



DVRPC FY2022 TIP

for **New Jersey**

(FY22-FY25)





The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

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Chapter 1: **GENERAL OVERVIEW OF THE TIP**

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Federal Fiscal Year (FY) 2022 Transportation Improvement Program (TIP) for New Jersey (FY22–FY25). DVRPC and its member governments have worked diligently to prepare a program of projects that will respond to the needs of the region and at the same time comply with federal and state policies. The TIP is the regionally agreed upon-list of priority transportation projects, and federal law requires showing at least four federal FYs of programming. This document, referred to as the DVRPC FY2022 TIP for New Jersey, includes cost, phase, and schedule information for transportation projects in each of the federal fiscal years FY22–25 for Burlington, Camden, Gloucester, and Mercer Counties. The TIP meets the federal requirements of being financially constrained to a level of funding that is expected to be available to the region over the next decade, per Financial Tables provided by the New Jersey Department of Transportation (NJDOT). See Appendix B: Financial Tables Used in Developing the Program, Including the STIP Introduction for further details on this guidance.

In the DVRPC New Jersey region, the TIP contains 134 projects over the First-Four Years (FY22–FY25): 85 Highway projects, three (3) STATE-DVRPC funded Highway projects in the DVRPC Local Program, and 46 Transit projects (33 by the New Jersey Transit Corporation [NJ TRANSIT] and 13 by the Delaware River Port Authority [DRPA]/Port Authority Transit Corporation [PATCO]). Funding for these projects totals \$2.11 billion for phases to be advanced over the next four years (FY22–FY25), which averages almost \$528 million per year. Programmed funds include \$1.345 billion for projects primarily addressing the highway system and nearly \$765 million for the NJ TRANSIT (about \$681 million) and DRPA/PATCO (about \$84 million) transit systems. For information purposes only, the TIP lists 105 NJDOT-managed statewide highway programs for the State of New Jersey that are worth \$4 billion (primarily state funded) over the First-Four Years. Thirteen (13) NJDOT-sponsored Concept Development and five (5) DVRPC Local Concept Development projects, totaling 18 projects, are displayed in the “pre-TIP” Study and Development Program.

1.1 The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, which was the Fixing America’s Surface Transportation Act (FAST Act), or Public Law (P.L.) 114-94 at the time of DVRPC Board adoption. The FAST Act was signed into law on December 4, 2015, expired on September 30, 2020, and was extended an additional year by a Continuing Resolution. The FAST Act was the first federal law in over 10 years to provide long-term funding certainty for surface transportation, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012, and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). At the time of publishing this document, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), which is also known as the Bipartisan Infrastructure Deal (BID) that will replace the FAST Act.

1.2 What This Document Includes

The complete TIP document is divided into multiple sections. Included is a general overview of the TIP and the TIP development process, intended to familiarize readers 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 web-based project maps and indices, and finally the project listings themselves.

There are eight appendices in this document: (A) Board Resolutions; (B) Financial Tables Used In Developing the Program, Including the Statewide TIP (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) DVRPC TIP Project Benefit Evaluation Criteria, (G) Environmental Justice Appendix, and in the Addendum (#22001D), (H) Summary of the TIP Public Involvement Process, Public Comments, Agency Responses, and List of Recommended Changes.

1.3 Various Methods to Access the TIP

The World Wide Web

The TIPs for New Jersey and Pennsylvania are found on the DVRPC website at www.dvrpc.org/TIP. The website includes an interactive method for displaying maps and project listings. During the public comment period, comments could be submitted directly to DVRPC through an interactive web map or emailed to tip@dvrpc.org. Using Google Maps as a base, projects can be located using either street grid or aerial views.

DVRPC Office and Public Libraries

During the public comment period, hardcopies of all Draft TIP documents were available at various public libraries and at the DVRPC office located on the eighth floor of 190 North Independence Mall West, Philadelphia, PA 19106. Hardcopies of this final TIP document is available at the DVRPC office. A hardcopy of this TIP document can also be mailed upon request. Please email public_affairs@dvrpc.org to request a hardcopy by mail.

1.4 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 list is multimodal; 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 FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both states demonstrate a longer planning and programming horizon (10 years for New Jersey; 12 years for Pennsylvania) to better understand expected resources and to provide the region with a more realistic timeframe 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” (LFY) funding, and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1 of a given year and ends on September 30 of the following year. The New Jersey and Pennsylvania TIPs are updated every other year, in alternate years.

The TIP may change through various Modifications or Amendments after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways 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 after adoption are outlined in a Memorandum of Understanding (MOU), per Appendix D of 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, or additional funding to the region must be identified. As a result, the TIP is not a wish list; competition between projects for a spot on the TIP clearly exists. The STIP resources 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 from six to nine months prior to the beginning of the first FY of the TIP period. Projects quite often cannot maintain that schedule and are reprogrammed to later years.

The TIP does not guarantee 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. These challenges can also increase the project's overall cost.

Regional Consensus

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

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

Regionally significant projects must be drawn from the region's Long-Range Plan ("Plan"), and all projects in the TIP must help implement the goals of the Plan. The Plan, required by federal law (FAST Act), 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.

Although all projects included in the TIP must be consistent with the Plan, projects that add capacity for single-occupant vehicles (SOV) must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process (CMP), 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 Plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted Plan, visit www.dvrpc.org/LongRangePlan.

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 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 FY2022 TIP for New Jersey are a subset of the regionally significant projects contained in the *Connections 2050* Long-Range Plan for Greater Philadelphia.

The TIP and Long-Range Plan are tested for conformity and meet all requirements, including the critical test that volatile organic compounds (VOCs), oxides of nitrogen (NOx), carbon monoxide (CO), and fine particulate matter (PM_{2.5}) emissions are less than any applicable budgets or baseline established for all analysis years. The Executive Summary of the Documentation of the Conformity Finding is included as Appendix C in this document. A complete description of the conformity procedures is found in the *Connections 2050* Long-Range Plan and on DVRPC's Air Quality web page at www.dvrpc.org/AirQuality.

How is the TIP Funded?

The major funding source for projects listed in the TIP is the Highway Trust Fund followed by the General Fund of the U.S. Treasury. The FAST Act, enacted in December 2015, authorized \$305 billion nationwide from both the Highway Trust Fund and the General Fund of the United States for various federal highway, highway safety, transit, and rail programs from federal FY16 to FY20 and was extended to an additional year (FY21). The FAST Act is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), which apportion or allocate various funding to the states. In addition, funds are made available by 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?

Various agencies directly participate in the TIP development process. They include DVRPC member governments, operating agencies, and state and federal agencies comprising the "New Jersey Subcommittee of the Regional Technical Committee [RTC]" which is commonly referred to as the "New Jersey TIP Subcommittee." Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the public become involved through the DVRPC public participation process in addition to their involvement at the municipal and county levels. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

TIP Development Timeline

TIP development (or update) typically begins approximately 10 to 12 months prior to adoption and involves intensive staff work and negotiations by NJDOT; NJ TRANSIT; DRPA/PATCO; DVRPC staff; FHWA; and representatives of DVRPC city and county member governments, which constitute the DVRPC New Jersey TIP Subcommittee. As portrayed by Figure 1, the TIP update process commenced between the end of 2020 and early 2021 with the review of costs and schedules of current FY2020 TIP projects, projects that anticipate to "graduate" from Concept Development, and a review of new project candidates to be added to the TIP should there be financial capacity. By spring of 2021, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections over the next 10 years (FY22–FY31), TIP Benefit Evaluation Criteria results for new projects, performance-based planning and programming metrics, Environmental Justice and Equity analyses of the "pool" of all project requests for the

Draft TIP, and feedback from the New Jersey TIP Subcommittee. Negotiations continued into late spring of 2021 to address as many issues as possible in the Highway, Transit, Study and Development programs, including the Statewide Program, and to arrive at a final list of projects for the Draft TIP (“final Draft TIP”) that could be evaluated for impacts on air quality conformity. DVRPC then opened a public comment period, in which the two draft documents, the Draft DVRPC FY2022 TIP and the Draft NJDOT and NJ TRANSIT STIP, were shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff requested the DVRPC Board to adopt the Draft TIP (with a List of Recommended Changes after the public comment period) in September of 2021. After the DVRPC Board adopted the TIP with recommended changes, DVRPC submitted the document to NJDOT for approval and inclusion in the STIP, which was then submitted by NJDOT to federal partners (e.g., FHWA, FTA) for review and approval. When the federal partners approved the FY2022 STIP, the FY2022 TIP and STIP became effective and replaced the FY2020 TIP and STIP for New Jersey.

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Figure 1: Development Timeline of the DVRPC FY2022 TIP for New Jersey



Source: DVRPC, 2021

1.5 How Does a Project Get on the TIP?

Many TIP projects originate from asset management systems. Some come through state or regional competitive programs, and on rare occasions, a few may come from one-time special discretionary additional funds to the region. Securing a spot on the TIP is not a simple task. For those that do not originate from an asset management system, competitive program award, or special discretionary funding, years of pre-implementation research and public input may precede a project's inclusion on the TIP. There are several ways in which a project can get on the TIP, and 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 (e.g., from their asset management system) including citizen concerns and inquiries. Since only DVRPC member agencies may formally submit candidate TIP projects during the major TIP "Update" period, 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 levels in much the same way.

Once each county and operating agency has developed its own list of projects and priorities, they are brought to DVRPC for funding consideration, where the 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 makes recommendations to the DVRPC Board and is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups.

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 the 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.

1.6 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 ("Project Sponsor") is responsible for ensuring that its project moves forward. The lead agency, in most cases, is the state department of transportation (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, and 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. Realistically, projects are often delayed due to unforeseen obstacles, such as environmental issues and community concerns. Tracking each project's progress is important to identify and resolve delays as soon as possible and to reallocate resources as necessary to avoid losing them.

Once federal funds have been made available (termed federally "authorized" or "obligated") 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), and the formal bidding process can begin.

1.7 Why Is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process among 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.

1.8 How 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 levels. 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, including TIP Actions. DVRPC's website provides a wide array of information and interactive mapping. Materials are available in hardcopy upon request, at the DVRPC office or by mail. Project-specific open houses and listening sessions are held by project sponsoring agencies to inform the public and gather input.

Specifically, during the TIP update period, the public and other interest groups can comment on the Draft TIP before it is presented to the DVRPC Board for official adoption. DVRPC opened the public comment period; and held two virtual information session/public meetings within this period which allowed the public an opportunity to present written comments about the Draft TIP and STIP process and projects to state, county, city, transit, and DVRPC staff. The Draft TIP and STIP were available online; and a hardcopy of the draft documents were available upon request or at the DVRPC office. The Draft TIP was also made available at certain public libraries across the region.

After the TIP is adopted and approved, monthly maintenance of the TIP, which is known as "TIP Actions" (Amendments and/or Modifications), may occur. Despite careful planning, funding and scheduling may need to change during the course of the federal FY. The modification process is in place to assist this effort to provide necessary funding for projects in the TIP. The MOU in Appendix D of the TIP specifies different types of Amendments and Modifications that would require DVRPC, NJDOT, and/or federal approvals. All TIP documents (Draft, DVRPC Board Adopted/Current, and Prior Year TIPs, including a Summary of Amendments and Modifications to the Current TIP) are viewable on DVRPC's website at www.dvrpc.org/TIP. Past and upcoming TIP Actions for Board approval are available at www.dvrpc.org/Committees/BOARD.

Chapter 2: Program Summaries

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

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

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

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

Source: DVRPC, 2021

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

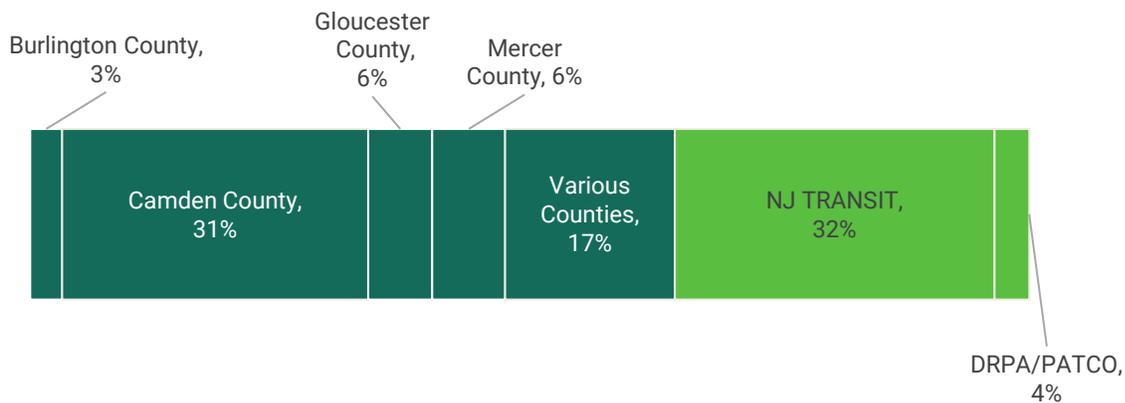
administered projects in the Statewide Program that are not specific to a particular MPO region but would benefit all, or that would provide direct support to NJDOT. The Statewide Program is primarily State funded (68 percent). Within NJ TRANSIT’s \$6.1 billion program over the First-Four Years for the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

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

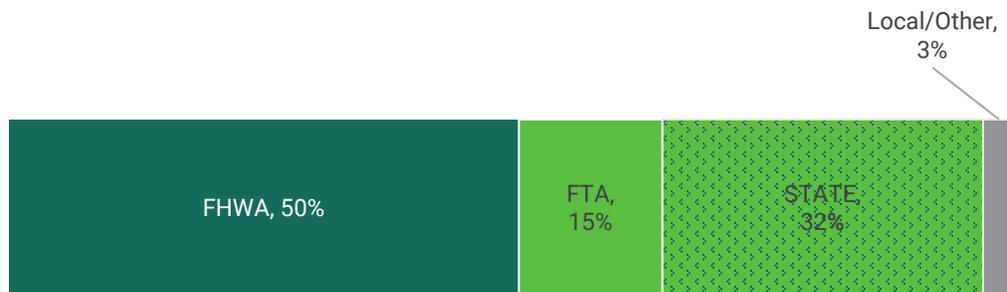
\$2.11 BILLION HIGHWAY AND TRANSIT PROGRAMS

BY COUNTY AND TRANSIT OPERATOR

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



BY FUNDING SOURCE



Source: DVRPC, 2021

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

FUND CODE BY PROGRAM	FY22	FY23	FY24	FY25	FIRST-FOUR YEARS (FY22–FY25)	LATER FISCAL YEARS (FY26–FY31)	10-YEARS (FY22–FY31)
HIGHWAY TOTAL	\$317.865	\$426.520	\$326.768	\$274.148	\$1,345.300	\$1,085.675	\$2,430.975
CMAQ	\$9.830	\$1.768	\$3.804	\$13.132	\$28.534	\$24.739	\$53.273
CRRSAA-FLEX	\$75.982	\$81.700			\$157.682	\$0.000	\$157.682
CRRSAA-PHILA			\$8.155		\$8.155	\$0.000	\$8.155
CRRSAA-TRENTON		\$2.102			\$2.102	\$0.000	\$2.102
DEMO-R	\$1.432				\$1.432	\$0.000	\$1.432
HSIP	\$3.000	\$3.000	\$3.000	\$3.000	\$12.000	\$18.000	\$30.000
HWIZ905-TRENTON	\$0.563				\$0.563	\$0.000	\$0.563
HWIZ910-PHILA	\$1.427				\$1.427	\$0.000	\$1.427
HWIZ910-TRENTON		\$0.368			\$0.368	\$0.000	\$0.368
HWIZ919-PHILA			\$1.163		\$1.163	\$0.000	\$1.163
HWIZ919-TRENTON		\$0.300			\$0.300	\$0.000	\$0.300
LOCAL-DVRPC	\$0.013	\$0.013	\$0.013	\$0.013	\$0.052	\$0.078	\$0.130
NHFP-HWY		\$43.339	\$37.382	\$50.677	\$131.398	\$0.000	\$131.398
NHPP	\$107.308	\$164.831	\$131.562	\$94.571	\$498.272	\$423.720	\$921.992
OTHER-DVRPC			\$16.400	\$16.400	\$32.800	\$8.200	\$41.000
PL	\$2.538	\$2.538	\$2.538	\$2.538	\$10.152	\$15.228	\$25.380
PL-FTA	\$0.700	\$0.700	\$0.700	\$0.700	\$2.800	\$4.200	\$7.000
RHC	\$0.915	\$0.919	\$0.923	\$0.927	\$3.683	\$5.646	\$9.329
RHC-PHILA	\$0.615				\$0.615	\$0.000	\$0.615
STATE	\$75.720	\$62.262	\$63.210	\$57.390	\$258.582	\$344.340	\$602.922
STBGP-FLEX	\$9.071	\$3.205	\$2.307	\$5.041	\$19.624	\$56.200	\$75.824
STBGP-OS-BRDG	\$0.200	\$30.391	\$26.391		\$56.982	\$0.000	\$56.982
STBGP-PHILA	\$22.126	\$22.590	\$22.657	\$23.127	\$90.500	\$144.020	\$234.520
STBGP-TRENTON	\$5.008	\$5.076	\$5.145	\$5.214	\$20.443	\$32.795	\$53.238
TA-PHILA	\$1.127	\$1.127	\$1.127	\$1.127	\$4.510	\$6.765	\$11.274
TA-TRENTON	\$0.291	\$0.291	\$0.291	\$0.291	\$1.163	\$1.744	\$2.906
DRPA/PATCO TOTAL	\$22.545	\$22.045	\$19.295	\$20.045	\$83.930	\$71.180	\$155.110
DRPA	\$4.509	\$4.409	\$3.859	\$4.009	\$16.786	\$14.236	\$16.786
SECT 5307	\$5.156	\$4.156	\$4.956	\$7.156	\$21.424	\$36.624	\$21.424
SECT 5337	\$12.600	\$13.200	\$10.200	\$8.600	\$44.600	\$19.200	\$44.600
SECT 5340	\$0.280	\$0.280	\$0.280	\$0.280	\$1.120	\$1.120	\$1.120
NJ TRANSIT TOTAL	\$164.150	\$168.384	\$172.794	\$175.587	\$680.915	\$1,123.782	\$1,804.697
CASINO REVENUE	\$5.205	\$5.205	\$5.205	\$5.205	\$20.820	\$31.229	\$52.049
CMAQ				\$3.750	\$3.750	\$26.370	\$30.120
MATCH	\$0.437	\$0.437	\$0.437	\$0.437	\$1.748	\$2.622	\$4.370
NJ TURNPIKE	\$2.500	\$2.500	\$2.500	\$2.500	\$10.000	\$15.000	\$25.000
SECT 5307	\$39.393	\$37.365	\$44.515	\$47.341	\$168.614	\$279.386	\$448.000
SECT 5310	\$1.779	\$1.779	\$1.779	\$1.779	\$7.114	\$10.671	\$17.785
SECT 5311	\$0.924	\$0.924	\$0.924	\$0.924	\$3.697	\$5.545	\$9.242
SECT 5337	\$11.486	\$11.486	\$11.486	\$11.486	\$45.944	\$68.917	\$114.861
SECT 5339	\$4.783	\$4.898	\$4.898	\$4.898	\$19.478	\$29.389	\$48.867
STATE	\$97.413	\$103.560	\$100.821	\$97.037	\$398.831	\$653.272	\$1,052.103
STP-TE	\$0.230	\$0.230	\$0.230	\$0.230	\$0.920	\$1.380	\$2.300
DVRPC Region Total	\$504.559	\$616.949	\$518.857	\$469.780	\$2,110.146	\$2,280.636	\$4,390.782

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

Source: DVRPC, 2021

2.1 Financial Constraint

Toward the beginning of each TIP update, the state DOT develops estimated resources for use by DVRPC and the other MPOs. The resource estimates establish Highway and Transit funding levels that may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each MPO region must develop its TIP within the anticipated funding levels, thus maintaining the "fiscal constraint" of the TIP. The NJDOT Financial Tables that are included in Appendix B: Financial Tables Used in Developing the Program, Including the STIP Introduction describe how each of the various federal and state varieties of funds is distributed to the regions. It should be noted that actual levels of federal and state transit funding are determined annually through the state and federal budget development and appropriations processes, so the amounts applied to projects during a given year will vary (generally lower) from what is shown in the TIP. Since the TIP has been developed according to reasonable resource estimates, it meets the federal requirement of being financially constrained and allows projects in the region to seek federal authorization.

