/Dehumidification	2015-17	\$20.5	Camden
Bridge Deck Resurfacing	2014-16	\$10.5	
<b><i>Betsy Ross Bridge Projects</i></b>			
Bridge Deck Resurfacing	2011-15	\$16.2	Camden
<b><i>Commodore Barry Bridge Projects</i></b>			
Deleading and Repainting	2012-17	\$87.0	Delaware
Structural Rehabilitation- Phase II	2013-16	\$7.9	
<b><i>Walt Whitman Bridge</i></b>			
Redeck Suspended Span and Anchorage Spans – Design and Construction	2007-15	\$0.146	Gloucester
Deleading and Repainting – Phase 3 (Suspended Span, Towers and Anchorage)	2013-17	\$0.071	
Cable Rehabilitation/Dehumidification	2015-17	\$20.0	
Bridge Hardening (Facility Security)	2016-17	\$25.0	
<b><i>PATCO-Related Projects</i></b>			
Enterprise Resource Planning Systems (includes One Port Center)	2013-15	\$16.0	Camden
Replace Electrical Cables in Subways	2014-16	\$9.5	
Rehabilitation of Track Structure on Viaduct at Westmont	2015-17	\$14.5	
<b>DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)</b>			
I-95 Scudder Falls Bridge Improvement	2016-18	\$328.6	Mercer

Sources: BCBC, DRJTBC, DRPA/PATCO, NJTA, and SJTA, 2013

Table 4: Toll Authority Highway and Port-Related Projects (Continued)

Project Description	Schedule (Years)	Cost (\$ Million)	County(ies)
<b>BURLINGTON COUNTY BRIDGE COMMISSION (BCBC)</b>			
<b><i>Tacony-Palmyra Bridge (TPB)</i></b>			
Bridge Rehabilitation	2014-17	\$46.55	Burlington
Bridge Electrical Upgrades	2014-17	\$14.065	Burlington
Milling/Overlay of Market Street from Souder St. to Broad St. in Palmyra, NJ	2014	\$0.400	Burlington
Bridge Toll Booth Area/Route 73 Drainage Improvements (Replacement of existing drainage system in and around the toll both areas, north access road, operations office parking area, and portions of Route 73 to reduce flooding)	2014	\$1.0	Burlington
<b><i>Burlington-Bristol Bridge Rehabilitation</i></b>			
Bridge Rehabilitation	2014-17	\$19.6	Burlington
Bridge Electrical Upgrades	2014-15	\$3.9	Burlington
<b><i>Riverside Delanco Bridge Rehabilitation</i></b>			
Bridge Rehabilitation	2014-15	\$2.25	Burlington
Bridge Electrical Upgrades	2014-15	\$1.45	Burlington
<b>SOUTH JERSEY TRANSPORTATION AUTHORITY (SJTA)</b>			
Atlantic City Expressway Third Lane Widening Construction Project, Westbound Direction, Mileposts 21 to 31.8	2013-14	\$17.3	Atlantic, Camden
Atlantic City Expressway Widening Project, Third Lane Construction from Mileposts 31 to 44	2017-20	\$150.0	Atlantic, Camden, Gloucester
Atlantic City Expressway/Atlantic City International Airport Direct Connector Design and Construction, Phase I	2013-14	\$10.0	Not Available
Atlantic City Expressway/Atlantic City International Airport Direct Connector Design and Construction, Phase II	2015-16	\$40.0	Not Available
Atlantic City Expressway All Electronic Tolling, Mileposts 0.0-44, ACE Corridor, Toll Collection Upgrade	2015	\$50.0	Atlantic, Camden, Gloucester
TOPSC <sup>2</sup> (Traffic Operations and Public Safety Command Center) Design and Construction	2014-15	\$44.0	Atlantic City International Airport

Sources: BCBC, DRJTBC, DRPA/PATCO, NJTA, and SJTA, 2013

Table 5: Selected Transportation Studies for FY2014

Studies Currently Underway in New Jersey	Current Study Phase	County	Sponsor
<b>NEW JERSEY STUDIES</b>			
NJ Turnpike Widening, Exits 6 to 9	TIS	Burlington, Mercer, Middlesex	NJ Turnpike Authority
Glassboro-Camden Line	EIS	Gloucester, Cumberland, Philadelphia City	Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO)
Route 55/42/676 Bus Rapid Transit	EA	Camden, Gloucester Philadelphia City	NJ TRANSIT
US Route 1 Bus Rapid Transit (BRT) Study	FA Completed	Mercer and Middlesex	NJ TRANSIT
Route 29 Trenton Boulevard Study	FA completed	Mercer and Trenton City	City of Trenton
Route 38 Smart Growth Initiative	Not Available	Burlington	Burlington
NJ Marine Highway	Underway	NJDOT	State of New Jersey
NJ 102" Wide Large Truck Network	Underway	NJDOT	State of New Jersey
Comprehensive Statewide Freight Plan Update	Anticipated Start-Up	NJDOT	State of New Jersey
<b>BI-STATE STUDIES</b>			
I-95 Scudder Falls Bridge/road widening/interchange reconstruction	EA Completed	Mercer and Bucks	Delaware River Joint Toll Bridge Commission (DRJTBC)

Notes:

“FA” is Feasibility Assessment; “EIS” is Environmental Impact Statement; “EA” is Environmental Assessment; “TIS” is Transportation Investment Study.

Source: DVRPC, 2013

## 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) and the Transportation Alternatives Program (TAP) that includes the Transportation Enhancement Program and the Home Town Streets/Safe Routes to School Program from previous federal authorization.

### DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and has continued under TEA-21, SAFETEA-LU, and MAP-21. 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. Any public agency or public-private partnership may submit projects to DVRPC for consideration. The CMAQ subcommittee of the Regional Technical Committee evaluates the projects and makes recommendations to the Board for final selection. Since 1994, DVRPC has conducted four rounds of the competitive program. The most recent round that concluded in October 2012 selected projects for CMAQ funding programmed from FY13 to FY15.

### Transportation Alternatives Program (TAP)

In MAP-21, the Transportation Alternatives Program (TAP) is an amalgamation of the previous authorization's Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and Safe Routes to School/Home Town Street programs. As such, eligibility requirements from these programs have remained largely the same.

Former Transportation Enhancement (TE) eligible projects that are TAP-eligible still focus on non-traditional projects designed to enhance the experience of transportation, mitigate the impact of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. For example, projects may involve on- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. However, TE-eligible projects that involve safety and educational activities that do not target children; scenic or historic activities, facilities, or sites; and transportation museums are not eligible for TAP-funding in MAP-21.

The Recreational Trails Program (REC TRAILS) will continue funding the development and maintenance of recreational trails and trail-related facilities for motorized and non-motorized uses as a set-aside from the TAP.

The Safe Routes to School program (SRTS) will 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 NJDOT Office of Bicycle and Pedestrian Projects will continue to manage the Technical Advisory Committee, which worked to coordinate program training and the project selection process for the New Jersey Safe Routes to School Program. See Table 6 for the complete list of selected SRTS projects from fiscal years 2008, 2009, and 2012.

Table 6: Safe Routes to School (SRTS) Projects from Statewide Line Item, DB# 99358, for FY2008, FY2009, and FY2012

Year	Municipality	Project Description	Total Award
<b>BURLINGTON COUNTY</b>			
2008	Riverton Borough	Riverton Safe Crossings Project	\$23,000
2009	Maple Shade Township	Maple Shade Safe Routes to Maude Wilkins School at Cutler Avenue	\$200,000
	Mount Holly Township	Ensuring a Safe Route to School in Mount Holly	\$125,000
2012	Edgewater Park Township	Stevenson Avenue & East Franklin Avenue Multi-Use Path	\$113,000
<b>CAMDEN COUNTY</b>			
2008	Chesilhurst Borough	New Jersey Safe Routes to School Program for Chesilhurst Borough	\$256,000
	Magnolia Borough	Magnolia Safe Routes to School – Infrastructure and Non-Infrastructure Programs	\$156,000
2012	Haddonfield Borough	FY2012 Safe Routes to School Pedestrian Safety Infrastructure Improvements	\$300,000
	Lindenwold Borough	Concrete Sidewalk Installation: School #5, School #4 and High School	\$330,000
	Voorhees Township	Kresson Road Sidewalk Improvements	\$74,000
<b>GLOUCESTER COUNTY</b>			
2009	Clayton Borough	Clayton SRTS Sidewalk Extension and Warning Beacons	\$130,000
	East Greenwich Township	Township of East Greenwich – Construction of Crosswalks at Various Locations – Construction Phase	\$20,000
<b>MERCER COUNTY</b>			
2009	Hightstown Borough	Summit Street Sidewalk Improvements	\$147,000
	Pennington Borough	S. Main Street and W. Delaware Avenue Crosswalk – Sidewalk Improvements	\$220,000
2012	Hamilton Township	Klockner, Morgan and University Heights Pedestrian Safety Improvements	\$275,000

Source: Safe Routes to School National Partnership, 2013

Projects seeking TAP funds are required to be submitted by TAP-eligible sponsors and to undergo a competitive selection process. In previous years, New Jersey's TE project selection process occurred at the state level. New TAP requirements include provisions for more MPO selection of projects, and NJDOT is working closely with the three New Jersey MPOs on a new process. Table 7 provides a full listing of projects that were selected since the year 2000 through the TE Program for New Jersey.