The New Jersey TIP makes information available for project costs beyond the formal four-year constrained period (FY22–FY25). Project phases appear in these LFYs because it may take several years before the phase can advance due either to the technical effort that needs to be completed or to the severe funding constraints on the region. In any case, project costs that show in the TIP under LFYs (FY26–FY31) do not technically have available or committed funding and cannot be federally authorized since they fall outside the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain commitment level to those projects by the region, the FY2022 TIP for New Jersey does show a financially constrained 10-year program from FY22 to FY31 by using reasonable assumptions of funding levels that are currently available.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis showing that the agency is capable of maintaining its existing operations, as well as taking on the new capital projects and new services. NJ TRANSIT prepares a Transit Financial Capacity Analysis when required for specific projects, which are submitted, in turn, to FTA. Additionally, NJ TRANSIT is subject to annual financial and single audits conducted by Deloitte, attesting to the financial position of the corporation; the integrity of its internal controls; and its compliance with applicable grant provisions, laws, and regulations.

NJ TRANSIT also certifies its financial capacity each year when it submits FTA's Certification and Assurances in the Transit Award Management System. In addition, FTA periodically conducts Triennial or State Management Reviews, which include an FTA-directed review of NJ TRANSIT's compliance in different areas, including its financial practices. The last FTA State Management Review occurred in 2018 for NJ TRANSIT. See Appendix B for NJ TRANSIT's Triennial Report and the State Management Review Report letter provided from the FTA to NJ TRANSIT for further details. Due to the pandemic in 2020, FTA will conduct another Triennial and State Management Review possibly in FY2022.

2.2 Project Selection and Evaluation Process

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

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

Italicized projects listed are NJDOT sponsored projects.

Burlington County (Highway Program)

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

Camden County (Highway Program)

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

Gloucester County (Highway Program)

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

Mercer County (Highway Program)

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

DRPA/PATCO (Highway Program)

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

DRPA/PATCO (Transit Program)

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

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

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

Burlington County

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

Camden County

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

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

Gloucester County

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

Mercer County

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

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

Program development occurs through a TIP subcommittee composed of regional stakeholders and is determined mostly by schedule and cost of existing projects in the Highway and Transit Programs, among other important considerations that are ultimately constrained by the level of funding available over a 10-year programming horizon (FY22–FY31). Project managers and stakeholder subcommittee members have updated all project costs and schedules. A series of subcommittee meetings were held that included NJDOT, NJ TRANSIT, and DRPA/PATCO staff, as well as city and county partners, in attendance to review projects; identify the highest priorities, costs, and schedules; and to vet concerns and negotiate final programming. The final constrained draft program was made available during the public comment period. DVRPC staff presented the program, along with recommended changes, to the DVRPC Board for adoption in September of 2021.

Due to severe funding constraints and overwhelming needs that far exceed the region’s resources, project candidates will continue to be identified for the local Concept Development process before they can be programmed in order to address potential issues that could arise and that may impact their overall schedule. In addition, state “asset management” type projects that ranked very high within NJDOT’s statewide management systems for bridges, pavement projects, and drainage improvements are included as new projects. New and existing projects are consistent with and have been drawn from DVRPC’s Long-Range Plan. Only new project candidates for the TIP were evaluated through the TIP Project Benefit Evaluation Criteria found in Appendix F. These are universal benefit evaluation criteria that can be used to evaluate Highway and Transit projects in both Pennsylvania and New Jersey counties of the DVRPC region. For specific, large-scale, major regional Long-Range Plan projects, or those using special fund categories, more specific project evaluation criteria will continue to be used. Also, it is important to note that the benefit evaluation criteria analysis is only one of many considerations in ultimate project selection. Local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and working to ensure a variety of project types are all factors that play into consensus-based TIP project selection. Transit agencies will screen transit projects internally before submitting them for more evaluation.

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

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

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

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

The Delaware Valley region is a mosaic of 350 townships, boroughs, and cities, each making their own land use decisions. To categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into four community types as part of the development of *Connections 2050*, the region’s Long-Range Plan. Those four areas are core cities (Trenton and Camden in the New Jersey subregion, and Philadelphia and Chester in the Pennsylvania subregion); developed communities, which represent the region’s older boroughs and townships; growing suburbs, which are experiencing or are forecasted to experience significant additional growth; and rural areas, where preservation and limited development are key.

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

2.4 Congestion Management Process (CMP)

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

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

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

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

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

The CMP completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on an approximately three-year cycle. Further information about the CMP is available from the DVRPC Resource Center or on DVRPC's website at www.dvrpc.org/CongestionManagement.

2.5 Goods Movement and Economic Development

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

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force. This broad-based freight advisory committee provides a forum for the private- and public-sector freight community to interject its unique perspectives on regional plans and specific projects. The FAST Act also created a new National Highway Freight Program (NHFP) funded at an average of \$1.2 billion per year, for FY16–FY20, which is distributed to the states by formula. Each state receives NHFP funds in proportion to the

amount of funds a state receives compared to other states under all formula apportioned programs. For example, if a state receives 5 percent of federal-aid formula funding, the state will receive 5 percent of the NHFP funding.

In addition, the FAST Act directs the FHWA administrator to establish a National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under MAP-21, to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways and is required to get redesignated every five years:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate, and 4,082 centerline miles of Non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. As of December 31, 2013, these portions amounted to approximately 9,511 centerline miles of Interstate, nationwide. This number and the total mileage of the NHFN will fluctuate with additions (including conversions of state routes) and deletions to the Interstate system.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area, to be designated by the states, which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

In July of 2017, a new competitive federal grant for freight, the Infrastructure for Rebuilding America (INFRA) discretionary grant program, replaced the Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant program that was newly authorized under the FAST Act's Nationally Significant Freight and Highway Projects program. INFRA will continue to fund critical freight and highway projects across the country. The current round opened for applications until March 19, 2021, and for the first time, the U.S. DOT sought INFRA projects that will address climate change and Environmental Justice. The U.S. DOT has made awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. View the awards at www.transportation.gov/buildamerica/infragrants.

Statewide, NJDOT has a state-funded grant program, the Local Freight Impact Fund (LFIF), to assist counties and local municipalities with the mitigation of impacts on the local transportation system associated with the state's freight industry. Eligible projects include pavement preservation, truck safety and mobility, bridge preservation, and new construction in support of freight travel on municipal or county transportation infrastructure. Visit NJDOT's LFIF web page for the list of awards and more details at www.nj.gov/transportation/business/localaid/localfreight.shtm.

The Delaware Valley contains an impressive freight transportation network consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities, such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC offers a web

based PhillyFreightFinder freight mapping and data platform for the Delaware Valley that can be found at www.dvrpc.org/webmaps/PhillyFreightFinder. It pinpoints freight facilities and freight activity in the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder contains individual layers of infrastructure and facilities that are organized into several categories. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to the public and municipal officials. Further information about the Freight Planning Program at DVRPC is available on DVRPC's website at www.dvrpc.org/freight.

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

2.6 Toll Authority Highway, Transit, and Port-Related Projects

The toll authorities with facilities in this region (Burlington County Bridge Commission [BCBC], Delaware River Joint Toll Bridge Commission [DRJTBC], DRPA/PATCO, New Jersey Turnpike Authority [NJTA], Pennsylvania Turnpike Authority Commission [PA TURNPIKE], and South Jersey Transportation Authority [SJTA]) undertake numerous significant highway, transit, and port-related projects by utilizing their own funds. Although not included in the TIP's project listings or funding summaries, toll authority projects are important to identify to provide a more complete picture of the transportation issues being addressed throughout the DVRPC region. The projects are listed, along with their associated costs, in Table 4.

2.7 Study and Development

Future TIP projects are likely to be generated from the Study and Development ("pre-TIP") process. This process takes a selected highway deficiency through the steps of Problem Documentation and Concept Development in order to make candidate projects ready for consideration in the next TIP update for the phases of Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction. The entire Study and Development Program for the New Jersey counties is presented in Chapter 8 of this document.

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

GOAL	DB #	COUNTY
INTEGRATE FREIGHT CENTERS WITH SAFETY, ENVIRONMENTAL, AND COMMUNITY GOALS		
Burlington County Roadway Safety Improvements	D0302	Burlington
Local CMAQ Initiatives	X065	Various
Local Freight Impact Fund	17390	Various
FACILITATE DELIVERIES AND THE GROWTH OF CENTRAL BUSINESS DISTRICTS		
Transportation Alternatives Program	X107	Various
ENHANCE PRIMARY TRUCK ROUTES AND THE NATIONAL HIGHWAY FREIGHT NETWORK		
Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	12380	Burlington
Route 130, Bridge over Big Timber Creek	14426	Camden
Route 1, Alexander Road to Mapleton Road/Plainsboro-Cranbury Road	17419	Mercer
Transportation Systems Management and Operations (TSMO)	01300	Various
Route 295/42, Missing Moves, Bellmawr	355A	Camden, Gloucester
Route 295/42/I-76, Direct Connection, Contract 4	355E	Camden, Gloucester
Route 76, Bridges over Route 130	11326A	Camden
Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2	11326B	
Route 76/676 Bridges and Pavement, Contract 3	11326C	
INCREASE FREIGHT RAIL UTILITY		
Rail-Highway Grade Crossing Program, Federal	X35A1	Various
Rail-Highway Grade Crossing Program, State	X35A	Various
New Jersey Rail Freight Assistance Program	X34	Various
IMPROVE PORTS AND AIRPORTS		
Maritime Transportation System	01309	Various
Airport Improvement Program	08415	Various

Source: DVRPC, 2021

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

FACILITY	COST (IN MILLIONS)	COUNTY
BURLINGTON COUNTY BRIDGE COMMISSION (BCBC)		
Tacony-Palmyra Bridge Rehabilitation: The project includes structural steel repairs, installation of a maintenance/inspection traveler system, replacement of the existing fender system, the rehabilitation of the waterway pier and roadway paving. This project also includes an annual structural maintenance contract.	\$24 from FY22–25	Burlington
Tacony-Palmyra Bridge Electrical Upgrades: The project includes the installation of a structural health monitoring system, installation of a traffic control system and the replacement of some of the existing submarine cables. This project also includes an annual electrical maintenance contract.	\$7 from FY22–25	Burlington
Burlington-Bristol Bridge Rehabilitation: The project includes the replacement of certain existing span decks, waterway pier repairs, counterweight rope replacement, mechanical operational system upgrades, miscellaneous steel repairs, trunnion replacement and roadway paving. This project also includes an annual structural maintenance contract.	\$18.5 from FY22–25	Burlington
Burlington-Bristol Bridge Electrical Upgrades: The project includes installation of a bridge health monitoring system, an upgrade to the Pennsylvania powerhouse and an annual electrical maintenance contract.	\$3 from FY22–25	Burlington
Riverside Delanco Bridge Rehabilitation: The project includes the rehabilitation of the existing mechanical operational equipment and an annual structural maintenance contract.	\$1.5 from FY22–25	Burlington
Riverside Delanco Bridge Electrical Upgrades: The project includes an upgrade of the existing electrical system and also an annual electrical maintenance contract.	\$1.75 from FY22–25	Burlington
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)		
<p>I-295 Scudder Falls Bridge Replacement: Under a Memorandum of Agreement that DRJTBC entered with NJDOT and the Pennsylvania Department of Transportation (PennDOT), the project's limits are I-95 from PA Route 332 in Bucks County, Pennsylvania to Bear Tavern Road in Mercer County, New Jersey. The project area extends 4.4 miles along I-295, from the Route 332 interchange in Bucks County, Pennsylvania, to the Bear Tavern Road interchange in Mercer County, New Jersey. The work includes a complete replacement of the existing four-lane Scudder Falls Bridge over the Delaware River with six lanes of through traffic (three in each direction), two auxiliary northbound lanes for entry/exit travel, and one auxiliary southbound lane for entry/exit travel. Other major components of the project include:</p> <ul style="list-style-type: none"> • Widening of I-295 from the Route 332 exit in Pennsylvania to the bridge by adding an additional lane in each direction (widening to the inside of the highway). • Reconfiguration of the I-295/Taylorsville Road Interchange in Lower Makefield Township, Pennsylvania, by eliminating the existing eastern southbound off-ramp from I-95 and combining it with the existing western southbound off-ramp. • Reconstruction and reconfiguration of the Route 29 interchange using roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95. • A pedestrian/bicycle shared-use pathway on the upstream structure of the new dual spans • Full inside and outside shoulders/breakdown lanes on both bridge spans, a current highway standard requirement; the inside shoulders will be 14-feet wide (two feet wider than the 12-foot width required under current highway design criteria) to allow for future bus-rapid transit routes in the region. • Noise-abatement walls along the approach roadways leading to and from the bridge. 	\$570 from FY22–25	Mercer

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

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

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

FACILITY	COST (IN MILLIONS)	COUNTY
DRPA (CONTINUED)		
Betsy Ross Bridge: Painting and Steel Repairs.	\$85 from FY22–31	Camden
Betsy Ross Bridge: NJ Route 90 Overpass project will include concrete and steel repairs to the NJ Route 90 overpass over Route 130 and painting.	\$8 from FY22–31	Camden
PATCO: PATCO Hall and Way Interlocking Rehabilitation that will replace the track and switches at Hall and Way Interlockings in the Camden subway. The work includes replacement of existing turnouts and crossing diamonds and installation of signal and electrical components.	\$2 from FY22–31	Camden
PATCO: PATCO Interlocking and Track Rehabilitation Phase II that will perform a rehabilitation of Locust, Hall, Way, East/West Ferry, and East Crest Interlockings. The project will involve the removal and replacement of switches, frogs, ties, and signal/communication/power cabling.	\$35 from FY22–31	Camden
PATCO: DC Power Upgrades that will include the rehabilitation of DC power equipment in five New Jersey substations.	\$10 from FY22–31	Camden
PATCO: Install Elevators in Remaining PATCO Stations that will install new elevators at six (6) PATCO stations not currently served by elevators. The six (6) stations include Ashland, Haddonfield, Westmont, Collingswood, City Hall, and 12th–13th & Locust Stations. Seven of the 13 PATCO stations already have elevators in service. All stations on the PATCO system will be compliant with the Americans with Disabilities Act (ADA) when the project is completed.	\$8 from FY22–31	Camden
PATCO: Embankment Restoration, Drainage Improvements, and Retaining Walls Rehabilitation that will rehabilitate and restore embankments and retaining walls at several locations along PATCO right-of-way to prevent erosion and preserve drainage control in order to maintain the system in a safe and functional condition. The work includes stabilizing deteriorated embankment slopes, constructing drainage improvements, and repairing retaining walls between Camden and Lindenwold.	\$8 from FY22–31	Camden
PATCO: Replace Electrical Cables in Subways, which will replace power and signal communication cables in subways. Existing cables in service are 40+ years old and have exceeded expected service life. Replacement is required to ensure reliability of traction power and signal systems.	\$8 from FY22–31	Camden
Franklin Square PATCO Station Reopening: Project will include scoping, preliminary design work, ADA accessibility, structural, electrical, plumbing, communication, signal and security elements needed to enhance the currently closed station to full operation.	\$24 from FY22–31	Philadelphia
Woodcrest Station Platform Rehabilitation: Project will consist of the planning and design to include reinforcement of concrete, steel member rehabilitation, steel and concrete components of the platforms and stairway enclosures.	\$18 from FY22–31	Camden
PATCO Bridges Rehabilitation: Project will consist of the planning, design, and construction to rehabilitate PATCO bridges. Work will include concrete and steel repairs, bearing replacement, column repairs, drainage, and abutment/wingwall repairs.	\$20 from FY22–31	Camden
PATCO Station Modernization: Project will modernize commuter stations and extend the useful life of the stations and their major components. This project will enhance the experience for riders and motorists who use the facilities and enhance the appeal to nearby residents, businesses, and property owners.	\$12 from FY22–31	Camden

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

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

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

2.8 Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date or that earmark funds for specific types of projects. Examples include the Transportation Alternatives Set-Aside Program (TA Set-Aside or TASA), the Safe Routes to School (SRTS) Program, and the DVRPC Congestion Mitigation and Air Quality Improvement Program (CMAQ).

Transportation Alternatives Set-Aside

The FAST Act's Surface Transportation Block Grant sets aside funding for the continuation of Transportation Alternatives Program (TAP), which was established under MAP-21 as an amalgamation of the previous authorization's Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and Safe Routes to School (SRTS) programs. Under the FAST Act, this program was no longer called TAP; however, New Jersey decided to continue to use TAP, known as "TA Set-Aside." Eligibility requirements of the TA Set-Aside program have remained largely the same as with previous programs. Transportation Alternatives (TA) projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility among others. TA Set-Aside eligible projects focus on non-traditional projects designed to enhance the experience of transportation, mitigate the impact of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. For example, projects may involve on- and off-road trail facilities for pedestrians, bicyclists, and those who use non-motorized forms of transportation.

Not only is there a statewide TA funds allocation, but there is also a direct allocation of TA funds to urbanized areas at varying population levels. All TA funds (TA-FLEX, TA-L5K, TA-B5K200K, TA-PHILA, and TA-TRENTON) must be awarded through a competitive process, whether the funds come from regional MPO funds or from the statewide allocation. Much like the Competitive CMAQ Program, projects are subjected to a rigorous evaluation process before the priority list of projects is selected. Projects seeking TA funds are required to be submitted by TA-eligible sponsors and to undergo a competitive selection process. For more information about the New Jersey TA Set-Aside Program, visit www.dvrpc.org/TAP. In previous years, New Jersey's TE project selection process occurred at the state level with MPO involvement. Table 5 provides a full listing of projects that were selected since the year 2000 through the previous TE and the latest TAP Program for New Jersey. This is not an annual program due to timing of projects and the amount of funds available to DVRPC. The REC TRAILS Program has continued funding the development and maintenance of recreational trails and trail-related facilities for motorized and non-motorized uses as a TA Set-Aside.

Safe Routes to School

The SRTS Program is funded through FHWA's Federal Aid Program and is administered by NJDOT, in partnership with New Jersey MPOs (DVRPC, NJTPA, and SJTPO). The objectives of the SRTS program are to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of New Jersey's primary and middle schools (grades K–8). Projects must be located within two miles of a school that serves students in grades K–8. The final project selections are approved by the NJDOT Commissioner and each MPO. This is not an annual program due to timing of projects and the amount of funds available to DVRPC. See Table 6 for the complete list of selected SRTS projects from FYs 2008, 2009, 2012, 2014, 2016, 2017, 2018, and 2019. Applications for the latest round in 2021 are due October 14, 2021. Visit www.dvrpc.org/SafeRoutes for further details.

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

CMAQ was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, and the FAST Act. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements, bicycle and pedestrian facilities and outreach efforts, traffic flow improvements, ridesharing and other demand-management programs, alternative fuel vehicles, projects that will reduce idling emissions and diesel engine retrofits. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program and generally opens the application period for new CMAQ-eligible projects every few years. Any public agency or public-private partnership may submit projects to DVRPC for consideration. The CMAQ Subcommittee (also known as the Competitive CMAQ Committee) of the DVRPC RTC evaluates the projects and makes recommendations to the DVRPC Board for final selection. The most recent round concluded in 2021 with almost \$5 million of CMAQ funds awarded to projects for obligation by the end of federal FY2024. See Table 7 for a list of CMAQ project awards since FY2012. For more information about the Competitive CMAQ Program, please visit www.dvrpc.org/cmaq.

DVRPC Regional Trails Program

With financial support from the William Penn Foundation, DVRPC's Regional Trails Program provides planning assistance and financial support to trail developers, counties, municipalities, and non-profit organizations to complete the Circuit, Greater Philadelphia's planned 800-mile network of multiuse trails. The Circuit trail system takes advantage of the many opportunities to build and connect trails across the region, which is a product of the area's success in repurposing unused rail corridors and developing linear parks along the region's waterways. The Circuit will also serve as the backbone for a network of "bicycling highways," which will allow safe and efficient travel by bicycle between homes, businesses, parks, schools, and institutions free from motorized traffic. The list of awarded trail planning, design, and construction projects in New Jersey is displayed in Table 8. For more information about the Regional Trails Program or the Circuit, visit www.dvrpc.org/Trails/RegionalTrailsProgram.