Table 7: New Jersey Transportation Enhancement (TE) Projects from Statewide Line Item, DB# X107, for FY2000–2012

Year	Municipality	Project Description	Total Award*
<b>BURLINGTON COUNTY</b>			
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*
2012	Burlington City	Phase V TE: Broad Street/Towne Center Station, Pedestrian Route & Beautification Improvement Plan	\$216,000
	Wrightstown Borough	North Fort Dix Street Pedestrian and Landscape Improvements	\$510,000
<b>CAMDEN COUNTY</b>			
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 Bridge Road	\$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 Bridge 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 Award*
<b>CAMDEN COUNTY (CONTINUED)</b>			
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 Improvements, Phase II	\$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*
2012	Barrington Borough	Clements Bridge Road Streetscape Improvements from NJ Turnpike Bridge to Borough Boundary	\$539,000
	Merchantville Borough	West Maple Avenue Streetscape Improvement Project	\$51,000
<b>GLOUCESTER COUNTY</b>			
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 <sup>1</sup>	\$1,101,400*
	Woodbury City	Pedestrian Safety and Wayfinding Signage	\$194,000*
	Paulsboro Borough	Paulsboro Pedestrian Streetscape, Phase 2 – Central Business District	\$425,000
2012	Woodbury City	Pedestrian Path to Connect Woodbury Neighborhoods, Retail and Recreation Areas	\$310,000
	Merchantville Borough, Pennsauken Township	West Maple Avenue Streetscape Improvement Project	\$51,000

Table 7 (Continued)

Year	Municipality	Project Description	Total Award*
<b>MERCER COUNTY</b>			
2000	Hamilton Township	Delaware & Raritan Canal State Park – Bordentown Outlet, Phase 1	\$948,000
	Trenton City	Roebing Phase 3, Rehabilitation for the Invention Factory	\$250,000
2001	Lawrence Township	Route 1 Pedestrian Overpass – D & R Canal State Park	\$1,250,000
	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 <sup>2</sup>	\$994,646*
	Hopewell Borough	Hopewell Borough Streetscape Improvements Project, Phase II <sup>3</sup>	\$935,000*
2012	East Windsor Township	Route 571 Sidewalks to Transit	\$124,000
	Hopewell Borough	Hopewell Borough – Streetscape Phase 3 and Final	\$235,000

An asterisk (“\*\*”) included with a project’s total award amount indicates the project is funded by TE funds from the federal American Recovery and Reinvestment Act of 2009 (ARRA), which are also known as ARRA-TE.

## Notes:

1. The original award amount for the project, Rebuilding Glassboro’s Historic Train Station, is \$250,000 ARRA-TE.
2. The original award amount for the project, Stockton Street Historic District Streetscape Infrastructure Project, is \$1,690,000 ARRA-TE.
3. The original award amount for the project, Hopewell Borough Streetscape Improvements Project, Phase II, is \$917,000 ARRA-TE.

Source: NJDOT Local Aid and Economic Development, 2013

## Responding to Environmental Justice Concerns

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, serves to manage funding for 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. The EJ analysis tool is now available online at [www.dvrpc.org/webmaps/EJ2010/](http://www.dvrpc.org/webmaps/EJ2010/). 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 April 2012, 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 communication channels, a primary outlet for public participation in DVRPC is the Public Participation Task Force comprised of appointed members and members-at-large throughout Greater Philadelphia bringing their own individual experiences to the planning table. The task force strives to represent the racial, ethnic, cultural, gender, age, and economic diversity of the region.

## Environmental Justice Analysis of 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 every other year 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 on the EJ methodology outlined in *Environmental Justice at DVRPC* (2011 update, publication number TM12007). Census data from 2010 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.

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 DVRPC FY2014 TIP for New Jersey, 13 tracts (24 percent) of the 55 tracts with 5 to 7 DoD contain a TIP project, while 56 (23 percent) of the 245 census tracts with 1 to 4 DoD contain a TIP project. For the highway program of the DVRPC FY2014 TIP for New Jersey, 24 (44 percent) of the 55 tracts with 5 to 7 DoD contain a TIP project, while 24 (11 percent) of the 245 census tracts with 1 to 4 DoD contain a TIP project.<sup>1</sup>

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.

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<sup>1</sup> Only seven of the eight DoD were mapped for this project—population counts for physically disabled have not yet been released for the 2006–2010 American Community Survey. Population counts for minority populations and low-income populations, which are the two population groups mandated for investigation, are covered in the seven DoD population groups.

# 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 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 FY2014 TIP for New Jersey opened on May 17, 2013, and closed on June 18, 2013, at 5:00 p.m. (EST). A public meeting was held in the following location:

WEDNESDAY, JUNE 12, 2013  
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](http://www.state.nj.us/transportation/capital/cpd).

DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) was a vital tool in public outreach and served a useful purpose during the 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 e-mail address link ([tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org)) was provided to facilitate the submission of comments during the public comment period. Individuals could download 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 were also made online as part of DVRPC's web-based TIP public comment application located at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP). Users were able to click on the "Submit a comment on the Draft DVPRC FY2014 TIP for New Jersey" button to make general and project-specific comments. Responses provided by the appropriate agency were sought.

For those without access to the Internet, TIP documents were available at selected area libraries (see Table 8), 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 the public to consider during the review of the TIP document.

- ❖ Given the projects in the TIP, are we heading in the right direction? Are we meeting the needs of the region? Are we following the intent of MAP-21?
- ❖ 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 (such as 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 are 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 any other topic of concern. However, we remind 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 DVRPC TIP for NJ

<b>Bordentown Branch Library</b> 18 E. Union St. Bordentown, NJ 08505	<b>Moorestown Library</b> 111 W. Second Street Moorestown, NJ 08057
<b>Camden County Library Branch at Rutgers-Camden</b> 300 North 4th Street Camden, NJ 08102	<b>Haddonfield Public Library</b> 60 Haddon Avenue Haddonfield, NJ 08033
<b>Cherry Hill Free Public Library</b> 1100 Kings Highway North Cherry Hill, NJ 08034	<b>Oaklyn Memorial Library</b> 602 Newton Avenue Oaklyn, NJ 08107
<b>Monroe Township Public Library</b> 713 Marsha Avenue Williamstown, NJ 08094	<b>Gloucester County Library System</b> 389 Wolfert Station Road Mullica Hill, NJ 08062
<b>Woodbury Public Library</b> 33 Delaware Street Woodbury, NJ 08096	<b>McCowan Memorial Library</b> 15 Pitman Avenue Pitman, NJ 08071
<b>Mercer County Library</b> Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	<b>Trenton Public Library</b> 120 Academy Street Trenton, NJ 08638
<b>Camden County Library</b> 203 Laurel Road Voorhees, NJ 08043	<b>Camden County Library Gloucester Township Branch Library</b> 15 S. Blackhorse Pike Blackwood, NJ 08012
<b>Burlington County Library</b> 5 Pioneer Boulevard Westampton, NJ 08060	<b>Library for the Blind &amp; Physically Handicapped Free Library of Philadelphia</b> 919 Walnut Street Philadelphia, PA 19107
<b>Free Library of Philadelphia</b> 1901 Vine Street Philadelphia, PA 19103	

Source: DVRPC, 2013

# OVERVIEW OF MAPS, LISTINGS, CODES, AND ABBREVIATIONS

## Project Map and Listing Explanations

The maps on the following pages show the location of the projects included in the DVRPC FY2014 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](http://www.dvrpc.org/TIP), includes an interactive method for displaying the maps and the 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 Programs

The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are highway projects for Burlington, Camden, Gloucester, and Mercer counties, a listing of projects that apply to various counties, and transit projects for NJ TRANSIT and DRPA/PATCO.

Within each county grouping, individual highway and transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, air quality code, improvement type, DVRPC Planning Area, NJDOT Capital Investment Strategies (CIS) program category, CMP category, EJ Degree of Disadvantage rating, and a variety of other information. To assist in quickly locating a project within the document, each county or transit section begins with an index of projects with page numbers listed. NJDOT and NJ TRANSIT have developed a STIP with a 10-year horizon, looking beyond the federal requirement of a four-year STIP, and that 10-year horizon is reflected in the finance records for all projects. The full New Jersey STIP is also available on the website [www.state.nj.us/transportation/capital/stip1423](http://www.state.nj.us/transportation/capital/stip1423).

Also note that all projects within the formal first four years of the TIP period (FY2014–2017) are considered funded and are 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 region developed a 10-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and time-frames in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the first four years (FY2014–2017) also have phases (such as construction) that may be out in the later fiscal years (LFY2018–2023). This 10-year constrained programming horizon is illustrated on the project listings within the TIP document. Project phases which fall beyond the formal four-year TIP period (FY2014–2017) are technically “unfunded,” but they are listed to represent the region’s planned commitment to fund these phases in the future as funds become available.

In addition, 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 G for a list of “Tier 2” unfunded highway and transit 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 that provide direct support to NJDOT.