DVRPC New Jersey Local Roadway Safety Program

Using funding from the line item, Local Safety/High Risk Rural Roads Program (DB #04314), in the TIP, DVRPC solicits federal Highway Safety Improvement Program (HSIP)-eligible projects from municipal and county roadway owners via its New Jersey Local Safety Program to advance safety improvement projects on local roadways. This is a competitive program that funds the design and construction phases of HSIP-eligible safety projects that are consistent with New Jersey's 2020 Strategic Highway Safety Plan at www.saferoadsforallnj.com. The line-item description of the Local Safety/High Risk Rural Roads Program (DB #04314) in the TIP lists selected projects that anticipate authorization during the life of the TIP. DVRPC also funds HSIP-eligible local projects with its STBGP-PHILA or STBGP-TRENTON funds as appropriate. Visit www.dvrpc.org/Transportation/Safety/LocalSafetyProgram for program details.

DVRPC Safe Routes to Transit Technical Assistance Program

DVRPC's Safe Routes to Transit-NJ is a technical assistance program that seeks to assist municipalities in bridging the gap between planning and implementation by identifying potential funding sources early in project development. DVRPC will assist municipal or county project sponsors in shaping projects and/or performing planning-level design that will make strong applications for funding sources, such as TA Set-Aside. This technical assistance program matches eligible municipalities and counties with DVRPC staff to navigate the process of designing and funding pedestrian and bicycle improvements around rail stations. In the fall of 2016, DVRPC invited counties and municipalities to submit an online application identifying issues

in their transportation networks that inhibit safe, comfortable pedestrian and bicycle access to rail stations. With participation by transit agency and county partners, DVRPC project staff evaluated applications and selected three stations (two in Pennsylvania and one in New Jersey). Stations were selected based on impact of these issues and on the project sponsor's demonstrated commitment to pursue Final Design and Construction funding following DVRPC's study. The stations in New Jersey selected in 2016 and 2018/2019 are as follows:

- Bordentown Station along NJ TRANSIT's RiverLINE in the City of Bordentown, Burlington County, New Jersey;
- Florence Station along NJ TRANSIT's RiverLINE in Florence Township, Burlington County; and
- West Trenton Station along the Southeastern Pennsylvania Transportation Authority's West Trenton Line in Ewing Township, Mercer County.

Visit this program's web page for further details at www.dvrpc.org/SafeRoutesToTransit.

DVRPC Transportation and Community Development Initiative

TCDI continues to be federally funded in the TIP to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state, and regional planning objectives. The program typically opens every two years. Visit the program's web page at www.dvrpc.org/TCDI for all project awards and further details.

DVRPC Travel Options Program: Moving Better, Together

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

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

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

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
CAMDEN COUNTY (CONTINUED)			
2004	Barrington	Streetscape Improvements to Clements Bridge Road (CR 573)—Phase 3, From Newton Avenue to the New Jersey Turnpike Overpass ^(TE)	\$500,000
2004	Berlin	Berlin Township Transportation Enhancement Program ^(TE)	\$400,000
2004	Gibbsboro	Gibbsboro Borough Gateway Enhancement along Haddonfield-Berlin Road (CR 561) & Clementon Road (CR 686) ^(TE)	\$500,000
2009	Camden	Martin Luther King Boulevard Project ^(ARRA-TE)	\$750,000
2009	Gloucester	Market Street Commons and Streetscape ^(ARRA-TE)	\$485,000
2009	Gloucester	Burlington Street Streetscape Improvement Program ^(ARRA-TE)	\$523,000
2009	Gloucester	Streetscape Project on Broadway Street (between Monmouth and Hudson Streets) ^(ARRA-TE)	\$270,000
2009	Haddonfield	Mechanic Street and Clement Street Historic Preservation and Streetscape Improvements ^(ARRA-TE)	\$570,000
2009	Merchantville	Chestnut Avenue Pedestrian/Bikeway Extension ^(ARRA-TE)	\$150,000
2009	Mount Ephraim	Kings Highway Streetscape Improvements, Phase II ^(ARRA-TE)	\$290,000
2012	Barrington	Clements Bridge Road Streetscape Improvements from NJ Turnpike Bridge to Borough Boundary ^(TE)	\$539,000
2012	Merchantville	West Maple Avenue Streetscape Improvement Project ^(TE)	\$51,000
2014	DRPA	Benjamin Franklin Bridge South Walkway Bicycle and Pedestrian Ramp Project ^(TAP)	\$800,000
2014	Merchantville, Pennsauken	Pennsauken-Merchantville Multiuse Trail (Circuit) ^(TAP)	\$755,000
2015 – 2016	Camden City, Cherry Hill, Collingswood, Haddon, Pennsauken	Cooper River Park Access Improvements (Circuit) ⁴	\$600,000 ⁴
2017	Camden County	Camden County Grove Street Trail Connector ^(TE)	\$255,000
2017	City of Camden	North Camden Waterfront Park Development Project ^(TE)	\$825,000
2017	Merchantville	Merchantville Pedestrian Street ^(TE)	\$861,000
2019	Audubon, Haddon Heights	Atlantic Avenue Trail	\$1,220,000
2019	City of Camden	River Birch Trail	\$680,000
2019	Gibbsboro	Phase 5 Bikeway and Streetscape Improvements along Lakeview Drive from Kresson Road to Silver Lake	\$408,000
2019	Gloucester	Lakeland Road Connector Trail	\$540,000
2021	Camden City	Cooper River Bike/Ped Bridge Project in the area of Admiral Wilson Blvd. and Flanders Boulevard	\$1,000,000

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

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

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

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

Notes:

1. The original award amount for the project, Rebuilding Glassboro’s Historic Train Station, is \$250,000 ARRA-TE. ARRA-TE funds are from the federal American Recovery and Reinvestment Act of 2009 (ARRA), which are also known as ARRA-TE.
2. The original award amount for the project, Stockton Street Historic District Streetscape Infrastructure Project, is \$1,690,000 ARRA-TE.
3. The original award amount for the project, Hopewell Borough Streetscape Improvements Project, Phase II, is \$917,000 ARRA-TE.
4. In 2015–2016, through conversations with member agencies, DVRPC identified project candidates to submit to NJDOT for consideration of unobligated TE and TAP funds from SAFETEA-LU and MAP-21 in order to expend such funds. Of the projects submitted, NJDOT approved four projects in the DVRPC region to utilize such funds.

Sources: DVRPC, NJDOT Local Aid, 2021

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY \$1.705 MILLION TOTAL			
2008	Riverton	Riverton Safe Crossings Project	\$23,000
2009	Maple Shade	Maple Shade Safe Routes to Maude Wilkins School at Cutler Avenue	\$200,000
2009	Mount Holly	Ensuring a Safe Route to School in Mount Holly	\$125,000
2012	Edgewater Park	Stevenson Avenue & East Franklin Avenue Multiuse Path	\$113,000
2014	Southampton	Pedestrian Infrastructure Upgrades (Access & Safety). Campus—Schools 1, 2, 3	\$92,000
2016	Eastampton	SRTS: Eastampton Community School—Pedestrian Multiuse Path and Walking Route Improvements	\$429,000
2016	Maple Shade	Phase 1: SRTS Pedestrian Safety Improvements. Frederick Avenue & S. Clinton Avenue	\$257,000
2016	Pemberton	Phase 1: Busansky/Emmons Schools Multimodal Improvements	\$466,000
CAMDEN COUNTY \$2.693 MILLION TOTAL			
2008	Chesilhurst	New Jersey Safe Routes to School Program for Chesilhurst Borough	\$256,000
2008	Magnolia	Magnolia Safe Routes to School—Infrastructure and Non-Infrastructure Programs	\$156,000
2018	Voorhees	Echelon Road Pedestrian Improvements	\$370,000

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

YEAR	MUNICIPALITY	PROJECT TITLE	AWARD AMOUNT
CAMDEN COUNTY (CONTINUED)			
2009	Clayton	Clayton SRTS Sidewalk Extension and Warning Beacons	\$130,000
2009	East Greenwich	Township of East Greenwich—Construction of Crosswalks at Various Locations: Construction Phase	\$20,000
2012	Haddonfield	FY2012 Safe Routes to School Pedestrian Safety Infrastructure Improvements	\$300,000
2012	Lindenwold	Concrete Sidewalk Installation: School #5, School #4, and High School	\$330,000
2012	Voorhees	Kresson Road Sidewalk Improvements	\$74,000
2014	City of Camden	Morgan Village Safe Routes to School Project	\$317,200
2014	Collingswood	Collingswood Safe Routes to School and Traffic Calming	\$241,000
2016	Gloucester City	Gloucester City Middle School Improvements and Pedestrian Safety Improvement Program	\$343,000
2018	National Park	National Park Borough Safer Routes to National Park School	\$156,000
MERCER COUNTY \$2.559 MILLION TOTAL			
2009	Hightstown	Summit Street Sidewalk Improvements	\$147,000
2009	Pennington	S. Main Street and W. Delaware Avenue Crosswalk—Sidewalk Improvements	\$220,000
2012	Hamilton	Klockner, Morgan, and University Heights Pedestrian Safety Improvements	\$275,000
2014	Hightstown	Improvements to Stockton Street and Joseph Street	\$275,000
2014	Princeton	Pedestrian Upgrades to Two Harrison Street Traffic Signals	\$300,000
2018	Hamilton	Klockner Elementary School Pedestrian Safety Improvements	\$342,000
2019	Princeton	Rosedale Road (CR-604) and General Johnson Drive Intersection and Pathway Improvements	\$1,000,000

Sources: Safe Routes to School National Partnership, DVRPC, NJDOT Local Aid, 2021

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

YEAR	SPONSOR	PROJECT NAME	DB #	AWARD AMOUNT
BURLINGTON COUNTY \$450,000 TOTAL				
2015	Burlington County	BurLINK Bus Replacements	X065	\$450,000
CAMDEN COUNTY \$8.521 MILLION TOTAL				
2012	City of Camden/ Cooper's Ferry Partnership	Haddon Avenue Roadway Improvements	D1407	\$880,000
2012	CSX Transportation	CSX Clean Diesel Locomotive	D1306	\$1,000,000
2012	New Jersey Department of Environmental Protection (NJDEP)	Gloucester Marine Terminal Truck Engine Retrofits	X065	\$300,000

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

YEAR	SPONSOR	PROJECT NAME	DB #	AWARD AMOUNT
CAMDEN COUNTY (CONTINUED)				
2015	Camden County	South Jersey Port Corporation Fleet Modernization Program (in City of Camden)	X065	\$1,000,000
2015	Voorhees Township	Voorhees Township Senior Bus Replacement	X065	\$110,000
2015	Voorhees Township	Somerdale Road (CR 678), Burnt Mill Road (CR 670) to Echelon Road (Pedestrian Enhancements)	D1702	\$515,000
2018	Gloucester Township	Gloucester Township Bicycle Trail, Oak Avenue to Evesham Road (Circuit Trail Construction)	D1907	\$958,500
2021	Camden County	Route 130 Camden County Link Trail Bike/Ped Bridge Project (Circuit Trail Construction)	X065	\$3,163,000
2021	Voorhees Township	Pedestrian and Bike Lane Improvements for Access to the Ashland PATCO Station (Construction) in Voorhees Township, Somerdale Borough, Cherry Hill Township, and Lawnside Borough	X065	\$594,000
GLOUCESTER COUNTY \$160,000 TOTAL				
2012	Gloucester County	Gloucester County CNG Transit Vehicles	X065A	\$160,000
MERCER COUNTY \$4.091 MILLION TOTAL				
2012	Lawrence Township	Province Line Road Bike Trail	D1408	\$360,000
2015	Princeton	Princeton Township Bike Share Expansion	D1703	\$196,000
2018	Lawrence Township	Maidenhead Meadows Trail (for Construction) (Circuit Trail)	D1909	\$1,214,400
2018	Mercer County	Hamilton Avenue (CR 606) and Kuser Road (CR 619)/Ward Avenue and Hamilton Avenue and Liberty Street (for Construction)	D1908	\$1,185,000
2021	Lawrence Township	Princeton Pike Traffic Flow Mitigation Improvements (Construction) at the intersections of Princeton Pike and Fackler Road and Princeton Pike and Province Line Road	X065	\$836,000
2021	NJDEP	NJDEP's eMobility Program (award provided only for the City of Trenton eMobility proposal on city-owned Electric Vehicle Charging Stations at \$200,000 and education/outreach at \$100,000 of the eMobility Program in the city)	X065	\$300,000
VARIOUS COUNTIES \$621,440 TOTAL				
2021	Greater Mercer TMA	Decreasing SOV Commutes while Increasing Employment Accessibility for Essential Workers with Dynamic Ridesharing (for marketing only)	X065	\$81,000
2018	NJDEP	It Pay\$ to Plug In: New Jersey's Electric Vehicle Charging Grants Program (award requirement: benefit only Local Public Agencies in the DVRPC NJ region)	X065	\$200,000
2018	NJDEP	Emergency Medical Services (EMS) Idle Reduction Grant Program (award requirement: entities must keep APUs in operation for four years instead of three years)	X065	\$216,000
2018	NJDEP	Electric Vehicle Ride and Drive Events	X065	\$124,440

Note: A DB # may be assigned to a project when the project is ready to break out of the program line item, Local CMAQ Initiatives (DB #X065), for obligation.

Source: DVRPC, 2021

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

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
BURLINGTON COUNTY \$1.335 MILLION TOTAL			
2	FS	Kinkora Trail Mansfield Township Community Park Connector (Circuit)	\$40,000
3	CON	Kinkora Trail Mansfield Township Community Park Connector (Circuit)	\$500,000
4	Design	Rancocas Creek Greenway (Circuit)	\$300,000
7	FS, PE	Pemberton Rail Trail to Brendan Byrne State Forest Connector Trail in Pemberton Township (Circuit)	\$105,000
7	FS, PE	Rancocas Creek Greenway (Rowan Estate to Smithville Park Segment) in Westampton, Mount Laurel, Hainesport, and Mount Holly Townships (Circuit)	\$165,000
8	Design	Rancocas Creek Greenway - Laurel Run (Circuit)	\$225,000
CAMDEN COUNTY \$1.798 MILLION TOTAL			
1	Design	Baldwin's Run Tributary Trail in City of Camden (Circuit)	\$150,000
1	CON	Kaighn's Avenue to Route 130 Connector Trail (Circuit)	\$125,000
3	CON	DRPA/PATCO Ben Franklin Bridge Walkway Bicycle and Pedestrian Ramp (Circuit)	\$400,000
4	Design	Cooper River Trail, Pub Connector (Circuit)	\$37,820
4	Design	Gloucester Township Bike Path (Circuit)	\$217,000
5	Design	Riverbirch Trail in City of Camden (Circuit)	\$50,000
5	PE	Cross Camden County Trail (Upper Great Egg Harbor Segment) in Winslow Township (Circuit)	\$200,000
5	FS	Bridge over US 130 in Pennsauken Township (Circuit)	\$14,575
7	Design	Bridge over US 130 and adjoining trail in Pennsauken Township (Circuit)	\$175,000
8	Design	Camden County Link Bike/Ped Bridge over NJ 130	\$300,000
8	Acquisition, Construction	Cramer Hill Waterfront Park Trail Connector	\$128,334
GLOUCESTER COUNTY \$400,000 TOTAL			
4	Design	Harrison Trail (Circuit)	\$400,000
MERCER COUNTY \$1.825 MILLION TOTAL			
1	CON	Lawrence-Hopewell Trail: Lewisville Road Section (Circuit)	\$248,000
3	CON	Lawrence-Hopewell Trail: Carter Road East and West (Circuit)	\$250,000
4	CON	Trenton Wellness Loop in City of Trenton (Circuit)	\$195,000
8	Design	Union Transportation Trail Extension	\$227,888
4	FS, CD	Trenton Wellness Loop—D&R Canal Gap (Circuit)	\$110,000
5	FS, PE	Union Transportation Trail—East Windsor Township Segment (Circuit)	\$135,000
5	AA	Lawrence-Hopewell Trail—Dyson Tract Segment (Circuit)	\$15,600
7	CON	Lawrence Hopewell Trail (Mt. Rose Distillery Segment) in Hopewell Township (Circuit)	\$363,200
7	Design	Lawrence Hopewell Trail (Pretty Brook Road Segment) in Lawrence Township (Circuit)	\$130,000

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

ROUND	PHASE	PROJECT TITLE	AWARD AMOUNT
MERCER COUNTY (CONTINUED)			
7	Design	Trenton Wellness Loop to Union Street (Circuit)	\$150,000

Notes: Alternatives Analysis (AA), Feasibility Study (FS), Conceptual Design (CD), Preliminary Engineering (PE), Construction (CON)

Source: DVRPC, 2021

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

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

Source: DVRPC, 2021

Chapter 3: **RESPONDING TO ENVIRONMENTAL JUSTICE (EJ) AND TITLE VI CONCERNS**

The TIP is the agreed-upon list of priority projects for the region that can affect every resident of the Delaware Valley. As the region's MPO, DVRPC is mandated to ensure nondiscrimination in all of its programs and projects, including the TIP, as well as respond to federal guidance on Environmental Justice (EJ). There are two primary federal non-discrimination guidelines DVRPC follows in its planning efforts: Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898). Additionally, there was recent guidance from PennDOT for the Commonwealth of Pennsylvania referred to as the "South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide", which DVRPC first followed for the update of the FY2021 TIP for Pennsylvania and as best as possible for the FY2022 TIP for New Jersey.

The programming process that DVRPC facilitates during the update of the FY2022 TIP for New Jersey is dynamic and complex and must realistically address diverse needs and requirements in addition to Title VI and EJ considerations. These needs all influence how the region's resources are allocated in the TIP to address the needs throughout the region and include:

- balancing funds across various areas, such as consistency with DVRPC's Long-Range Plan vision, goals, and objectives;
- resource distribution to different geographic areas;
- different geographic needs;
- technical needs;
- performance-based planning and programming measures;
- competing transportation modes (transit, bicycle, pedestrian, freight, road);
- capital expansion;
- asset preservation;
- varying degrees of agency capacity levels to implement/sponsor a project;
- eligibility requirements of various funding sources (e.g., HSIP versus CMAQ);
- number of project candidates that meet funding eligibility requirements;
- level of funding sources that the region expects; and
- political realities.

3.1 What are EJ and Title VI?

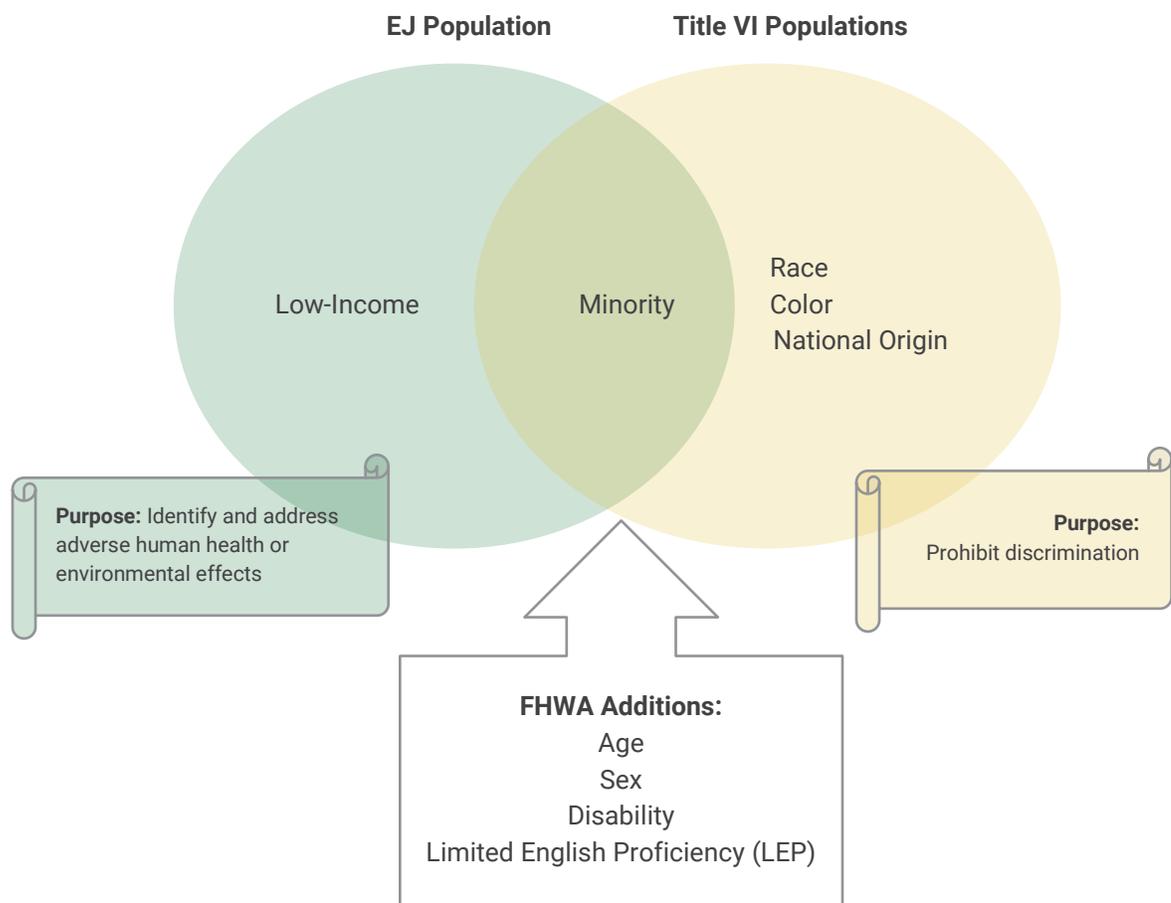
EJ and Title VI are required components in the metropolitan planning process due to legislative and executive actions: the President's Executive Order 12898 from 1994, Title VI of the Civil Rights Act of 1964, and the USDOT Order on Environmental Justice in Minority Populations and Low-Income Populations 5610.2(a).