### **Study and Development Program**

NJDOT has established a subset of highway projects in the capital program referred to as Study and Development (S&D). Projects marked with an “L” preceding any phase indicate a Local Agency Lead; otherwise, the state DOT is the lead agency. The objective of the S&D program is to make candidate projects ready for consideration in a future TIP update cycle for preliminary engineering, final design, right-of-way acquisition, and construction. Projects in the S&D program have been identified as priorities for further advancement but have not reached approval for advancement into preliminary engineering or final design. Reasonable strategies and alternatives that address the purpose and need are identified for S&D projects in the concept development phase.

## 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: 2015, 2025, 2035, or 2040. 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 of the final conformity rule (40 CFR 93) is defined as a project listed in Table 9 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 in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Tables 9 and 10 provide a complete list of exempt and non-exempt categories and corresponding air quality codes.

Projects under the Concept 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 "CD."

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

### Long-Range Plan ID

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

### 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 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 (FY2012–2015) 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 10-year horizon, many of these projects may be included in both the TIP and the 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 DVRPC FY2014 TIP for New Jersey.

## Planning Area Notation

The Delaware Valley region is a mosaic of 352 diverse cities, boroughs, and townships. To categorize and simplify the types of communities and define corresponding long-range planning policies appropriate for each type, each municipality has been assigned a planning area type associated with the long-range planning policies that will be most beneficial to the community as a whole. At the regional scale, Planning Areas guide the direction of policy. Planning Areas include: *Core cities*, which include Philadelphia, Trenton, Camden, and Chester; *developed communities/mature townships* that are composed of the region’s inner-ring communities adjacent to core cities, railroad boroughs, trolley car communities, and developed suburban townships; *growing suburbs*, which are communities with considerable remaining developable upland acres and are experiencing or are forecast to experience significant population and employment growth; and *rural areas* that include the region’s agricultural communities and communities with large remaining natural areas, including protected lands. “Planning Area” is a notation in the TIP project description.

## Degree of Disadvantage

DVRPC uses the Degree of Disadvantage (DoD) methodology to identify direct and disparate impacts of its plans, programs, and planning process on defined population groups in the Delaware Valley region under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Population groups assessed at the census tract level as defined by the U.S. Census Bureau include Non-Hispanic Minority, Carless Households, Households in Poverty, Female Head of Household with Child, the Elderly (over 75 years old), Hispanic, and Limited English Proficiency. Census tracts that have higher concentrations of a particular demographic group than the regional average for that population are considered to be at a disadvantage. The total number of demographic groups that are above the regional average concentration in each census tract is that tract’s DoD. If a tract has higher than average population for three of the identified demographic groups, for example, then it has three DoDs. DoDs range from zero to

seven, with seven indicating a tract at the highest degree of disadvantage. “DoD” is listed in the project descriptions to note the highest number of DoD tracts impacted by a project on the 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.

## **Freight Corridor Initiative**

Projects that have a direct, significant impact on the flow of goods along strategic freight corridors, or that improve National Highway System connector routes to intermodal facilities are noted as integral to the Delaware Valley Freight Corridors Initiative.

## **Phase of Work**

**CAP (Capital Acquisition)** – Used to denote the acquisition of rolling stock by NJ TRANSIT.

**CD (Concept Development)** – Involves traffic studies needs analyses, corridor studies, and other work preparatory to project development, which includes assessing alternatives and determining a Preliminary Preferred Alternative (PPA) based on environmental impact, constructability, and cost effectiveness to address the problem.

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

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

**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.

**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. This program has been merged into NHPP in MAP-21.

**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. This program has been merged into NHPP in MAP-21.

**CMAQ (Congestion Mitigation and Air Quality Improvement Program)** – Provides funding for projects that improve air quality and/or relieve congestion without adding new highway capacity, and now under MAP-21, include demand-shifting projects or programs such as telecommuting or establishing electric vehicle charging stations or natural gas vehicle refueling stations.

**CTDG (Competitive TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants)** – Special federal economic recovery funding used to spur a national competition for innovative, multi-modal, and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.

**DEMO (Demonstration Funds)** – Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU. Project earmarks were discontinued under MAP-21.

**EB (Equity Bonus Program)** – Provides funding to states based on equity considerations. This program has been discontinued under MAP-21.

**ER (Emergency Relief Program)** – Provides funding for emergency and permanent repairs on federal-aid highways and roads on federal lands that have suffered serious damage in the event of a natural or manmade disaster.

**FBP (Federal Ferry Boat Program or Sec 1121)** – Provides funding for the leasing or construction of ferry boat, terminal facilities, or maintenance facilities except temporary ferry operations.

**GARVEE (Grant Anticipation Revenue Vehicle) Bond Program** – Program that provides securities upfront to advance the high cost federal-aid transportation projects and accelerate construction timelines based on future federal-aid funding for debt repayment. The state is

reimbursed for annual project debt service rather than construction outlays over a number of years. Once a project is selected for debt financing, the project is submitted to the FHWA for approval as an advance construction (AC) project.