The 1994 President's Executive Order #12898 on Environmental Justice ensures that each agency receiving federal financial assistance will make EJ its mission "by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States." The principle of EJ in transportation ensures that projects, such as highway expansion, do not have a disproportionately negative impact on communities that have historically been isolated from and disregarded in the planning process.

Title VI of the Civil Rights Act of 1964, which served as the foundation for the EJ Executive Order, is a non-discrimination statute that states “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Additional guidance from FTA and the FHWA encourage transportation agencies to follow non-discrimination guidelines based on sex, age, and disability.

In the transportation realm, the USDOT Order on Environmental Justice in Minority Populations and Low-Income Populations 5610.2(a) requires that transportation agencies fully consider EJ principles throughout planning and decision-making processes in the development of programs, policies, and activities. See Figure 3 for the overlap in populations and intent of Title VI and EJ. All transportation agencies must strive to offer the opportunity for people to be meaningfully involved in the development of transportation plans; all persons shall experience an equitable distribution of benefits and costs from transportation projects, programs, and policies; a person or population group should not be denied the benefits of the TIP; and agencies should avoid, minimize, or mitigate disproportionate burdens (high and adverse impacts) resulting from a program or project, especially for minority and low-income populations.

Figure 3: Populations and Purpose of EJ and Title VI



Source: DVRPC, 2021

DVRPC is committed to responding to the federal guidance on Title VI and EJ with additional guidance and feedback from federal, state, and regional partners. DVRPC’s Regional Planning division, which includes the Office of Capital Programs, works with the Office of Communications and Engagement to address technical

and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of the federal guidance, DVRPC has and will continue to conduct the following activities:

- Enhance its analytical capabilities to ensure that the Long-Range Plan and the TIP comply with Title VI.
- 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.
- 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 involves the evaluation of Title VI and EJ issues through quantitative and qualitative analyses and mapping. In 2001, DVRPC developed a technical assessment to identify populations of concern that may be directly and disparately impacted by the Commission’s plans, programs, and planning processes. This assessment called Indicators of Potential Disadvantage was significantly revised in 2010 and 2018. The IPD analysis is utilized in a variety of DVRPC plans and programs, including the TIP, and is available online at www.dvrpc.org/webmaps/IPD. For more information about DVRPC’s Title VI Compliance Program and Public Involvement opportunities, please visit www.dvrpc.org/GetInvolved/TitleVI and www.dvrpc.org/GetInvolved/PublicParticipation.

DVRPC recognizes that transportation infrastructure investments form the backbone of a healthy and prosperous region, but their impacts may involve changes to traveler costs, accessibility, community cohesion, air quality, noise, visual quality, etc. that can affect one community more than another and at different times of the project process (before, during, and after construction). Hence, EJ and Title VI are vital components of developing and evaluating the TIP.

3.2 Program Evaluation

In this FY2022 TIP update, DVRPC performed a more robust EJ and Equity analysis approach than in previous TIP updates, based on the “South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide”. This guide outlines strategies to accomplish the core elements of an EJ analysis. The core elements that the guide prescribes are:

1. Identify EJ populations (Low Income, Racial Minority, and Ethnic Minority).
2. Assess conditions and identify needs.
3. Evaluate burdens and benefits.
4. Identify and address potential disproportionate and adverse impacts, which will inform future planning efforts.

Step 1: Identify EJ Populations (Low Income, Racial Minority, and Ethnic Minority)

Table 10 provides an overview of demographic data from the U.S. Census for the four-county New Jersey region of Burlington, Camden, Gloucester, and Mercer counties. This includes information on the EJ populations of minority and low-income populations, as well as other historically and currently disenfranchised populations, such as people with disabilities and carless households.

Table 10: Population Estimates in the DVRPC New Jersey Region

POPULATION GROUP	TOTAL ESTIMATES	PERCENTAGE OF REGIONAL TOTAL
Total	1,611,527	100%
White, Non-Hispanic	999,160	62%
Minority	612,367	38%
Black or African American, Non-Hispanic	265,519	16%
Hispanic	203,390	13%
Asian, Non-Hispanic	101,040	6%
Two or more races, Non-Hispanic	37,054	2%
Other Communities of Concern:		
Female	826,430	51%
Older Adults (65 years or older)	251,634	16%
Limited English Proficiency (LEP)	110,574	7%
Foreign Born	199,386	12%
Persons with a Disability	192,016	12%

Source: American Community Survey, U.S. Census Bureau, 2015-2019

White, Non-Hispanic persons represent a slight majority of the DVRPC New Jersey region’s population (at 62 percent), followed by Black or African American, Non-Hispanic (at 16 percent), Hispanic (at 13 percent), and Asian alone, Non-Hispanic (at 6 percent). Maps depicting concentrations of low income and minority populations are included in Appendix G: Environmental Justice Appendix.

Step 2: Assess Conditions and Identify Needs

The Pennsylvania guide highlights the importance of informing planning partners of existing asset conditions before projects are selected for TIP/STIP and after projects are selected to justify the selection of projects on the TIP/STIP. Early in the process of developing the TIP, DVRPC shared maps displaying bridge and pavement asset condition along with demographic information that included EJ and Title VI populations with the New Jersey Subcommittee of the Regional Technical Committee (often referred to as the NJ TIP Subcommittee as mentioned in Chapter 1), in order to facilitate a conversation among stakeholders about how to maintain and improve the region’s transportation network equitably, avoiding disproportionate impacts or levels of investment. DVRPC also shared with the NJ TIP Subcommittee the results of bridge and pavement conditions in communities of concern and compared them with projects on the TIP to identify any disproportionate impact. Appendix G contains various maps that illustrate mappable highway and transit projects in the TIP along with concentrations of low-income and racial and ethnic minority populations.

Bridge Conditions in Communities of Concern

Analysis of bridge conditions found that bridges in poor condition are not disproportionately located in communities with average, above-average, or well-above-average concentrations of either low-income or minority populations.

Pavement Conditions in Communities of Concern

Analysis of pavement conditions found that poor pavement condition is not disproportionately located in communities with average, above-average, or well-above-average concentrations of either low-income or minority populations.

Assessing conditions is important also for Performance-Based Planning and Programming (PBPP; detailed in Chapter 4). MAP-21 and the subsequent FAST Act require state DOTs and MPOs to use the PBPP approach in transportation decision making. This includes establishing baseline performance metrics for the transportation network, setting data-driven targets, selecting projects to help meet those targets, and tracking progress. The goal of PBPP is to ensure targeted investment of transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on outcomes related to goals including safety, infrastructure preservation, congestion reduction, and system reliability.

Transit Access

To understand access to transit, DVRPC uses mapping developed in the Equity Through Access (ETA) project, which is used in the region's Coordinated Human Services Transportation Plan (CHSTP). The ETA transit accessibility map layer shows a composite measure of regional public transit accessibility, considering how many areas a person could access in a 45-minute transit trip, the general number of essential services accessible in a 45-minute transit trip, frequency of service, and walkability of the block group to transit stations/stops. Using accessibility data at the block group level, the four characteristics were combined and ranked 1 through 10. Higher values were assigned to areas that are less accessible by transit and lower values were assigned to areas that are more accessible by transit. A map showing transit accessibility in the New Jersey portion of the DVRPC region is included in Appendix G.

Step 3: Evaluate Burdens and Benefits

The remaining core elements from the "South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide" are to evaluate burdens and benefits and to identify and address potential disproportionate and adverse impacts, which will inform future planning efforts as part of TIP equity analysis. DVRPC conducted this part of the analysis in three ways to understand if investments are potentially impacting protected population groups and/or communities of concern:

- program evaluation by project mapping;
- program evaluation of the allocation of investments; and
- review by project type.

Program Evaluation by Project Mapping

Although a handful of projects were excluded from the analysis due to their inability to be geographically represented, the FTA and FHWA cites utilizing geographic information systems (GIS) in equity analyses for identifying potential impact to communities of concern as best practice. A 50-foot buffer was applied to the mapped features (points and lines) to capture potentially impacted census tracts.

DVRPC also evaluated each project during the project selection process by using the TIP Benefit Evaluation Criteria and designated an IPD score (discussed in further detail below). Note that all new projects that appear on the TIP for the first time were part of this evaluation. After TIP projects were selected, the entire program of investments that can be mapped ("mappable") was evaluated by census tract by using the IPD analysis. Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement (e.g., DB #D1601, New Jersey Regional Signal Retiming Initiative). There are over 70 TIP projects in the

Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data, which is found in Appendix G.

Program Evaluation of the Allocation of Investments

Both the TIP project selection process and overall program evaluation rely on DVRPC’s IPD to analyze projects that can be mapped. There are nine population groups that are currently analyzed via the IPD, all of which have been identified as communities of concern under Title VI and/or EJ:

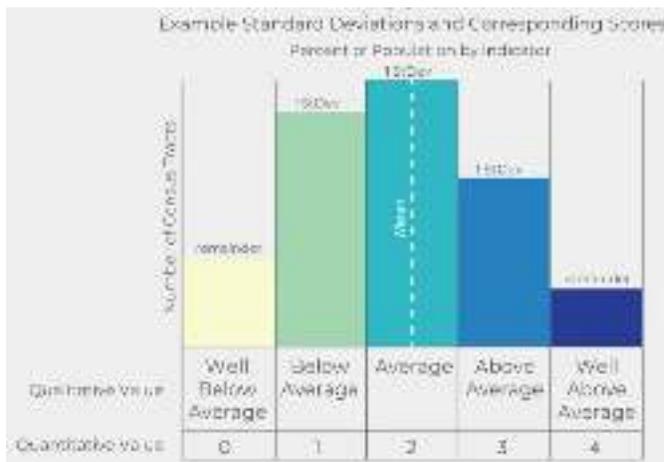
- | | | |
|---------------------|---------------------|--------------------|
| 1. Youth; | 5. Ethnic Minority; | 8. Limited English |
| 2. Older Adults; | 6. Foreign Born; | Proficiency; and |
| 3. Female; | 7. Persons with | 9. Low-Income. |
| 4. Racial Minority; | Disabilities; | |

The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above using American Communities Survey (ACS) data. This methodology is used in the TIP to understand the distribution of projects and how they may potentially benefit or burden communities of concern, particularly focusing on the low-income, racial minority, and ethnic minority populations.

In the IPD methodology, the data for each of the indicators in the IPD analysis is split into five categories, which are determined by using the regional average to create standard deviations for each indicator. A score is correlated with each of the five categories to create a system for comparing the concentrations of populations within TIP project areas. As Figure 4 illustrates, a census tract “cumulative score” (an IPD score ranging from 0 to 36) is determined by each of the indicator’s individual scores:

- Well below average (score of 0);
- Below average (score of 1);
- Average (score of 2);
- Above average (score of 3); and
- Well above average (score of 4).

Figure 4: IPD Scoring Methodology



Source: DVRPC, 2021

These summary scores are then again organized into five categories from “well below average” to “well above average”, to allow for regional comparisons and evaluation:

- Well below average (scores from 0 to 11);
- Below average (scores from 12 to 16);
- Average (score of 17-20);
- Above average (scores from 21 to 24); and
- Well above average (scores from 25 to 36).

Please visit www.dvrpc.org/webmaps/IPD for further details about the IPD.

Table 11 illustrates 65 total mappable projects with funding totaling slightly more than \$1.615 billion over a 10-year period (FY22–FY31) of the DVRPC FY2022 TIP for New Jersey. It appears that most funds are programmed for projects located in areas with average and above average populations of communities of concern.

Table 11: Economic Investment in Communities of Concern

POPULATION BY IPD	TOTAL 10-YEAR COST (COST IN MILLIONS)	PERCENTAGE OF INVESTMENT
Well Below Average (1-7)	None	0%
Below Average (8-14)	\$34.000	2%
Average (15-21)	\$1,027.288	64%
Above Average (22-28)	\$451.676	28%
Well Above Average (29-36)	\$101.259	6%
Total for 65 Mappable Projects:	\$1,614.223	100%

Source: DVRPC, 2021

DVRPC is not able to assign IPD scores and/or population percentages to projects that are not mappable from a geographical perspective or that are located in census tracts that lack statistically significant residential census data, so those projects were excluded from the analysis. For example, most projects in the Transit Program are either systemwide; equipment related; or program line items with no mappable, physical locations. In this TIP, projects that are in the Study and Development Program have no funding in the Highway or Transit Programs, so they are also excluded from the analysis.

Review by Project Type

Categorizing projects by their potential burdens or benefits enhances the transparency of a spatial investment analysis and project selection. Knowing a project’s impact type clarifies the implications of that project being located near an EJ or non-EJ population and helps project implementation staff to prepare mitigation strategies. DVRPC staff assigns all TIP projects a primary project type based on their project descriptions in the TIP. The “South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide” assigned project categories into the three levels of potential impact: low, medium, and high, as shown in Table 12. As described in the guide,

At the heart of EJ is the possibility that some projects may deliver regional benefits in terms of improved mobility and accessibility but have localized adverse effects that may be borne by EJ populations in proximity to the project. Roadway expansion projects may be the most typical of these

types of projects. Such projects may be termed “projects of concern” and should be flagged as projects that will require environmental (NEPA) review during the project development phase.

In the TIP, pavement and bridge preservation projects that have “lower potential for adverse impacts or are potentially beneficial” comprise almost half (47.9 percent) of the Highway Program funds in the region. This makes sense as system preservation, not roadway expansion or new right-of-way, remains one of the top priorities in the DVRPC TIP Project Benefit Evaluation Criteria and reflects the priorities of the regional Long-Range Plan. Bicycle/pedestrian improvement, streetscape, and local County and Municipal Aid improvements that have a “low potential for adverse impacts” comprise approximately a quarter of regional Highway Program funds in the TIP.

Table 12: Project Categorization and Potential Impacts Scheme

PROJECT CATEGORIES FOR EJ ANALYSIS	POTENTIAL IMPACT LEVEL
<ul style="list-style-type: none"> - Transit - Bike/Pedestrian - Safety - Studies (such as those listed in the Study and Development Program) 	Lowest potential for adverse impacts
<ul style="list-style-type: none"> - Roadway and Bridge Maintenance 	Low potential for adverse impacts or is potentially beneficial
<ul style="list-style-type: none"> - New Right-of-Way - Roadway Expansion 	Projects of concern: <i>High</i> potential for adverse impacts

Source: *South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide, 2019*

Step 4: Identify and Address Potential Disproportionate and Adverse Impacts to Inform Future Planning Efforts

DVRPC conducted the analysis of the FY2022 TIP at a regional level to identify any potential disproportionately high and adverse impacts and determine what actions to take to address any impacts. The DVRPC FY2022 TIP does not appear to have a potential disproportionate and adverse impact to communities of concern. However, if disproportionate impacts were found in the TIP, DVRPC could take the following actions:

- Re-evaluate the current selection of projects in the TIP with planning partners;
- Explore and implement mitigation strategies;
- Use this information to inform the selection of projects for the next TIP update.

DVRPC does not serve as “judge and jury” in determining whether a project can be approved or rejected based on disproportionate burden. Rather, DVRPC is responsible for adding capacity and information to the TIP development process for planning partners to meet Title VI and EJ requirements and guidelines.

3.3 Fostering and Sustaining a Unified Process

DVRPC will continue to follow the best practices listed below to avoid disproportionate impacts on EJ and other communities of concern:

Better Engage EJ Communities Early and Often in the Regional Planning Process

Involving members of EJ and other communities of concern in the planning process early and often is an important part of preventing disproportionate burdens from transportation projects. DVRPC invites members

of EJ and civil rights organizations or communities to participate in specific projects and on standing committees, such as the Public Participation Task Force, (PPTF) and the Healthy Communities Task Force. DVRPC's PPTF provides ongoing access to the regional planning and decision-making process, serves as a conduit for DVRPC information to organizations and communities, and assists with implementing public outreach strategies. The PPTF includes members selected through an application process designed to maintain a regionally inclusive task force with diverse interests and backgrounds, including EJ and Title VI populations. All members of the public are also encouraged to join a scheduled NJDOT public information center to learn more about any NJDOT sponsored project that they are interested in at www.nj.gov/transportation/community/meetings. More broadly, members of the public are encouraged to engage with local municipalities, county planners, DVRPC, and NJDOT in the early stages of problem identification and project development. Lastly, DVRPC will continue to explore the benefits and burdens associated with transportation projects, particularly those that can be identified during the programming phase, to avoid, minimize, or mitigate disproportionate burdens, through its Title VI Compliance Program.

Continue to Incorporate EJ in Project Selection (TIP Project Benefit Evaluation Criteria)

New candidate projects for the DVRPC FY2022 New Jersey TIP were evaluated using the DVRPC TIP Project Benefit Evaluation Criteria before projects were selected for the constrained draft TIP. This will continue during the life of the TIP (if there are available funds available for new projects) and for the next TIP update. The goal of the Benefit Evaluation Criteria is to provide a data-informed support tool to guide transportation project investment decisions. The Benefit Evaluation Criteria includes an Equity Criterion, weighted at 12 percent of the total score, which evaluates Equity as it is broadly defined in the Long-Range Plan. This analysis relies on DVRPC's IPD methodology, which includes EJ and Title VI populations, as well as other communities of concern. Projects score based on the IPD analysis for each census tract the project touches, including a population multiplier for each census tract. In addition, any project that increases vehicle speeds above 30 miles per hour or increases traffic volumes in census tracts with above-average or well-above-average IPD scores will be given a score of 0 points for the Equity Criterion.

The Benefit Evaluation Criteria also includes consideration of areas with high concentrations of low income, minority, and other communities of concern as part of the Safety Criterion. Safety is the highest weighted criterion in the Benefit Evaluation analysis at 29 percent of the total score. Projects that implement safety strategies with proven benefits in locations identified by DVRPC's Crashes and Communities of Concern in the Greater Philadelphia Region analysis (Publication #18022) are awarded additional points.

Explore Project-Level Opportunities for EJ Communities

NJDOT evaluates potential adverse effects on EJ populations as part of the NEPA process. Recognizing that certain types of actions are unlikely to generate disproportionately high and adverse effects on EJ populations, PennDOT, in consultation with FHWA, developed a list of projects exempted from detailed project level EJ analysis (see PennDOT Publication #746 for further details). This resource was used for the DVRPC FY2022 TIP for New Jersey to evaluate TIP projects, as well to keep a similar, federally approved methodology in place.

For non-exempted projects, information on EJ populations that was gathered during the planning process is evaluated and additional information about EJ populations in the project area is gathered if necessary. This includes going beyond the immediate project location to assess impacts from detour routes or impacts to transit services, as applicable. DVRPC helps provide data and guidance to this process and as requested at the project level. This analysis identifies and discusses both direct impacts and indirect/cumulative effects that would result from a given project, then determines if there are disproportionately high and adverse effects on EJ populations. If it is determined that there are disproportionate impacts that cannot be offset by project benefits, where feasible, strategies to minimize those effects are incorporated into the project.

Although the NEPA process is focused on avoiding and mitigating excessive burdens and adverse effects of transportation projects, it is also important to recognize the clear benefits of many projects on the TIP for the communities where the projects are located.