**HPP10 (High-Priority Projects)** – Provides special federal funding from congressional earmarks provided under SAFETEA-LU.

**HPP20 (High-Priority Projects)** – Provides 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 correct or improve a hazardous road location or feature or addresses a highway safety problem. For the first time under MAP-21, truck parking is eligible.

**I-MAINT or IM (Interstate Maintenance)** – Provides funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the interstate system. This funding category has been discontinued under MAP-21.

**NHS (National Highway System)** – Provides funding for projects that improve and support the interstate highway system and other key highway links. This funding category has been discontinued under MAP-21.

**National Highway Performance Program (NHPP)** – Provides funding used to support the condition and performance of the National Highway System (NHS), and to construct new facilities on the NHS that support national performance goals. Three programs from the previous authorization (SAFETEA-LU) have merged into NHPP: the Federal Bridge Programs (BRIDGE and BRIDGE-OFF), Interstate Maintenance (MAINT), and the National Highway System (NHS). Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, for example.

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

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

**RHC (Rail Highway Grade Crossing)** – Provides funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings under the Highway Safety Improvement Program (HSIP).

**REC TRAILS or RTP (Recreational Trail Program)** – Provides funding for the development and maintenance of recreational trails and trail-related facilities for non-motorized and motorized recreational trail uses, such as hiking, bicycling, off-road motorcycling, or cross-country skiing. This program has been incorporated into the TAP in MAP-21.



**SCENIC BYWAYS (Scenic Byways Program)** – Provides funding for byway-related projects. This was discontinued under MAP-21.

**SPR (FHWA Statewide Planning and Research)** – Provides funding for planning and research activities.

**SRTS (Federal-Aid Safe Routes to School)** – Provides funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school. This has been merged into MAP-21's Transportation Alternatives Program (TAP).

**STP (Surface Transportation Program)** – Provides funding previously made available under various smaller federal-aid categories as well as broad, flexible components, such as safety and projects under the new Transportation Alternatives program (TAP). For the first time, truck parking and surface transportation infrastructure improvements at port terminals are eligible. STP remains the core federal highway program and with the broadest eligibility criteria in MAP-21.

**STP-TE (Surface Transportation Program-Transportation Enhancement)** – Provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE has been incorporated into the Transportation Alternatives Program (TAP) in MAP-21.

**TIGER** – See CTDG.

**Transportation Alternatives (TAP)** – Provides set-aside funding for programs from the previous authorization, SAFETEA-LU, which are: Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and the Federal-Aid Safe Routes to School (SRTS). TAP funds may be transferred to NHPP, STP, HSIP, CMAQ or PL, or to the Federal Transit Administration for TAP-eligible projects.

## State Highway Funding Sources

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

**STATE-DVRPC** – Provides STATE funding from the Transportation Trust Fund for use by DVRPC for local projects. STATE funds are made available annually during FY2014 through FY2018 as a result of the MPO exchange of program funds with NJ TRANSIT and NJDOT. See Appendix E for detailed information.

## Federal Transit Funding Sources

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

**FERRY (Federal Ferry Funds)** – Provides funding for the rehabilitation and/or development of ferry facilities throughout the state. It has been discontinued in MAP-21.

**HPP10 (High Priority Projects)** – Provides special funding from congressional earmark under SAFETEA-LU.

**HPP20 (High Priority Projects)** – Provides special funding from congressional earmark 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. MAP-21 has repealed this program, but transit agencies can choose to use their formula funds from Section 5307 (Urbanized Area Formula Grants) and Section 5311 (Non-urbanized Area Formula Program) to continue funding JARC projects.

**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. It has been merged with MAP-21's Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.

**SEC 5307 (FTA Urbanized Area Formula Grants Program)** – Provides funding for capital, planning, and JARC-eligible activities as well as discretionary passenger ferry grants, state safety oversight, and associated transportation improvements. Systems with 100 or fewer buses in urbanized areas with over 200,000 became eligible to receive funding for operating expenses in MAP-21. Sec 5307 transit funds can no longer be transferred to highway projects under MAP-21, but FHWA funds may be transferred to this program.

**SEC 5309 (FTA Fixed Guideway Capital Investment Grants “New Starts”)** – Provides funding for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities, including core capacity projects. Fixed-guideway modernization projects and bus facilities projects are funded in Sec. 5337 (State of Good Repair Program, which provided grants to replace and rehabilitate rolling stock, signals and communications, security, maintenance, passenger facilities, etc.) and Sec. 5339 (Bus and Bus Facilities Program) in MAP-21. The previous authorization's Section 5309 funded only fixed-guideway modernization projects.