Taking a closer look at some of the projects in the categories above, there are numerous projects in the “Lower” and “Low” potential for adverse impact/inherently beneficial categories that are focused on providing benefits to communities with higher-than-average concentrations of Low-Income, Racial Minority, and Ethnic Minority populations. These include dozens of projects to repair bridges, pavement, and transit infrastructure, as well as numerous projects to improve safety. Specific examples of inherently beneficial projects in communities with high concentrations of EJ and Title VI populations include:

- DB # D2023: Circulation Improvements around Trenton Transit Center;
- DB # D1914: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561);
- DB #D1709: Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements);
- DB # X107: Transportation Alternative Set Aside: Greenwood Avenue Streetscape Project;
- DB #X065: Pedestrian and Bike Lane Improvements for Access to the Ashland PATCO Station;
- DB #15423: ADA South, Contract 4;
- DB # 15396: Route 168, Route 42 to CR 544 (Evesham Road);
- DB #D1505A ADA Improvements, Contract 1 in Camden City; and
- DB #D1710, Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek.

Appendix G contains various maps that illustrate mappable highway and transit projects in the TIP along with concentrations of low-income and racial and ethnic minority populations.

Chapter 4: **PERFORMANCE-BASED PLANNING AND PROGRAMMING**

Federal legislation (MAP-21 and the subsequent FAST Act) required state DOTs and MPOs to establish and use a performance-based approach in transportation decision making to achieve national goals. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The FAST Act also required that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

The goal of performance-based planning and programming is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals:

1. Safety;
2. infrastructure preservation;
3. congestion reduction;
4. system reliability;
5. freight movement and economic vitality;
6. environmental sustainability; and
7. reduced project delivery delays.

Regulations required by FHWA have established final rules on performance measures that address the seven goals, accordingly:

1. fatalities and serious injuries, both number and rate per vehicles miles traveled (VMT), on all public roads;
2. pavement condition on the Interstate system and on the remainder of the NHS;
3. performance (system reliability) of the Interstate system and the remainder of the NHS;
4. bridge condition on the NHS;
5. traffic congestion;
6. freight movement on the Interstate system; and
7. on-road mobile source emissions.

The regulations required by FTA have established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their lifecycle. The performance management requirements are a minimum standard for transit operators and involve measuring and monitoring the following:

1. transit safety;
2. transit rolling stock;
3. transit equipment;
4. transit infrastructure; and
5. transit facilities.

The FHWA has established three performance measure regulations for roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3). The FTA has established performance measures for Transit Asset Management (TAM) and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets or develop their own

regional targets. For additional information or to view the latest Transportation Performance Management (TPM) updates, visit www.dvrpc.org/TPM.

4.1 Highway Safety Performance Measures (“PM1”)

Highway safety is the first national goal identified in the FAST Act and had the earliest deadline for addressing progress toward meeting targets in the TIP. In March 2016, the FHWA Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires state DOTs and MPOs to set annual targets for five safety-related performance measures with the understanding that reaching zero fatalities on all public roads will require time and significant effort. A *target* is defined in 23 CFR 490.101 as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FHWA. The federal safety performance measures are consecutive five-year rolling averages for:

- **number of fatalities** (the total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year);
- **rate of fatalities per 100 million VMT** (the ratio of total number of fatalities to the number of VMT in 100 million VMT in a calendar year);
- **number of serious injuries** (the total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year);
- **rate of serious injuries per 100 million VMT** (the ratio of total number of serious injuries to the number of VMT in 100 million VMT in a calendar year); and
- **number of non-motorized fatalities and non-motorized serious injuries** (the ratio of total number of serious injuries to the number of VMT in 100 million VMT in a calendar year).

State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. MPOs may either establish quantitative targets for their metropolitan planning area or agree to adopt the statewide targets. FHWA requires DOTs and MPOs to establish safety targets on an annual basis, beginning with targets for calendar year (CY) 2018. The DVRPC Board adopted a resolution on January 25, 2018, supporting NJDOT’s statewide safety targets for CY2018. On January 28, 2021, the DVRPC Board agreed to plan and program projects that will contribute toward meeting or exceeding NJDOT’s statewide Roadway Safety targets; and that DVRPC will also work with its member governments and agencies to explore setting a regional target for future annual updates, in coordination with NJDOT.

FHWA will determine whether a state has met or made significant progress toward its safety performance targets. A state is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

If a state has not met or made significant progress toward meeting its targets, the state must comply with the provisions set forth in 23 USC 148(i) for the subsequent fiscal year. The state shall:

- Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
- Submit a HSIP Implementation Plan that describes actions the state will take to meet or make significant progress toward meeting its targets. The HSIP Implementation Plan should guide the state’s project decisions so that the combined 148(i) provisions lead to the state meeting or making significant progress toward meeting its safety performance targets in subsequent years.

Statewide Safety Targets and Goals in the New Jersey Strategic Highway Safety Plan

The New Jersey 2020 Strategic Highway Safety Plan (SHSP) is an action-oriented and data-driven statewide, coordinated safety plan that provides a comprehensive framework for reducing fatal and serious injury crashes on all public roads in New Jersey. Available online at www.saferoadsforallnj.com, the SHSP was updated in collaboration with federal, state, county/regional, municipal, and non-profit and private safety stakeholders, including New Jersey's three MPOs, to focus on action-oriented and data-driven activities that will be most effective in reducing fatalities and serious injuries and by incorporating the five Es: Education, Enforcement, Engineering, Emergency Response, and Equity.

This New Jersey 2020 SHSP continues to support the national vision for highway safety—*Toward Zero Deaths: A National Strategy on Highway Safety*. Multiple agencies and stakeholders are cognizant that reaching zero fatalities will require time and significant effort by different partner agencies. Therefore, annual targets must be data driven, realistic, and achievable. Targets are important for agencies to make interim progress toward the long-term goal of Toward Zero Deaths in the SHSP. The goal of setting data-driven, realistic, and achievable performance targets each year will help agencies better utilize their safety resources in ways that can result in the greatest reduction in fatalities and serious injuries over time. The previous New Jersey 2015 SHSP established a statewide goal to reduce serious injuries and fatalities by 2.5 percent annually. The current New Jersey 2020 SHSP sets a more aggressive statewide goal to reduce serious injury and fatal crashes by 3 percent annually. Table 13 details New Jersey's latest statewide safety targets that the DVRPC Board agreed upon in January 2021 to plan and program projects that contribute toward meeting or exceeding NJDOT's statewide roadway safety targets.

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Table 13: New Jersey Statewide Safety Targets and Progress

SAFETY PERFORMANCE MEASURE	FIVE-YEAR ROLLING AVERAGE				2015–2019 TARGET ACHIEVED?	BETTER THAN 2013–2017 BASELINE?	MET OR MADE SIGNIFICANT PROGRESS? *
	2013–2017 BASELINE	2015–2019 TARGET	2015–2019 ACTUAL**	2017–2021 TARGET			
Number of Fatalities	577.6	605	582.6	574	Yes	No	Yes
Rate of Fatalities per 100 million VMT	0.761	0.780	0.756	0.740	Yes	Yes	Yes
Number of Serious Injuries	1,092.5	1,101.4	1,469.2	2,124.8	No	No	No
Rate of Serious Injuries per 100 million VMT	1.439	1.422	1.9	2.724	No	No	No
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	379.1	393.9	463.7	588.5	No	No	No

*4 out of 5 targets must be met or have better performance than the baseline.

**Based on preliminary data from NJDOT. FHWA will issue a decision based on final data.

Source: DVRPC, 2021

These targets were established after careful consideration of previous trends, recently constructed projects, and the current socioeconomic environment. The targets are based on actual five-year rolling average of fatalities and serious injuries from data and are reported to satisfy federal requirements with the understanding that New Jersey’s safety vision is to achieve zero deaths on all New Jersey public roads over time. This long-term safety vision requires time to change attitudes and behaviors and to construct infrastructure improvements to reduce the frequency and severity of crashes.

Using a five-year rolling average and projected numbers in the target calculation, as required, can result in a higher target number than baseline number in the short term. As a result of these uncertainties, NJDOT and other states took a cautious approach to setting targets, and DVRPC supported the state targets to align regional efforts with state goals. Moving forward, DVRPC will explore regional targets to determine if they could help the region make better progress toward local safety goals.

NJDOT and the MPOs are committed to directing resources to infrastructure-related safety strategies as we diligently strive to drive down fatalities and serious injuries with an ultimate safety vision of zero deaths. The New Jersey 2020 SHSP will continue to guide the development of safety projects and allocation of HSIP funding and other resources to reduce highway fatalities and serious injuries on New Jersey’s public roadways. Currently, highway safety improvement projects funded with HSIP funds are required to be consistent with New Jersey 2020 SHSP, such as developing and funding projects that adhere to one or more safety emphasis areas within the New Jersey 2020 SHSP: intersections, driver behavior, lane departure, data, equity, pedestrians and bicyclists, and other vulnerable road users. There are also various federal funding

flavors (e.g., Surface Transportation Block Grant Program–Philadelphia [STBGP-PHILA]) besides HSIP funds that can help support safety goals, but HSIP-funded projects must adhere to performance-based goals focusing resources on areas of greatest need and potential for the highest rate of return on the investment of HSIP funds on all public roads.

Coordination and Progress toward Highway Safety Targets

To strengthen communication and coordination efforts, various technical safety experts and planning staff from the MPOs and NJDOT meet regularly to discuss HSIP project advancement and performance measure targets and goals.

Meeting the previous target (2015–2019) is determined by whether the 2015–2019 Performance—based on actual 2015–2019 crash records—either meets the target or is less than the previous baseline (2013–2017) that was used to establish the previous target. A state is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance. The 2015–2019 Performance (actual) data is also the baseline, or the basis, for the new 2017–2021 targets. Upon review, New Jersey has met only two out of five targets, which are number of fatalities and rate of fatalities per 100 million VMT. FHWA has not issued a decision based on final data at the time of writing.

The TIP will continue to make progress toward target achievement. At the NJDOT statewide and DVRPC regional levels, projects and programs are selected for HSIP funding in New Jersey to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads in the state to support achieving safety targets. The TIP includes various HSIP-funded safety projects and programs in the DVRPC Regional Highway Program and the Statewide Program to make progress toward safety targets.

HSIP funds are set aside every federal FY in the DVRPC TIP and the STIP to advance projects that are evaluated and ranked based on Benefit/Cost analysis, *Highway Safety Manual* analysis, fatal and injury crashes, application of systemic improvements, improvements on local roads, and deliverability. In the TIP, the DVRPC region is allocated \$3 million of HSIP funds annually as part of the State’s Financial Guidance for locally sponsored, HSIP-eligible projects on New Jersey HSIP-eligible High-Risk Rural Roads (DB #04314). The list of locations results from a data-driven analysis prepared by NJDOT that prioritizes fatal and serious injury crash concentrations in four categories: intersections, high risk rural roads, pedestrian corridors, and pedestrian intersections. Appropriate design and construction projects at these roadway locations are eligible for HSIP.

DVRPC, county and city partners, and NJDOT staff work together to develop safety projects at these locations. These projects are noted in Table 14. Potential projects are evaluated by using the *Highway Safety Manual* to ensure the identified safety improvement will have a positive benefit/cost ratio that meets NJDOT standards. In July 2015, NJDOT established a Systemic Pilot Program for Roundabouts to provide counties an opportunity to implement at least one modern roundabout on local roadways in each county. Counties in the DVRPC region have taken this opportunity.

The Statewide Program includes the following programs to improve safety throughout the State of New Jersey, such as but not limited to the following:

- **Highway Safety Improvement Program Planning (DB #09388)** is an annual program for Safety Management System and Rail-Highway safety improvement projects. Through the guidance of the HSIP (23 CFR 924), it identifies, prioritizes and implements safety programs and projects associated

with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways.

- **Motor Vehicle Crash Record Processing (DB #X233)** is an annual program that provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process.
- NJDOT's **Rail Highway Grade Crossing Program, Federal (DB #X35A1)** is intended to eliminate hazards at rail-highway grade crossings, rehabilitate grade crossing surfaces, and install protective warning devices for roadways.
- **Safety Programs (DB #19370)** is an annual program to support HSIP eligible Safety Engineering Projects and pedestrian safety improvement projects, including engineering, Right-of-Way Acquisition and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways.
- **Utility Pole Mitigation (DB #15344)** is an annual program that seeks to identify and mitigate locations with incidents of high recurring utility pole accidents throughout New Jersey.

DVRPC has the TIP Project Benefit Evaluation Criteria, a set of criteria based on regional priorities that DVRPC staff use to evaluate new projects that are added to the TIP. The criteria were developed with New Jersey and Pennsylvania members of a working subcommittee of the DVRPC RTC and were designed to align directly with the multimodal goals of the Long-Range Plan and to reflect the increasingly multimodal nature of projects in the TIP. After defining the criteria, the working subcommittee weighted them, with higher weights equaling higher priorities for the DVRPC region.

In the TIP Project Benefit Evaluation Criteria, safety is rated as the highest priority. Further, all new TIP candidate projects are evaluated for how they could potentially impact safety-critical elements (for transit) and high-crash road locations, or whether they will incorporate one or more FHWA-proven safety countermeasures (for highway). See Appendix F of this document for further information about the TIP Project Benefit Evaluation Criteria.

Many other TIP projects funded with federal non-HSIP funds will provide safety benefits to the roadway system, such as Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (DB #D1914) in the City of Camden where Concept Development was funded with local HSIP funds and originated from DVRPC's Local Safety Program (recall Section 2.8 Special Programs); and subsequent phases (because No-Build was not selected as the Preliminary Preferred Alternative at the end of Concept Development) are advanced with HSIP or local STBGP-PHILA or STBGP-TRENTON funds (whichever are appropriate). Resurfacing, guiderail and vegetation maintenance, and bridge improvement projects are all expected to provide safety improvements and help decrease fatality and serious injury crashes.

Table 14: Local Safety Roadway Projects in the TIP

SPONSOR	DB #	PROJECT TITLE AND MUNICIPALITY	SHSP EMPHASIS AREA	PHASE	Fiscal Year	COST (In Millions)
Burlington County	04314	Systemic Roundabout at CR 541 (Stokes Road) & CR 648 (Willow Grove Rd) in Shamong Township	Intersections	DES	2022	\$0.400 HSIP
				CON	2024	\$2.5 HSIP
Camden County	D1913	Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout in Winslow Township	Intersections	DES	2022	\$0.172 HSIP
				CON	2024	\$1.518 (\$0.500 HSIP/\$1.018 STBGP -PHILA)
Camden County	D1914	Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) in the City of Camden	Pedestrians and Bicyclists	DES	2023	\$0.738 HSIP
				CON	2024	\$9.835 STBGP-PHILA
Mercer County	D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) in Ewing Township	Pedestrians and Bicyclists	DES	2023	\$0.450 HSIP
				CON	2025-2027	\$7 HSIP
Mercer County	04314	CR 583, US 206 (Princeton Ave) and Brunswick Circle extension in Lawrence Township	Intersections	CON	2022	\$2.264 HSIP

Source: DVRPC, 2021

Lastly, NJDOT develops an annual safety investment strategy for all HSIP-funded activities and projects. The annual investment strategy demonstrates the linkage between the objectives of the SHSP and the projects being implemented to focus on the most effective safety improvements.

4.2 Infrastructure (Pavement and Bridge) Performance Management Measures Rule (“PM2”)

The FHWA final rule for the National Performance Management Measures: Assessing Pavement Condition for the National Highway Performance Program and Bridge was published in the *Federal Register* (82 FR 5886) on January 18, 2017 and became effective on February 17, 2017. It established performance measures for all state DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on the Interstate system, pavements on the NHS (excluding the Interstate system), and bridges carrying the NHS that include on- and off-ramps connected to the NHS. The NHPP is a core federal-aid highway program that provides support for the condition and performance of the NHS and the construction of new facilities on the NHS. The NHPP also ensures that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets as established in a state's Transportation Asset Management Plan (TAMP) for the NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

The pavement and bridge performance measures include:

- percentage of Interstate pavements in good condition
- percentage of Interstate pavements in poor condition
- percentage of Non-Interstate NHS pavements in good condition
- percentage of Non-Interstate NHS pavements in poor condition
- percentage of NHS bridges by deck area classified in good condition and
- percentage of NHS bridges by deck area classified in poor condition.

Like PM1 (highway safety), MPOs must establish targets by either agreeing to support the state targets or establishing their own quantifiable targets no later than 180 days after a state DOT establishes (or amends) its targets. On October 23, 2018, the DVRPC Board agreed to support NJDOT's statewide Pavement and Bridge Infrastructure Performance targets and NJDOT's efforts at achieving those targets shown in Table 15 (pavement) and Table 16 (bridge) below.

Pavement Performance Targets

The PM2 rule requires the state DOT to report and manage performance of the NHS, regardless of ownership or maintenance responsibility, for the full extent of the Interstate and Non-Interstate NHS. In New Jersey, almost 40 percent of the NHS is owned by 83 other owners, including authorities, counties, and municipalities.

Federal rulemaking 23 U.S.C. 119 requires that all distress component information be collected for one-10th-mile increments. Pavement condition is measured by four distress components (International Roughness Index, Cracking, Rutting, and Faulting), which are then translated to good, fair, or poor condition scores per FHWA criteria and then broken out into separate values for the Interstate and Non-Interstate NHS.

- **International Roughness Index** quantifies how rough the bituminous and concrete pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile.
- **Cracking** measures the percentage of bituminous and concrete pavement surface that is cracked.
- **Rutting** measures the depth of ruts (surface depression) in bituminous pavement in inches.
- **Faulting** quantifies the misalignment between concrete slabs as the difference in elevation across transverse concrete pavement joints in inches.

Pavement in good condition suggests no major investment is needed. Pavement in poor condition suggests that major reconstruction investment is needed. Roughness affects travel speeds, safety, comfort, and transportation costs. Cracking, rutting, and faulting are surface indicators of underlying structural deterioration. All three pavement types consider the International Roughness Index and cracking. Bituminous pavements additionally consider rutting, while jointed concrete also utilizes faulting.

NJDOT used information from the 2016 Highway Performance Monitoring System supplement report card and preliminary data for 2017 to approximate the baselines (estimated current conditions) and develop targets (the desired SGR) by the May 2018 deadline. NJDOT then used its own pavement management system and its own measures, metrics, and budget information to predict performance on the State Highway System. A correlation analysis was developed and then applied to the State Highway System performance, which showed a gradually declining trend on both the Interstate and Non-Interstate NHS pavements at current funding levels. NJDOT also sent a survey to all NHS owners requesting past and future expenditures on NHS routes and qualitative information regarding future funding and pavement performance to help validate

results of the correlation analysis. This analysis led to the baseline and targets in Table 15 that the DVRPC Board unanimously supported on October 23, 2018. The DVRPC Board on January 28, 2021, revised certain four-year targets based on the biennial review, and agreed to plan and program projects that contribute toward meeting or exceeding NJDOT’s statewide Pavement Infrastructure targets.

Table 15: State National Highway System (NHS) Pavement Infrastructure Performance Targets and Progress

PAVEMENT INFRASTRUCTURE	CONDITION	2017 BASELINE	2019 TWO-YEAR TARGET	2019/ 2021 TWO-YEAR PERFORMANCE	ORIGINAL 2021 FOUR-YEAR TARGET	TWO-YEAR TARGET ACHIEVED?
Interstate Pavement Lane Miles	Good	61.25%	n/a	62.1%	50%	n/a
	Poor	1.01%	n/a	1.8%	2.50%	n/a
Non-Interstate NHS Pavement Lane Miles	Good	32.45%	25%	33%	25%	Yes
	Poor	2.38%	2.50%	10.7%	15%	No

Note that 2019 two-year targets for the Interstate are not required for the first performance period (hence “n/a”). The “Baseline” in the tables is based on data from CY2017.

Source: DVRPC, 2021

The federal Infrastructure PM Rule requires that less than 5 percent of Interstate miles be considered in poor condition to meet the federal threshold for pavement condition. If pavement conditions on the Interstate system fail to meet the federal minimum condition thresholds in the most recent year of the State biennial report, the state DOT must comply with the provisions set forth in 23 USC 119(f) for the subsequent fiscal year. The State shall:

- Use obligation authority to transfer a portion of State Transportation Planning (STP) funds to the NHPP for maintenance projects to address interstate pavement conditions.
- Submit a TAMP that describes actions the state will take to meet or make significant progress toward meeting its targets. The TAMP should guide the state's project decisions in order to meet or make significant progress toward meeting its infrastructure performance targets in subsequent years.

If a state has not met or made significant progress toward meeting its targets on the Non-Interstate NHS system, the state DOT shall:

- Submit a TAMP that describes actions the state will take to meet or make significant progress toward meeting its targets. The TAMP should guide the state's project decisions in order to meet or make significant progress toward meeting its infrastructure performance targets in subsequent years.