**SEC 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program)** – Provides funding for two programs merged from the previous authorization: NEW FREEDOM FTA's 5317 Formula Program, which has been discontinued by MAP-21, and the previous authorization's Section 5310 Elderly and Persons with Disabilities Program for the purchase of

small buses or van-type vehicles with lifts for private or nonprofit agencies that serve the elderly and persons with disabilities.

**SEC 5311 (Non-urbanized Area Formula Program)** – Provides funding for rural public transportation programs in areas with a population fewer than 50,000 according to the Census, including JARC-eligible activities from previous authorizations and in MAP-21.

**Sec 5324 (Public Transportation Emergency Relief Program)** – Provides funding for capital and operating expenses to protect, repair, replace, or reconstruct equipment and facilities in danger of failing or have suffered serious damage in the event of a natural or manmade disaster that are not reimbursed by the Federal Emergency Management Agency (FEMA).

**SEC 5326 (Transit Asset Management)** – Provides requirements across FTA’s grant programs. MAP-21 requires the FTA to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. All FTA grantees and their subrecipients are required to develop transit asset management plans. FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.

**SEC 5337 (State of Good Repair Program)** – Provides dedicated formula-based federal funding under MAP-21 for the replacement and rehabilitation of the fixed guideway system and high-intensity motor bus systems that use high-occupancy vehicle (HOV) lanes, including bus rapid transit (BRT), rail, and passenger ferries in order to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan.

**SEC 5339 (Bus and Bus Facilities Program)** – Provides formula-based federal funds based on population, vehicle revenue miles, and passenger miles to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities with a 20 percent local match requirement. This replaces the previous authorization’s Section 5309 Bus and Bus Facilities Program.

**SEC 5340 (FTA 5340 Formula Program)** – Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21 as in previous authorizations.

## 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

**Advance Construction (AC)** – Procedure to advance a federally funded project phase into the current fiscal year and implement it with non-federal funds. The use of this procedure is subject to the availability of non-federal funds (e.g., state funds) in the year that the phase is to be implemented and the availability of federal funds in the year that the AC project is to be converted to a regular federal-aid project. AC projects are listed individually in the TIP in the year the project is to be implemented and the year conversion will take place.

**DRPA** – Delaware River Port Authority funds.

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

**Multi-Year Funding** – Procedure to program and authorize only a portion of a given project phase that is necessary to support the reimbursement of planned cash outlays for a given year. The remaining portions of the project phase are programmed in subsequent years with the condition that federal authorization to proceed is not a commitment or obligation to provide federal funds for the portion that is not fully funded. If sufficient federal funding is not available in any fiscal year, NJDOT will take full responsibility to fund the remaining portion of that phase of work in accordance with federal and state law, or the project may be terminated or placed on hold until funding is available.

**TBD** – To be determined.

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

Table 9: Air Quality Codes for DVRPC Exempt Project Categories

Exempt Project Category		AQ Code	Exempt Project Category	AQ Code	
<b>SAFETY</b>	Railroad/Highway Crossing	S1	<b>MASS TRANSIT</b>	Operating assistance to transit agencies	M1
	Hazard Elimination Program	S2		Purchase of support vehicles	M2
	Safer Non-Federal-Aid System Roads	S3		Rehabilitation of transit vehicles	M3
	Shoulder Improvements	S4		Purchase of office, shop, and operating equipment for existing facilities	M4
	Increasing Sight Distance	S5		Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5
	Safety improvement program	S6		Construction or renovation of power, signal, and communications systems	M6
	Traffic control device and operating assistance other than signalization projects	S7		Construction of small passenger shelters and information kiosks	M7
	Railroad/highway crossing warning devices	S8		Reconstruction or renovation of transit buildings and structures	M8
	Guardrails, median barriers, crash cushions	S9		Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9
	Pavement resurfacing and/or rehabilitation	S10		Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10
	Pavement marking demonstration	S11		Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11
	Emergency relief (23 U.S.C. 125)	S12	<b>OTHER PROJECTS</b>	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Fencing	S13		Grants for training and research programs	X2
	Skid treatments	S14		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety roadside rest areas	S15		Federal aid systems revisions	X4
	Adding medians	S16		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Truck-climbing lanes outside the urbanized area	S17		Noise attenuation	X6
	Lighting improvements	S18		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Acquisition of scenic easements	X8
	Emergency truck pullovers	S20		Plantings, landscaping, etc.	X9
<b>AIR QUALITY</b>	Continuation of ridesharing and van-pooling promotion activities at current levels	A1		Sign removal	X10
	Bicycle and pedestrian facilities	A2	Directional and informational signs	X11	
<b>NOT REGIONALLY SIGNIFICANT PROJECTS</b>	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS	Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12	
<b>STUDY AND DEVELOPMENT PROJECTS (NJ)</b>	Project in the Study and Development Program expected to result in an exempt project	SDX	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
<b>NO REGIONAL EMISSIONS ANALYSIS REQUIRED</b>					
Intersection channelization projects		R1	Truck size and weight inspection stations	R4	
Intersection signalization projects at individual intersections		R2	Changes in vertical and horizontal alignment	R5	
Interchange reconfiguration projects		R3	Bus terminals and transfer points	R6	