Bridge Performance Targets

Similar to pavement, the PM2 rule requires the state DOT to report and manage performance of all bridges on the NHS, regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. Statewide, NHS bridges are owned and maintained by various entities, including NJDOT (52 percent by deck area); transportation authorities and commissions (38 percent); and counties, municipalities, NJ TRANSIT, various other agencies, and private owners (10 percent). FHWA’s performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS. A structure’s overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the

components of a structure qualify as poor, the structure is deemed poor. 23 CRF 490.411(a) requires that no more than 10 percent of a state’s total NHS bridges by deck area be in poor condition. It is important to note that poor does not correlate to the safety rating of the bridge. The bridge condition performance measures are calculated by summing the deck area of bridges in “good” and “poor” condition and dividing by the total deck area of all NHS bridges.

As with the pavement condition measures, DVRPC relied upon NJDOT for calculation of bridge condition metrics and supported NJDOT’s statewide targets (the desired SGR) Table 16. Due to potential tool enhancements and limited available information, NJDOT has established conservative targets. In some respects, these may be more appropriately referred to as benchmarks. The DVRPC Board on January 28, 2021 agreed to plan and program projects that contribute toward meeting or exceeding NJDOT’s statewide Bridge Infrastructure targets.

Table 16: State NHS Bridge Infrastructure Performance Targets

BRIDGE INFRA-STRUCTURE	CONDI-TION	2017 BASELINE	2019 TWO-YEAR TARGET	2019 TWO-YEAR PERFOR-MANCE	TWO-YEAR TARGET ACHIEVED?	ORIGINAL 2021 FOUR-YEAR TARGET	REVISED 2021 FOUR-YEAR TARGET
NHS Bridge Deck Area	Good	21.70%	19.40%	22.1%	Yes	18.6%	21.3%
	Poor	6.5%	6.5%	6.8%	No	6.5%	6.8%

Source: DVRPC, 2021

Coordination and Progress toward Pavement and Bridge Infrastructure Performance Targets

NJDOT continues to hold stakeholder meetings and workshops that included the assessment and analyses of the state NHS network pavement and bridges, as well as the State Highway System pavement and bridges; and discussions related to performance measures, targets and target setting approach, SGR objectives, issues, and challenges. Since a significant amount of the NHS in the state is owned by other jurisdictions, stakeholders included these non-NJDOT NHS owners. The MPOs in New Jersey assisted NJDOT with the collection and dissemination of data to the non-NJDOT NHS owners. The MPOs also agreed to use the infrastructure targets that NJDOT established and to adopt the statewide federal TPM infrastructure targets.

State DOTs must submit interim and full term (two- and four-year) progress reports for the PM2 and PM3 performance measures to demonstrate whether they have met or made significant progress toward meeting the targets. The states’ first two-year progress reports were submitted to FHWA in October 2020. Based on the progress reports, NJDOT adjusted some of their four-year targets as noted in the tables above.

The federal Infrastructure PM Rule requires that no more than 10 percent of the total deck area of bridges on the NHS be considered structurally deficient in order to meet the federal threshold for bridge condition. If a state has not met the federal threshold for bridge conditions for three consecutive years, the state DOT shall:

- Obligate and set aside NHPP funds for eligible NHS bridge projects. The set-aside will remain in effect until the state meets the threshold of less than 10 percent of bridge deck area classified as structurally deficient.

The NJDOT has continuously engaged with the state’s three MPOs during the TAMP development process, enabling the department to inform, collaborate, and coordinated with all NHS owners to obtain condition data and investment information. In 2017, NJDOT updated its Transportation Asset Management Policy to adopt transportation asset management as the official institutional approach to preserve infrastructure assets. The policy reflects the department’s commitment to apply a performance-based approach to managing transportation system performance outcomes. Transportation Asset Management is the application of this approach to manage the condition of infrastructure assets. In 2018, NJDOT prepared the Initial New Jersey TAMP, which has been certified by FHWA. In July 2020, FHWA issued its 2020 consistency determination, affirming that NJDOT developed and implemented the New Jersey TAMP consistent with federal requirements. The TAMP documents the risk-based approach for management of the NHS and State Highway System assets in New Jersey, identifies SGR Objectives for assets, and outlines investment strategies that will help achieve these objectives. The TAMP represents NHS assets, regardless of ownership.

The DVRPC region remains dedicated to system preservation for pavement and bridges. The current and DVRPC Long-Range Plan continue the emphasis on analysis related to transportation system preservation needs and funding, aligned with supporting the pavement and bridge condition performance targets, which in turn informs the fiscally constrained list of projects included in the Long-Range Plan and TIP. In the TIP, pavement and bridge preservation projects comprise almost half (47.9 percent) of Highway Program funds of the region. In addition, system preservation remains one of the top priorities in the DVRPC TIP Project Benefit Evaluation Criteria.

BRIDGE PROJECTS AND PROGRAMS IN THE TIP:

In the First-Four Years of the TIP, nearly \$329 million or 24.5 percent of the DVRPC Regional Highway Program funds (excluding STATE-DVRPC funds) is programmed on bridge repair/replacement/rehabilitation projects, accordingly:

DB #	Title
03304	Bridge Deck/Superstructure Replacement Program
11371	Route 47, Bridge over Big Timber Creek
14348	Route 45, Bridge over Woodbury Creek
14426	Route 130, Bridge over Big Timber Creek
15321	Route 70, Bridge over Mount Misery Brook
15324	Washington Turnpike, Bridge over West Branch of Wading River
16336	Route 1B, Bridge over Shabakunk Creek
16339	Route 130, Bridge over Millstone River
16340	Route 130, Bridge over Main Branch of Newton Creek
16342	Route 73 and Ramp G, Bridge over Route 130
18305	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)
11326A	Route 76, Bridges over Route 130
11326C	Route 76/676 Bridges and Pavement, Contract 3
D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)
D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)
D2018	Bridge No. C4.13 over Parkers Creek on Centerton Road
L064	Route 206, South Broad Street Bridge over Assunpink Creek

PAVEMENT PROJECTS AND PROGRAMS IN THE TIP:

In the First-Four Years of the TIP, \$208 million or 15.5 percent of the DVRPC Regional Highway Program funds (excluding STATE-DVRPC funds) is programmed on pavement rehabilitation projects, accordingly:

DB # Title

10341	Route 168, Merchant Street to Ferry Avenue, Pavement
11309	Route 130, Westfield Ave. to Main Street
12305	Route 47, Grove St. to Route 130, Pavement
12306	Route 42, Kennedy Ave. to Atlantic City Expressway
15375	Route 30, Cooper Street to Grove Street
15385	Route 38, Nixon Drive to Route 295 Bridge
15396	Route 168, Route 42 to CR 544 (Evesham Road)
07319B	Route 29, Cass Street to Calhoun Street, Drainage
D0302	Burlington County Roadway Safety Improvements
D0401	Gloucester County Roadway Safety Improvements
D0410	Camden County Roadway Safety Improvements
D0412	Mercer County Roadway Safety Improvements
D2208	CR 544 (Evesham Rd), NJ 41 to Schubert Ave
D2209	CR 758 (Coles Mill Rd), Farwood Rd to Grove St
D2210	CR 654 (Hurffville-Cross Keys Rd), CR 630 (Egg Harbor Rd) to CR 651 (Greentree Rd)
D2211	US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55
DR2201	Walt Whitman Bridge NJ Corridor Resurfacing
X51	Pavement Preservation

According to NJDOT's Statewide Capital Investment Strategy FY2013–2022, more than \$260 million (approximately 8 percent) of the annual investments go toward road assets. The New Jersey Transportation Trust Fund (TTF) provides \$400 million annually to all local governments in New Jersey for the funding of road, bridge, and other transportation projects. Some of these programs include the following.

The **Local Municipal Aid, DVRPC (DB #X98C1)** is an annual program for municipal road improvement projects, such as resurfacing, rehabilitation or reconstruction, and signalization. Projects involving bridge improvements, pedestrian safety improvements and bikeway improvements are also eligible to receive funds under Local Municipal Aid.

NJDOT's **County Aid (DB #X41C1)** program covers roads and bridges under county jurisdiction. Public transportation and other transportation projects are also included.

The NJDOT **Local Bridges, Future Needs Fund (DB #08387)** is an annual program that continues in the TIP. This program provides funding for improvements on county bridges. Currently, the state focuses on preventive maintenance, rehabilitation, and selective replacement of bridges.

The NJDOT **Local Aid Infrastructure Fund (DB #X186)** provides for various emergency and regional needs throughout the state at the county or municipal level, which includes the replacement or rehabilitation of orphan bridges.

In the TIP, the annual NJDOT **LFIF (DB #17390)** will continue to assist counties and municipalities with the impacts associated with the freight industry's use of infrastructure. Pavement and bridge preservation projects are LFIF eligible.

Finally, the **NJDOT Transportation Infrastructure Bank (DB #X186B)** remains in the Statewide Program. It will provide financial loans to public or private entities for the planning, acquisition, engineering, construction, reconstruction, repair, and rehabilitation of a transportation project or for any other purpose at a low interest rate. Camden County was the first in the State of New Jersey to receive financing from the NJDOT Transportation Infrastructure Bank for the Westfield Avenue (CR610) milling and overlay road reconstruction project that costs approximately \$2.1 million.

4.3 System (NHS, Freight, CMAQ) Performance Management Measures (“PM3”)

The FHWA final rule for the National Performance Management Measures; Assessing Performance of the NHS, Freight Movement on the Interstate System, and CMAQ was published in the Federal Register (82 FR 5970) on January 18, 2017 and became effective on May 20, 2017.

This final rule is the third in a series of three related rulemakings that together establish a set of performance measures for state DOTs and MPOs to use as required by MAP-21 and the FAST Act. The measures in this third final rule will be used by state DOTs and MPOs to assess the performance of the Interstate and Non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate system; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ Program. These system performance measures are collectively referred to as PM3 measures.

PM3 system performance measures include the following listed below that are divided into three categories: Travel Time Reliability (TTR), Congestion, and Emissions Reduction. Each category has its own measures.

TTR:

- Percentage of Person-Miles Traveled (PMT) on the Interstate system that are reliable
- Percentage of PMT on the Non-Interstate NHS that are Reliable; and
- Interstate system Truck TTR Index.

CMAQ Congestion:

- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita and
- Percentage of Non-SOV Travel.

CMAQ Emissions Reduction:

- On-Road Mobile Source Emissions Reduction for CMAQ-Funded Projects.

Like PM1 and PM2, MPOs must establish targets by either agreeing to support the state targets or establishing their own quantifiable targets no later than 180 days after a state DOT establishes (or amends) its targets. On October 23, 2018, the DVRPC Board agreed to support NJDOT’s statewide NHS System Performance and Freight System Performance targets and NJDOT’s efforts at achieving those targets are shown in Table 17 and Table 18. The DVRPC Board agreed to support NJDOT’s CMAQ Congestion targets on May 24, 2018, and the CMAQ Emissions Reductions targets on September 27, 2018. These are not annual targets unlike PM1 (highway safety). The DVRPC Board on January 28, 2021 agreed to plan and program projects that contribute toward meeting or exceeding NJDOT’s system performance targets.

Travel Time Reliability (TTR) Targets

The first major performance area under system performance is TTR. Reliability refers to the variability of travel times on road segments experienced by travelers. The less variability there is for any given set of

roadway segments, the more reliable those segments are. TTR does not mean eliminating traffic congestion but reducing its extremes to maintain consistent traveler expectations.

The measures for TTR are the percentage of PMT on the Interstate on the NHS with reliable travel times, and the percentage of PMT on the Non-Interstate NHS with reliable travel times. The measures are calculated by using the Level of TTR metric, defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile).

TTR is assessed by using archived real-time vehicle probe data contained in the National Performance Management Research Data Set (NPMRDS) and then calculated with the assistance of the Probe Data Analytics Suite. The Probe Data Analytics Suite was created and maintained by the University of Maryland Center for Advanced Transportation Technology Laboratory (UMD CATT Lab), following FHWA guidance. Only current and some historical data is available through the Probe Data Analytics Suite; forecasts for these measures are not. The NJDOT Complete Team, which consists of planning and operations staff from NJDOT, all New Jersey MPOs, NJ TRANSIT, Port Authority of New York and New Jersey, New Jersey Turnpike Authority, and FHWA-New Jersey, had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches for the PM3 measures.

Long-term policies for the agencies support improvements to reliability. Given traffic growth and near-term projects and programs, the consensus was to have the required targets represent maintenance of current values for each TTR measure, as shown in Table 17.

Table 17: State TTR (System Reliability) Targets and Progress

NHS SYSTEM	2017 BASELINE	2019 TWO-YEAR TARGET	2019 TWO-YEAR PERFORMANCE	ORIGINAL FOUR-YEAR TARGET	TWO-YEAR TARGET ACHIEVED?
PMT on the Interstate with Reliable Travel Times	82.1%	82%	80.6%	82%	No
PMT on the Non-Interstate NHS with Reliable Travel Times	84.1%	n/a	86.2%	84.1%	n/a

Source: DVRPC, 2021

In order to observe future trends going forward and to revisit and adjust targets appropriately as a result of a more reliable NPMRDS v2 database, which is expected to be available over the next four to six years, NJDOT and the MPOs have collaboratively decided to keep the future two-year and four-year TTR targets for Interstate and Non-Interstate the same as the 2017 baseline values.

Freight/Truck TTR Targets

The national system performance measure for freight is the Truck TTR Index and is required for Interstate highways on the NHS only. This measure is like the TTR measure and metric described above, but it is focused primarily on truck traffic. Truck TTR is the ratio between the “congested” (95th percentile) and “average” (50th percentile) truck travel times. This metric is averaged for all Interstate Road segments in the state, weighted by distance, resulting in the Truck TTR Index for the state. Unlike the TTR measures, there is no “threshold” that determines whether a segment is reliable or unreliable for trucks.

As with the TTR measures, the Truck TTR performance measure was based on the NPMRDS data source and calculated by using the UMD CATT Lab NPMRDS Analytics Suite tool but uses travel times specifically reported from trucks (where available). As with the previous TTR measures, the NJDOT Complete Team met several times to discuss and agree on the underlying data, calculation tools and methods, baseline results, and target-setting approaches. Again, long-term policies for the agencies support improvements to freight TTR.

Table 18: State Freight Reliability Performance Target on the NHS Interstate System and Progress

FREIGHT	2017 BASELINE	TWO- YEAR TARGET	2019 TWO-YEAR PERFORMANCE	Two-Year Target Achieved?	ORIGINAL FOUR-YEAR TARGET
Truck TTR	1.82%	1.9%	1.89%	Yes	1.95%

Source: DVRPC, 2021

As Table 18 above shows, the identified targets for freight performance on the NHS Interstate system represent a slightly worsening value in both the two-year and four-year targets compared to baseline due to anticipated increase in traffic (both overall and trucks specifically) and near-term projects and programs in the DVRPC FY2022 TIP for New Jersey.

Coordination on TTR and Freight/Truck TTR Targets

DVRPC is committed to improving reliability on roadways within its region in New Jersey, as well as working with its county, city, and transit partners, and NJDOT staff to develop projects that will inevitably improve TTR and help meet state targets. As mentioned before, DVRPC proactively seeks to include freight as a primary planning factor through its Long-Range Plan, TIP development, and the conduct of technical studies. DVRPC’s goal is to serve the region’s freight stakeholders and 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, a broad-based freight advisory committee that provides a forum for the private- and public-sector freight community to interject its unique perspectives on regional plans and specific projects.

In addition to NJDOT’s statewide projects and programs, DVRPC had programmed a local, county-sponsored intersection and operational CMAQ-funded congestion relief project in Hamilton Township via the FY2018 Competitive CMAQ Program (see DB #X065). These projects are described in more detail in the subsequent section, “Progress toward CMAQ Congestion and Emissions Reductions Targets”; and Table 3 in Section 2.5 Goods Movement and Economic Development shows a sampling of TIP projects that support freight mobility and TTR as part of promoting goods movements and economic development.

The FAST Act established the NHFP to improve the efficient movement of freight on the NHFN. NHFP’s eligibility criteria require that a project contribute to the efficient movement of freight and be identified in the state’s freight investment plan. States may use up to 10 percent of NHFP funding each year for public or private freight rail, water facilities (including ports), and/or intermodal facilities. In the TIP, projects programmed with federal NHFP and NHPP funds in the DVRPC New Jersey region are as follows:

- **Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E)** is one of the last major construction contracts to relieve an existing bottleneck at an interchange and improve safety by providing direct connections among multiple highways.

- **Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753) (DB #18313)**, a project carried over from the current FY2020 TIP into the TIP that may relocate access to NJ 42 ramps further down CR 753 and provide sufficient lane configurations to accommodate freight movement.

Further, the annual **New Jersey Rail Freight Assistance Program (DB #X34)** in the Statewide Program provides State Transportation Trust Funds for the rehabilitation and improvement of key elements of the New Jersey rail freight network. The DVRPC TIP Project Benefit Evaluation Criteria (Appendix F) also prioritizes reliability and congestion, investing in centers and the economy (including Freight Centers), and facility/asset condition and maintenance (which includes truck volume) for new project candidates. NJDOT and NJ TRANSIT sponsor numerous statewide programs that improve TTR. Many of these are funded through the CMAQ Program further detailed in this document's section 4.3 System (NHS, Freight, CMAQ) Performance Management Measures ("PM3") under "Progress toward CMAQ Congestion and Emissions Reductions Targets."

NJDOT's Statewide Freight Plan (published in 2017) identifies improving reliability and efficiency as one of its goals. This plan provides a well-defined blueprint for NJDOT investment, identifying discrete projects that immediately address critical freight system improvements. It also includes a fiscally constrained freight investment plan that identifies and prioritizes freight-related transportation projects. The Truck TTR Index was one of four factors that were used for project prioritization.

In addition to the Statewide Freight Plan cited above, NJDOT continues to spearhead various initiatives with the specific intent of improving infrastructure conditions for goods movement in New Jersey. These include:

- Freight Management System;
- Freight Performance Measures; and
- Truck Monitoring Program.

NJDOT is also developing an internal Freight Management System that would be used to advance freight-specific concerns into NJDOT's capital programming process.

DVRPC is an active participant in NJDOT's Freight Advisory Committee and the Eastern Transportation Coalition and served on the stakeholder group for the development of the 2017 NJDOT Statewide Freight Plan. The Eastern Transportation Coalition provides a forum for state, local, and regional transportation agencies and organizations from Maine to Florida to work together to improve transportation mobility, safety, efficiency, and system performance. Coalition members facilitate more efficient network operations through regional incident management planning, coordination, communication, and improved information management across jurisdictions and modes. DVRPC and the other two MPOs in New Jersey are also involved in the Metropolitan Area Planning Forum of the Greater New York Metropolitan Transportation Management Area, which identified regional freight initiatives as one of the key items to work on.

Finally, there are also several grant programs (outside of DVRPC) administered by the state and federal governments specifically targeting freight. NJDOT's LFIF assists counties and local municipalities with the mitigation of impacts on the local transportation system associated with the state's freight industry. USDOT's INFRA grant program (formerly known as the FASTLANE program) provides for major investments in roads, rail, transit, and port infrastructure. The projects awarded with NJDOT's LFIF, USDOT's INFRA grants in the DVRPC New Jersey region that directly support TTR, including freight, are:

FY2021 NJDOT LFIF AWARDS (\$3.328 MILLION TOTAL):

- \$183,000 for the Reconstruction of Union Landing Road - Phase 3 in Cinnaminson Township, Burlington County;
- \$1,050,000 for the Reconstruction of Hall Avenue & Heller Road in Bellmawr Borough, Camden County;
- \$440,000 for the Water Street Improvements in Gloucester City, Camden County;
- \$325,000 for Roadway Improvements to Heron Drive, Phase 2 in Logan Township, Gloucester County;
- \$700,000 for Paradise Road Resurfacing in West Deptford Township, Gloucester County;
- \$360,160 for the Industrial Drive Improvement Project in Hamilton Township, Mercer County; and
- \$270,000 for Thomas J Rhodes Improvement Project in Hamilton Township, Mercer County.

FY2018 NJDOT LFIF AWARDS (\$9.990 MILLION TOTAL):

- \$2.1 million for the Rising Sun Road-Dunns Mill Road Connector Road in Bordentown Township, Burlington County;
- \$850,000 for Charles Street Roadway Improvements in Gloucester City, Camden County;
- \$4 million for Route 44 Truck Bypass and Du-Pont Port Access Road in Gloucester County;
- \$2 million for the Paulsboro Marine Terminal Spine Road Grading, Paving and Striping Project in Gloucester County;
- \$300,000 for the reconstruction of Commerce Boulevard in Logan Township, Gloucester County; and
- \$740,000 for the Paulsboro-Greenwich Township Truck Route Improvements in Paulsboro Borough, Gloucester County.

FY2011 USDOT TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER) AWARD (\$18.5 MILLION TOTAL):

- \$18.5 million for the South Jersey Port Corporation's South Jersey Port Rail Improvements to repair the DelAir Bridge, a critical link to rail networks in Pennsylvania and New Jersey and upgrade the rail network from the bridge to the Ports of Salem, Paulsboro, and Camden to accommodate anticipated demand in rail/port traffic. The DelAir Bridge is currently completed and open to traffic.

CMAQ Congestion Targets

The federal CMAQ funds projects that reduce congestion and improve air quality. The CMAQ Congestion and Emissions Reduction Targets are specifically intended to reduce congestion, directly related to attributes of CMAQ-funded projects, and unlike other federally required performance measures, they specifically apply to urbanized areas with a population of over one million. Note that traffic congestion occurs when the amount of traffic far exceeds the physical capacity of the system, generally measured by the number of travel lanes on the roadway, the number of intersections, access points, and numerous other factors. Reliability is used in reference to the level of consistency in the transportation service provided by a roadway. For example, a roadway can be heavily congested, but if the amount and time of day when the congestion occurs on it is consistent, then it is considered reliable. USDOT established performance measures pertaining to reliability because empirical evidence exists to suggest that the traveling public values reliability more than straight travel times. Traffic Congestion and Reliability: Linking Solutions to Problems is available on the FHWA website at ops.fhwa.dot.gov/congestion_report_04/chapter2.htm.

CMAQ Congestion has two measures for the applicable urbanized area, which are:

- **Annual Hours of PHED per Capita on the NHS:** The threshold for excessive delay is based on the travel time at 20 mph or 60 percent of the posted speed limit travel time, whatever is greater, and is measured in 15-minute intervals. The actual rule containing all the details is found in 23 CFR

490.707(a). The “excessive” part of the PHED name indicates that some level of congestion is recognized as not possible or desirable to eliminate and thus not counted. For example, some congestion can accompany economic activity in thriving places. The “per capita” implies that the total delay is shared by all residents, so some trips can be avoided or shifted to non-vehicular modes out of the peak period. This measure sums up the delay experienced by travelers throughout an entire year on NHS roads, specifically during peak periods.

- **Non- SOV travel on the NHS:** Non-SOV travel may include travel via carpool, vanpool, public transportation, commuter rail, walking, or bicycling, as well as telecommuting. The actual rule containing all the details is found in 23 CFR 490.707(b).

For the PHED per capita measure, only a four-year target is required at this time, while both two- and four-year targets are required from the base year for the Percentage of Non-SOV measure. The CMAQ Congestion Performance Targets that are established by NJDOT and supported by the DVRPC Board are shown in Table 19: *CMAQ Congestion Measures Targets on the NHS and Progress*.

Table 19: CMAQ Congestion Measures Targets on the NHS and Progress

DVRPC URBANIZED AREAS	CMAQ CONGESTION MEASURES	2017 BASELINE	TWO-YEAR TARGET	2019 TWO-YEAR PERFORMANCE	TWO-YEAR TARGET ACHIEVED?	FOUR-YEAR TARGET
Philadelphia PA-NJ-DE-MD	Non-SOV Travel	27.9%	28%	28.2	Yes	28.1%
	Annual PHED per Capita	16.8	n/a	14.6	Yes	17.2 Hours per Capita
New York-Newark NY-NJ-CT	Non-SOV Travel	51.6%	51.6%	51.6	Yes	51.7%
	PHED per Capita	20	n/a	22.3	No	22 Hours per Capita

Notes:

1. Baseline for Non-SOV Travel is based on 2012-2016 American Community Survey (ACS).
2. PHED per Capita Four-Year Target assumes a growth of +0.6 percent per year.
3. See DVRPC’s CMAQ Performance Plan for 2018–2021 (Publication #TM19003)

Source: DVRPC, 2021

The DVRPC region is part of the Philadelphia PA-NJ-DE-MD Urbanized Area and includes a small portion of the New York-Newark NY-NJ-CT Urbanized Area in Mercer County, New Jersey.

Coordination on CMAQ Congestion Targets

Pursuant to the FAST Act and MAP-21, and the ensuing requirements of 23 CFR Part 490, the National Performance Management Measures Final Rule, all state DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network within the urbanized area must establish a single unified target for the congestion measures. In other words, all performance areas require single statewide targets or their own regional target, except for the two CMAQ congestion measures (PHED per Capita and Percentage of Non-SOV), where requirements apply to urbanized areas with a population over one million. DVRPC staff collaborated with multiple agencies in developing and agreeing on a single realistic target for each of the two measures.

In the case of the Philadelphia PA-NJ-DE-MD Urbanized Area (“Philadelphia Urbanized Area”), this means that DVRPC collaborated with the Lancaster County Transportation Coordinating Committee (LCTCC), North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Organization (SJTPO), Wilmington Area Planning Council (WILMAPCO), Pennsylvania Department of Transportation (PennDOT), New Jersey Department of Transportation (NJDOT), Delaware Department of Transportation (DelDOT), and Maryland Department of Transportation (MDOT) in developing and agreeing on a common congestion measure baseline and targets for the Philadelphia Urbanized Area. Since there is a portion of the New York-Newark NY-NJ-CT Urbanized Area (“New York Urbanized Area”) in Mercer County, New Jersey, within the DVRPC region, DVRPC also collaborated with the NJTPA, the New York Metropolitan Transportation Council (NYMTC), NJDOT, the New York State Department of Transportation (NYSDOT) and others to adopt a common congestion measure baseline and targets for that urbanized area.

On May 24, 2018, the DVRPC Board agreed to support CMAQ Congestion performance measure targets for PHED per Capita and Percentage of Non-SOV travel for the Philadelphia and New York urbanized areas. On January 28, 2021, the Board agreed to continue to plan and program projects that contribute toward meeting or exceeding NJDOT’s statewide system performance targets.

DVRPC is an MPO that serves a Transportation Management Area with a population greater than one million that includes a non-attainment or maintenance area. As such, DVRPC was required to develop a CMAQ Performance Plan for 2018–2021 to support the implementation of these CMAQ congestion measures. In the CMAQ Performance Plan, which is required to be updated biennially through the performance period, the MPO must describe how they plan to meet the targets, detail their progress toward achieving the targets over the course of the Performance Plan, and include a description of projects identified for funding that will contribute to achieving targets. The DVRPC Board approved the submission of the DVRPC’s CMAQ Performance Plan for 2018–2021 (Publication #TM19003) to NJDOT for submission to FHWA on September 27, 2018. The other MPOs in New Jersey (SJTPO and NJTPA) were also required to submit a CMAQ Performance Plan for the same period. In October of 2020, the Board adopted the DVRPC CMAQ Mid-Performance Period Progress Report (2018–2019) (Publication #TM21003).

CMAQ Emissions Reduction Targets

DVRPC coordinated efforts with NJDOT and other MPOs in the state to develop cumulative On-Road Mobile Source Emissions two-year and four-year targets as daily kilograms. MPO regional targets in Table 20 were used to develop NJDOT’s statewide on-road mobile emissions reductions targets displayed in Table 21. Page 15 of DVRPC’s CMAQ Performance Plan for 2018–2021 (Publication #TM19003) describes the process in developing the regional targets.

Table 20: CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms) for the DVRPC New Jersey Region and Progress

POLLUTANT	2018–2019 TWO-YEAR TARGET	2018–2019 TWO-YEAR PERFORMANCE	2018–2019 FOUR-YEAR TARGET
VOC	1.45	70.13	2.864
NO _x	7.453	668.79	14.861
PM _{2.5}	2.627	108.52	5.253

Source: NJDOT, 2021

Table 21: NJDOT Statewide CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms) and Progress

POLLUTANT	2017 Baseline	TWO- YEAR TARGET	2019 TWO-YEAR PERFORMANCE	TWO-YEAR TARGET ACHIEVED?	FOUR- YEAR TARGET
VOC	44.493	17.682	157.75	Yes	36.324
NO _x	244.301	114.401	1500.52	Yes	231.850
PM _{2.5}	9.572	4.29	162.02	Yes	8.52

Source: NJDOT, 2021

Coordination and Progress toward CMAQ Emissions Reduction Targets

DVRPC has coordinated emissions reduction target setting with both PennDOT and NJDOT to establish emissions reduction targets from CMAQ-funded projects in the relevant portions of the DVRPC planning areas. Each state has developed state-level emissions reductions targets that account for emissions reductions at the MPO level. On September 27, 2018, the DVRPC Board agreed to support NJDOT’s statewide CMAQ Emission Reduction Targets and NJDOT’s efforts at achieving those targets mentioned above, as well as to adopt the MPO regional targets, and approve DVRPC to submit the CMAQ Baseline Report and Performance Plan for 2018–2021 (Publication #TM19003) to NJDOT for submission to FHWA. In October of 2020, the DVRPC Board adopted the mid-period performance plan (publication #TM21003). The statewide CMAQ performance and targets are built upon the regional CMAQ performance and targets.

If the states and MPOs do not meet the two-and-four-year targets, they are able to adjust the targets and evaluate future CMAQ investments that may improve progress towards meeting the targets. In May 2020, NJDOT and the New Jersey MPOs agreed that DVRPC has outperformed the CMAQ two- and four-year emissions reduction targets for the applicable pollutants in the New Jersey portion of the DVRPC planning area.

DVRPC continues to select projects and programs that have a positive air quality benefit in terms of reducing mobile source emissions to help DVRPC and the State of New Jersey meet two- and four-year targets for traffic congestion and on-road mobile source emissions. The latest FY2020 Competitive CMAQ Program that DVRPC administered throughout CY20 to CY21 selected various projects that will support the CMAQ Congestion and Emissions Reductions Targets and were approved by the May 2021 DVRPC Board for authorization in FY22, FY23, or FY24. There are also intersection/interchange improvement (totaling \$52 million over the First-Four Years) and signal/ITS improvement projects (\$6.7 million over the First-Four Years) on the TIP’s Highway Program that will help meet these targets, accordingly:

INTERSECTION/INTERCHANGE IMPROVEMENTS ON THE TIP:

DB # Title

04314 Local Safety/ High Risk Rural Roads Program
12307 Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements
15302 Route 41 and Deptford Center Road
18313 Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)
9212C Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)
D0701 Princeton-Hightstown Road Improvements, CR 571
D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)
D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout
X35A1 Rail-Highway Grade Crossing Program, Federal

SIGNAL/ITS IMPROVEMENTS ON THE TIP:

DB # Title

01300 Transportation Systems Management and Operations (TSMO)
D1601 New Jersey Regional Signal Retiming Initiative
D2004 Transportation Operations
D2020 New or Upgraded Traffic Signal Systems at Intersections, Phase 1
D2021 New or Upgraded Traffic Signal Systems at Intersections, Phase 2
D2022 New or Upgraded Traffic Signal Systems at Intersections, Phase 3

DVRPC will also continue to promote and develop projects and programs with air quality benefits to its counties and planning partners. As part of the DVRPC CMP, DVRPC facilitates a CMP Planning Advisory Committee and generates a list of the top 10 bottlenecked locations for both State and Authority roadways, and County and Local roadways. The objectives for DVRPC's CMP are to (1) minimize growth in recurring congestion and improve reliability of the transportation system; (2) provide transit where it is most needed for accessibility; (3) maintain the existing core transportation network; (4) improve safety and reduce non-recurring congestion by reducing crashes; (5) maintain movement of goods by truck; (6) maintain transportation preparedness for major events, especially ones that call for inter-regional movements far beyond normal and serve routine needs; and (7) at the end of the day, ensure that all transportation investments support DVRPC Long-Range Plan principles. Section 2.4 Congestion Management Process of explains more about the CMP. Lastly, DVRPC works with its counties, cities, and NJDOT to develop problem statements for future congestion relief projects that will hopefully also result in improved TTR, congestion mitigation, and improved air quality.

Besides the DVRPC local CMAQ Program and examples of projects above, NJDOT and NJ TRANSIT have several statewide programs that help reduce emissions (as well as congestion), throughout the state. These are listed below.

Bicycle and Pedestrian Facilities/Accommodations (DB #X185) continues to be a comprehensive program to ensure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy, and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit, and ADA access and safety. This program includes addressing bicycle, pedestrian, transit, and ADA travel needs through the development of improvements on state, county, and local systems either by independent capital projects or through grants to counties and municipalities. Projects must make full

consideration for the needs of all users. Funding is provided annually from three sources: CMAQ, State, and TA-FLEX.

Intelligent Traffic Signal Systems (DB #15343) will continue to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70 percent of total congestion that occurs in New Jersey. This program will focus on dynamically managing New Jersey's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically, and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real-time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection, and communication. This is a plan to upgrade most of the signals on NJDOT-owned highways only.

Rail Rolling Stock Procurement (DB #T112) provides Section 5307, Section 5337, and State funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment, including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next 10 years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, electric locomotive lease payments, diesel locomotive lease payments, dual power locomotives and multi-level rail car lease payments, and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for multi-level vehicles and other rolling stock.

Small/Special Services Program (DB #T120) supports NJ TRANSIT efforts that initiate or promote transit solutions to reduce congestion, manage transportation demand, and improve air quality. Included are state funds for the Vanpool Sponsorship Program and Transportation Management Association Program, and federal funds for the East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.

Much of the congestion within the DVRPC region occurs on state-owned and maintained highways, which are part of the NHS. Therefore, NJDOT has invested a significant number of resources in congestion relief programs statewide. Congestion relief is also one of the focus areas in NJDOT's Capital Investment Strategy. Per the Statewide Capital Investment Strategy FY2013–2022, almost \$480 million (approximately 15 percent), of annual capital investments goes toward congestion relief projects. Progress is being made toward meeting the congestion relief and on-road mobile emissions reductions targets.

4.4 Transit Asset Management (TAM) Rule

TAM is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their lifecycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain an SGR. In short, TAM uses asset condition to guide the optimal prioritization of funding at transit properties.

Based on the mandate in MAP-21 (and continued in the FAST Act), FTA developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public transit capital assets effectively through their entire lifecycles. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, increase reliability and performance, and establish performance measures. Transit agencies are required to develop TAM plans and submit their performance measures and targets to the National Transit Database. The TAM rule established the following national TAM performance measures (49 CFR Part 625 Subpart D):

- **Rolling stock:** The percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB). ULB is the measure agencies will use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. ULB means either the expected lifecycle of a capital asset or the acceptable period of use in service determined by FTA. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in an SGR. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs;
- **Equipment:** The percentage of non-revenue service vehicles (by type) that meet or exceed the ULB;
- **Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale. Under the TERM scale, an asset in need of immediate repair or replacement is scored as one (1), whereas a new asset with no visible defects is scored as five (5); and
- **Infrastructure:** The percentage of track segments (by mode) that have performance restrictions.

Under the provisions of the Transit Asset Transportation Performance Management rulemaking, transit operators are required to annually set performance targets for their transit asset portfolio. MPOs are then required to set their own targets or adopt the transit operators targets for the transit asset portfolio in their region, beginning in calendar year 2017, based on measures mandated by the rule. The performance measures were selected by FTA and include:

- average revenue fleet age;
- average non-revenue fleet age;
- percentage of facilities that are below a condition rating of 3 on the TERM scale; and
- percentage of the track system under a performance restriction.

Transit agencies are required to upload their performance targets, as well as a supporting narrative, in their annual National Transit Database submission, and report progress against these targets. They are also required to develop a TAM Plan that adheres to the following nine elements to ensure assets are in an SGR:

- Inventory of Capital Assets;
- Condition Assessment;
- Decision Support Tools;
- Investment Prioritization;
- TAM and SGR Policy;
- Implementation Strategy;
- List of Key Annual Activities;
- Identification of Resources; and
- Evaluation Plan.

There are two Tier 1 agencies providing public transit service and subject to this FTA TAM performance management rule in the DVRPC New Jersey region. The agencies are NJ TRANSIT and DRPA/PATCO.

TAM Coordination, Targets, and Goals

The MPOs have 180 days after the transit agencies set their targets, to decide either to adopt the transit operators’ targets or to develop their own metropolitan targets. In January 2019, DVRPC took formal action to adopt the same first set of targets as NJ TRANSIT and DRPA/PATCO. DVRPC has also worked with NJ TRANSIT, DRPA/PATCO, and NJDOT to develop a set of written procedures that outline the coordination process for TAM. In January 2021, the DVRPC Board agreed to continue to be consistent with the respective NJ TRANSIT and DRPA/PATCO annual TAM targets and will support the transit operators’ efforts at achieving those targets.

DVRPC’s Long-Range Plan prioritizes the preservation and maintenance of the existing transportation infrastructure. This includes maintaining the transit system in an SGR and operating it in a safe and secure manner by replacing buses, railcars, and locomotives as they age, as well as attending to rail bridges, track, signal systems, stations, and other infrastructure. An asset is in an SGR if: (1) it can perform its designed function; (2) it does not pose a known unacceptable safety risk; and (3) its lifecycle investments have been met or recovered.

NJ TRANSIT TAM Targets and Goals

NJ TRANSIT operates and maintains a large fleet of buses, railroad cars, locomotives, and light rail vehicles in the DVRPC New Jersey region. To ensure these assets are in an SGR, NJ TRANSIT has budgeted funds to permit regular ongoing replacement of equipment as it approaches the end of its useful life. This approach also permits NJ TRANSIT to procure newer propulsion and fuel systems for vehicles and railroad equipment as they are proven to be feasible, reliable, and cost effective. This maintenance strategy creates a sustainable financial replacement program and is expected to continue.

NJ TRANSIT prepared an Enterprise Asset Management Program TAM Plan, dated October 1, 2018. In this plan, NJ TRANSIT sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency’s assets in an SGR. The plan presents a summary inventory of assets, describes the current condition of the assets, sets near-term targets for the required performance measures, and explains how NJ TRANSIT managers develop and present requests for operating/maintenance budgets and capital asset replacements. The plan also identifies NJ TRANSIT programs and projects aimed at helping to achieve their TAM targets. Tables 3.9 to 3.14 in the NJ TRANSIT TAM Plan provide details for the following TAM performance targets for the State of New Jersey:

(1) Rolling Stock (Percentage of revenue vehicles that have met or exceeded their ULB)

NJ TRANSIT owns and maintains a fleet of 200 locomotives, 160 self-propelled cars, and 953 locomotive-hauled cars to serve the State of New Jersey. In addition, the agency maintains and operates 15 diesel locomotives and 65 single-level passenger cars owned by the Metro-North Railroad that are configured to operate with NJ TRANSIT’s fleet. All locomotives and loco-hauled cars are operated in push-pull service. NJ TRANSIT’s commuter rail ULB for locomotives, passenger cars, and self-propelled passenger cars is 30 years, which is lower than FTA’s ULB of 39 years. By 2023, the entire self-propelled passenger car fleet is expected to be retired and replaced by new multi-level vehicles. In the DVRPC New Jersey region, the heavy commuter rail lines include the Northeast Corridor from the City of Trenton to Hamilton Township, Princeton Junction, and to New York City’s Penn Station; and the Atlantic City line between Philadelphia’s 30th Street Station and Atlantic City, New Jersey.

The RiverLINE is the only light rail system in the DVRPC New Jersey region. Its 20 light rail vehicles (LRVs) are diesel powered, built in 2003, and are maintained by Bombardier at the 36th Street facility in the City of Camden. NJ TRANSIT has established 31 years as the ULB for LRVs, which is the FTA default value. NJ TRANSIT owns a fleet of over 3,000 buses consisting of two types: (1) over-the-road for longer-haul commuting services and (2) transit. The active bus feet in daily service is in an SGR. NJ TRANSIT has determined that the ULB for buses should be 12 years for those in transit service. These include articulated buses, transit buses, and suburban buses. NJ TRANSIT’s ULB for over-the-road for commuter service is 14 years. See percentage 2019 targets per measure in Table 22 below.