Source: DVRPC, 2013

Table 10: Air Quality Codes for DVRPC Non-Exempt Project Categories

Non-Exempt Project Category		AQ Code
<b>PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL</b>	Regionally Significant, non-exempt projects included in the 2015 and all subsequent analysis years	2015M
	Regionally Significant, non-exempt projects included in the 2025 and all subsequent analysis years	2025M
	Regionally Significant, non-exempt projects included in the 2035 and all subsequent analysis years	2035M
	Regionally Significant, non-exempt projects included in the 2040 and all subsequent analysis years	2040M
<b>STUDY AND DEVELOPMENT PROJECTS (NJ)</b>	Project in the Study and Development Program expected to result in a non-exempt project	SDN
	Project on the Illustrative/"Tier 2" Unfunded List expected to result in a non-exempt project	FYN

Notes on Tables 9 and 10:

1. Both exempt and not regionally significant project categories adhere to 40 CR 93 Sections 126 and 127.
2. In the PM<sub>10</sub> non-attainment or maintenance area, rehabilitation of transit vehicles is only exempt if they comply with control measures in the applicable implementation plan.
3. AQ codes are DVRPC designated.

Source: DVRPC, 2013

Figure 2: Roadmap for TIP Project Listing

## Roadmap for TIP Project Listing

Below is an example of a project listing. It is not an actual TIP project.

Air Quality Code; see pages 45 and 46 for explanations

State Department of Transportation (NJDOT) ID number

County where project is located

# DVRPC FY2014-2017 TIP for NJ

## New Jersey Highway Program

**Camden**

DB# 002014      CR 536 Spur Shared-Use Path and Shoulder      LRPID: R4      NEW-G

AQCODE: A2

Indicates if a project is "New" (either a "Breakout," a Study and Development "Graduate," or other); see pages 36 to 37 for further explanation.

Indicates that project is identified as a Major Regional Project in the DVRPC long-range plan

### Final Version

Project Title

To promote alternative modes of travel and pedestrian/bicyclist safety, the project will create bikeway and pedestrian improvements along 8,316 feet of Williamstown Road (CR 536 Spur), from Radix Road in Monroe Township, Gloucester County to the Avandale Park-n-Ride in Winslow Township, Camden County. It will include pavement widening in order to offer a 3' shoulder with jersey barriers on both sides of the road to protect and separate pedestrians and bicyclists from traffic moving at 45-55 mph. This project has been a top priority for both Camden and Gloucester counties due to the high number of pedestrian and cyclist fatalities along this section of the road.

CMP: Not SOV Capacity Adding

Municipalities: Monroe Township; Winslow Township

CIS Program Subcategory: Intermodal Programs

Project Manager: Blaistell, William

Mileposts: 40.78-50.78

Improvement Type: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 6b

DVRPC Planning Area: Growing Suburb

CIS Program Category: Safety Management

Degrees of Disadvantage:

Sponsor: NJDOT

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE	DEMO	1.000									
DES	TAP		1.000								
CON	CMAQ			0.920							
CON	STP-STU				0.080						
CON	STATE-DVRPC					2.500					
<b>Fiscal Year Total</b>		<b>1.000</b>	<b>1.000</b>	<b>0.920</b>	<b>0.080</b>	<b>2.500</b>					
		<b>Total FY2014-2017</b>				<b>Total Later FY2018-2023</b>					
		<b>3.000</b>				<b>2.500</b>					

Fund type for each phase; see pages 39 to 44 for explanations. Note that "\*" following a fund type indicates conversation funds for advanced construction phases.

Anticipated Preliminary Engineering, Final Design, and Construction project phases; see pages 38 to 39 for explanations.

Project Manager assigned by NJDOT

NJDOT CIS/Asset program subcategory

Congestion Management Process (CMP) codes; see page 38 for explanation.

Sponsor of project identifies and defines the project, and oversees the project's management.

Highest Degree of Disadvantage for Environmental Justice; see page 37 for explanation.

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

Note: Funds are in \$ Millions.

Community types which correspond to long range planning policies; see page 15 for discussion.





190 North Independence Mall West, 8th Floor

Philadelphia, PA 19106

Telephone 215.592.1800

Fax 215.592.9125

Website [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)



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