Table 22: NJ TRANSIT Rolling Stock Performance Targets and Progress

PERFORMANCE MEASURE	2019 TARGET (%)	2020 TARGET (%)	2020 PERFORMANCE (%)	2021 TARGET (%)
Articulated Bus	100	20.00	95.40	0.00
Automobile	28.89	52.76	27.06	6.00
Over-the-road Bus	26.80	46.40	52.01	27.00
Bus	44.83	0.00	19.32	24.00
Cutaway	13.19	1.50	23.61	64.36
Light Rail Vehicle	0.00	0.00	0.00	0.00
Minivan	4.35	4.35	8.40	5.00
Commuter Rail Locomotive	11.7	6.37	6.37	7.50
Commuter Rail Passenger Coach	16.97	17.94	17.94	16.70
Commuter Rail Self-Propelled Passenger Car	100	100.00	100.00	100.00
Van	1.53	1.53	0.00	2.00

Source: NJ TRANSIT, 2021

(2) Equipment (Percentage of service vehicles that have met or exceeded their useful life benchmark)

NJ TRANSIT’s non-revenue service vehicle inventory includes ordinary automobiles and locomotives that also include police cruisers and specialized track machinery (e.g., light duty trucks, heavy duty trucks, and rubber tire construction equipment and trailers). The current work train locomotive fleet includes five MP-20 locomotives and four GP-40 locomotives. The fleet of work train freight cars totals 81 cars. Of these 81 cars, 68 of them can be interchanged with freight railroads. There are also 80 pieces of steel-wheel maintenance-

of-way equipment and 158 pieces of construction equipment that include trailers and back hoes, loaders, or similar, not driven on highways. There are 68 automobiles for management and supervisory use, 275 light trucks for maintenance, and 106 heavy duty trucks. The bus non-revenue vehicle inventory consists of 58 automobiles for management and supervisory use, 75 light trucks for service calls, and 34 trucks to retrieve buses back to the maintenance garage. Further, NJ TRANSIT has a fleet of corporate non-revenue service vehicles (police, technology, maintenance, and administration); and Information Systems equipment, such as radio towers, radio repeater equipment, ticket vending machines, and a drone. The targets for automobiles, trucks, and other rubber tire vehicles, as well as steel wheel vehicles, are listed below in Table 23.

Table 23: NJ TRANSIT Equipment Performance Targets and Progress

PERFORMANCE MEASURE	2019 TARGET (%)	2020 TARGET (%)	2020 PERFORMANCE (%)	2021 TARGET (%)
Automobiles	39	40.00	77.05	0.00
Trucks and Other Rubber Tire Vehicles	47	50.63	34.26	64.24
Steel Wheel Vehicles	25	24.10	25.81	33.90

Source: NJ TRANSIT, 2021

(3) Facility (Percentage of facilities rated below 3 on the condition scale)

NJ TRANSIT takes a geographic approach (north, central, and south regions) to the condition of all facilities. Table 24 below demonstrates the targets for this measure.

Table 24: NJ TRANSIT Facility Performance Targets and Progress

PERFORMANCE MEASURE	2019 TARGET (%)	2020 TARGET (%)	2020 PERFORMANCE (%)	2021 TARGET (%)
Passenger/Parking Facilities	0.00	0.00	3.44	4.00
Administrative/Maintenance Facilities	0.00	0.00	3.12	4.00

Source: NJ TRANSIT, 2021

(4) Infrastructure (Percentage of track segments with performance restrictions)

NJ TRANSIT will implement the principles of its TAM policy by adopting an SGR policy to maintain capital assets to the level where the asset operates at full performance, in order to provide a safe, reliable, convenient, and cost-effective transit service to its customers.

NJ TRANSIT has committed to improving the resiliency of its systems to prevent future damage and to prepare for possible future extreme weather events and security threats. This includes significant new investments in a series of hardening projects, such as new rail vehicle storage, upgraded power systems, maintenance facilities, emergency control centers, security improvements and signal and communications systems resilience upgrades. Table 25 displays the targets for this measure.

Table 25: NJ TRANSIT Infrastructure Performance Targets and Progress

PERFORMANCE MEASURE	2019 TARGET (%)	2020 TARGET (%)	2020 PERFORMANCE (%)	2021 TARGET (%)
Commuter Rail	1.00	1.00	0.94	1.00
RiverLINE Light Rail	0.42	4.10	2.38	2.38

Source: NJ TRANSIT, 2021

DRPA/PATCO TAM Targets and Goals

The Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO) is a bistate corporation that owns and operates four major toll bridge crossings of the Delaware River. Its transit subsidiary, PATCO, operates and maintains a 14.2-mile rapid public transit line between Philadelphia and southern New Jersey, including an administrative and maintenance facility at Lindenwold, New Jersey. The DRPA owns nine stations in DVRPC's New Jersey region and leases four stations in Philadelphia from the City of Philadelphia.

DRPA/PATCO's TAM Plan was first published on October 1, 2018. Similar to NJ TRANSIT, DRPA/PATCO's TAM Plan adheres to the nine federally required elements to ensure assets are in an SGR. It also sets forth its blueprint to identify, describe, and improve asset management practices, with the vision to maintain the agency's assets in an SGR. The plan also identifies their programs and projects aimed at helping to achieve their TAM targets.

On January 28, 2021, the DVRPC Board agrees to be consistent with the respective DRPA/PATCO annual TAM targets and will support the transit operators' efforts at achieving those targets.

(1) Rolling Stock (Percentage of revenue vehicles that have met or exceeded their useful life benchmark)

DRPA/PATCO's rolling stock includes all revenue vehicles. The ULB of a self-propelled heavy rail car is 39 years. The DRPA/PATCO had 75 Budd rail cars installed in 1969 (50 years old) and 45 Vickers cars installed in 1980 (39 years old). PATCO completed the car overhaul project in April 2019; hence a zero target for cars over their ULB per Table 26.

Table 26: DRPA/PATCO Rolling Stock Performance Target and Progress

PERFORMANCE MEASURE	2020 TARGET (%)	2020 PERFORMANCE (%)	2021 TARGET (%)
Rolling stock cars over their ULB	0	0	0

Source: DRPA/PATCO, 2021

The transit car overhaul project for the PATCO High Speed Line will result in a 25-year ULB, which is stricter than FTA's ULB of 39 years.

(2) Equipment (Percentage of service vehicles that have met or exceeded their useful life benchmark)

Table 27: DRPA/PATCO Equipment Performance Target and Progress

PERFORMANCE MEASURE	2020 TARGET (%)	2020 PERFORMANCE (%)	2021 TARGET (%)
Non-revenue service vehicles over their ULB	28	16	22

Source: DRPA/PATCO, 2021

(3) Facility (Percentage of facilities rated below 3 on the condition scale)

Table 28: DRPA/PATCO Facility Performance Targets and Progress

PERFORMANCE MEASURE	2020 TARGET (%)	2020 PERFORMANCE (%)	2021 TARGET (%)
Passenger stations facilities and parking lots with a performance rating <3	0	7.7	0
Administration and maintenance facilities with a performance rating <3	0	0	0

Source: DRPA/PATCO, 2021

(4) Infrastructure (Percentage of track segments with performance restrictions)

The slow zone restrictions are calculated over the 14.2-mile (74,976 feet) track of the PATCO High Speed Line. Projects that impact track (either through slow zone or track outages) are considered. The percentage of track miles in slow zone restrictions is calculated out over 365 days in Table 29.

Table 29: DRPA/PATCO Infrastructure Performance Target and Progress

PERFORMANCE MEASURE	2020 TARGET (%)	2020 PERFORMANCE (%)	2021 TARGET (%)
Track miles in slow zone restrictions	0.76	0.32	0.43

Source: DRPA/PATCO, 2021

NJ TRANSIT’S Progress toward TAM Targets

The Transit Asset Transportation Performance Management rule requires MPOs to describe how the region’s TIP will help to achieve the TAM targets. The TIP was developed to ensure progress toward target achievement. Transit operators have taken steps to ensure that projects selected for TIP funding help to achieve the TAM targets.

A few of NJ TRANSIT’s projects and programs that have been allocated resources over the First-Four Years of the TIP to help achieve TAM Targets include the following:

- Preventive maintenance of the bus system (DB #T135)
- Rail preventive maintenance program (DB #T39), which is used for the overhaul of rail cars and locomotives, and other preventive maintenance costs

- Replacement of rail cars and locomotives that have reached the end of their useful life (DB #T112), and the Bus Acquisition Program to replace buses (DB #T111).

NJ TRANSIT’s State Capital Program calls for continued investment in the state’s transit infrastructure to maintain an SGR and provide reliable transit service. An emphasis on better preparing NJ TRANSIT to withstand, and recover from, future extreme weather events through building a more resilient system remains a key focus of the Capital Program, which invests in railroad bridge rehabilitation, track replacement, signal upgrades, repairs to overhead power lines and electric substations, improvements to rail stations, and bus shelter upgrades.

DRPA/PATCO’S Progress toward TAM Targets

DRPA/PATCO has programmed most of their funding for system preservation and maintenance over the First-Four Years of the TIP. DRPA/PATCO’s system preservation projects include the following:

- Preventive maintenance on vehicles and facilities (DB #DR034);
- Rehabilitate and replace interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions (DB #DR1501);
- Renovate subway structures, such as pedestrian bridges, tunnels, subway stations, pump rooms, and tunnel leakage mitigation (DB #DR1802); and
- Rehabilitate platforms at various PATCO stations (DB #DR1803).

DRPA/PATCO has adopted the TAM policy to support and complement their Five-Year Strategic Plan “Roadmap to World-Class Stewardship: 2018–2022,” Five-Year Capital Program, and the Annual Budget Process in order to realize the agency’s vision as a “World-Class Stewardship” organization. Further, the operator will continue to utilize biennial inspections (that serve as the basis of the agency’s budget program), an integrated budget and strategic plan process, and solutions derived from the asset management to continuously evaluate and update the asset management plan.

4.5 Transit Safety Rule

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers and state DOTs to establish safety performance targets (SPTs) to address the safety performance measures identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)). Transit agencies are required to set their initial safety performance targets by December 31, 2020. On January 28, 2021, the DVRPC Board agreed to be consistent with the respective NJ TRANSIT and DRPA/PATCO initial targets for Transit Safety and will support the transit operators’ efforts at achieving those targets displayed below.

- **Fatalities:** Total number of fatalities reported to the National Transit Database (NTD) and rate per total vehicle revenue miles (VRM) by mode.
- **Injuries:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Events:** Total number of safety events reported to NTD and rate per total VRM by mode.
- **System Reliability:** Mean distance between major mechanical failures by mode.

Transit agencies are required to report their targets and performance to the state Department of Transportation (DOT) and the agency’s MPO(s) in order to prioritize funding to improve transit safety performance.

Fatalities

The transit safety performance measure requires that transit providers set annual targets for the number of fatalities that occur on each mode of transit that the agency operates, excluding deaths that result from trespassing, suicide, or natural causes. The NTPSP defines the modes as rail, fixed guideway bus service, and non-fixed route bus service. Fatalities are required to be calculated for both the total number of fatalities and the fatality rate per vehicle revenue mile.

Specific targets in Table 30 are set for:

- total fatalities, by mode, across the transit agency’s system; and
- the rate of fatalities, by mode, per vehicle revenue mile operated by the transit agency.

Table 30: Transit Fatalities Target

PERFORMANCE MEASURE	NJ TRANSIT	DRPA/ PATCO
Number of Fatalities – RiverLINE	1	n/a
Number of Fatalities – Bus	4	n/a
Rate of Fatalities per Million Miles – RiverLINE	0.79	n/a
Rate of Fatalities per Million Miles – Bus	0.055	n/a
Number of Fatalities – PATCO	n/a	0
Rate of Fatalities per 100,000 Miles – PATCO	n/a	0

Source: NJ TRANSIT, DRPA/PATCO, 2021

Injuries

The PTASP requires that transit agencies set annual targets for the number of injuries that occur on each mode of transit that the agency operates. Injuries are defined as “harm to person that requires immediate medical attention away from the scene.” Injuries are required to be calculated for both the total number of injuries and the injury rate per vehicle revenue mile for each of the modes that the agency operates.

Specific targets in Table 31 are set for:

- total injuries, by mode, across the transit agency’s system; and
- the rate of injuries, by mode, per vehicle revenue mile operated by the transit agency.

Table 31: Transit Injuries Target

PERFORMANCE MEASURE	NJ TRANSIT	DRPA/ PATCO
Passenger Injuries (per 1 million miles): Number/Rate		
NJ TRANSIT RiverLINE (Number/Rate per Million Miles)	4 / 3.18	
NJ TRANSIT Bus (Number/Rate per Million Miles)	244 / 3.35	
DRPA PATCO System (Number/Rate per 100,000 Miles)	n/a	41 / 1
Employee Injuries		
NJ TRANSIT RiverLINE (Number/Rate)	0 / 0	
NJ TRANSIT Bus (Number/Rate per 200,000 Work Hours)	423 / 7.99	

Source: NJ TRANSIT, DRPA/PATCO, 2021

Safety Events

Transit providers are required to set annual targets for the number and rate of safety events, by mode, that occur across the transit agency’s system. A safety event is defined by FTA as a “collision, derailment, fire, hazardous material spill, or evacuation.” Safety events are required to be calculated for both the total number of events and the event rate per vehicle revenue mile for each of the modes that the agency operates.

Specific targets in Table 32 are set for:

- total safety events, by mode, across the transit agency’s system; and
- the rate of safety events, by mode, per vehicle revenue mile operated by the transit agency.

Table 32: Transit Safety Events Target

PERFORMANCE MEASURE	NJ TRANSIT	DRPA/ PATCO
NJ TRANSIT RiverLINE Collisions (Number/Rate per Million Miles)	12 / 9.53	n/a
NJ TRANSIT RiverLINE Fire Events (Number/Rate per Million Miles)	2 / 1.59	
NJ TRANSIT Bus Collisions (Number/Rate per Million Miles)	264 / 3.63	
NJ TRANSIT Fire Events (Number/Rate per Million Miles)	12 / 0.16	
DRPA PATCO System (Number/Rate per 100,000 Miles)	n/a	50 / 1

Source: NJ TRANSIT, DRPA/PATCO, 2021

System Reliability

Transit providers are required to set annual targets for the agency’s system reliability for each mode of transit that the agency operates. The system reliability performance measure accounts for major mechanical failings of a vehicle that prevent the vehicle from starting or completing a scheduled trip. Mechanical failings and interrupted trips can create hazardous conditions for the transit operators and passengers depending on the location of the service interruption and if passengers are required to de-board in unsafe locations.

Specific targets in Table 33 are set for:

- the miles traveled between major mechanical failures calculated for each mode that the transit agency operates.

Table 33: Transit System Reliability Target

PERFORMANCE MEASURE	MEAN DISTANCE IN MILES BETWEEN MAJOR SERVICE FAILURE	
	NJ TRANSIT	DRPA/PATCO
NJ TRANSIT RiverLINE (per million miles)	6,284	n/a
NJ TRANSIT Bus (rate per million miles)	135.45	
DRPA's PATCO System (total failures)	n/a	230

Source: NJ TRANSIT, DRPA/PATCO, 2021

The DVRPC Board adopted these transit safety targets on January 28, 2021. Once the respective transit agencies report on their performance, it will be reported on the DVRPC TPM webpage at www.dvrpc.org/TPM.

Coordination and Progress toward Transit Safety Targets

49 C.F.R. § 673.15(b) requires, to the maximum extent practicable, a state or transit agency to coordinate with states and MPOs in the selection of State and MPO safety performance targets; and in accordance with 49 U.S.C. 5303(h)(2)(B) and 5304(d)(2)(B), states and transit agencies must make their safety performance targets available to states and MPOs to aid in the planning process. MPOs are required to set performance targets for each performance measure, per 23 C.F.R. § 450.306; and these must be established 180 days after the transit agency establishes their performance targets. FTA will not impose penalties for failing to meet safety performance targets set by transit providers. DVRPC is required to list the NJ TRANSIT and DRPA/PATCO projects in the DVRPC FY2020 TIP for New Jersey. DVRPC has coordinated with both transit operating agencies on target setting during the summer and fall of 2020 and agreed to accept their Transit Safety Targets at the January 28, 2021 DVRPC Board Meeting.

The Transit Safety Rule requires MPOs to describe how the region's TIP will help to achieve the Transit Safety targets. Transit safety, and safety in general, is high priority for all projects in the TIP as shown by Safety being one of the top criterion of the DVRPC TIP Project Benefit Evaluation Criteria.

NJ TRANSIT's 10-year strategic plan, *NJT 2030*, states that NJ TRANSIT's mission is to "move New Jersey and the region by providing safe, reliable and affordable public transportation that connects people to their everyday lives, one trip at a time," and the first of its five goals is to "ensure the reliability and continued safety of our transit system." One of the ways that the plan sets forth to measure success for this goal, is to "strive for zero preventable injuries and fatalities across all modes by 2025, with an annual decrease of 20 percent."

PROJECTS SUPPORTING MEASURE 1: FATALITIES, MEASURE 2: INJURIES, AND MEASURE 3: SAFETY EVENTS

To reduce the number of fatalities, injuries and safety events, NJ TRANSIT and DRPA/PATCO are implementing projects that will help reduce rail vehicle collisions and improve passenger safety for all transit users in and around NJ TRANSIT and DRPA/PATCO's operating environments.

NJ TRANSIT takes every precaution to ensure both passenger and public safety on their bus, rail and light rail systems. NJ TRANSIT operates a risk-based safety management system (SMS), a data-driven process to proactively manage public transportation system risks. The SMS is intended to change the safety culture to reduce safety-related events by making safety everyone's responsibility, empowering employees to play a role in safety, and encouraging employees and contractors to report safety concerns to senior management.

- **ADA--Platforms/Stations (DB #T143)** for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work.
- **Bridge and Tunnel Rehabilitation (DB #T05)** for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.
- **High Speed Track Program (DB #T43)** is an annual program of high-speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary.
- **Track Program (DB #T42)** is an annual program of track rehabilitation including system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements.
- **Light Rail Infrastructure Improvements (DB #T95)** includes but is not limited to communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements, for the RiverLINE.
- **Other Rail Station/Terminal Improvements (DB #T55)** for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work.
- **Safety Improvement Program (DB #T509)** for safety improvement initiatives system wide addressing bus, rail, light rail, Access Link and other identified safety needs.
- **Security Improvements (DB #T508)** for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction.
- **Signals and Communications/Electric Traction Systems (DB #T50)** for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. In addition, funding will be provided for Positive Train Control (PTC) training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs. Note that PTC is a major safety initiative underway at NJ TRANSIT. PTC uses Global Positioning System (GPS) technology, Wi-Fi, and high-frequency radio transmission to automatically

control train speeds. PTC is capable of automatically controlling train speeds and movements, thereby reducing the risk of accidents due to human error. PTC will make train accidents, already rare, even less likely. Implementation of PTC enhances the safety NJ TRANSIT rail customers and employees and is required by federal law. Details of NJ TRANSIT's PTC program can be found at www.njtransit.com/ptc.

DRPA/PATCO:

- **Install Elevators, PATCO (DB #D0906)** for the installation of ADA compliant elevators at PATCO stations.
- **PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008)** for the replacement of approximately 40,000 linear feet of rail between Ferry Avenue and Broadway stations that are at the end of their useful life.
- **PATCO Stations Modernizations (DB #DR2006)** for the modernization of all PATCO stations and extend the useful life of the stations and their major components.
- **PATCO Viaduct Preservation Project (DB #DR2007)** to improve and protect the Collingswood and Westmont viaducts besides extending the useful life of this portion of the PATCO infrastructure.
- **Electrical Cable Replacement (DB #DR008)** for systemwide replacement of electrical cable to improve reliability and fire resistance.
- **Embankment, Fence, and Retaining Wall Restoration/Rehabilitation (DB #DR015)** to address embankment restoration to prevent erosion and preserve drainage control.
- **Lindenwold Yard Tie Renewal, Lindenwold Viaduct, and Overall Improvements (DB #DR044)** for the replacement of ties, rails and turnout components at Lindenwold Yard and replacement of direct fixation system, including track fasteners, anchors, concrete, and guard rail on Lindenwold viaducts. Also, electrical systems and distribution of the third rail power within the yard will be modified and improved. Up to 4.5 miles of track and 53 turnouts will be replaced.
- **PATCO Interlocking & Track Rehabilitation (DB #DR1501)** includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.
- **PATCO Station Platform Rehabilitation (DB #DR1803)** includes planning, design, and reconstruction of PATCO Station Platforms. Work will include rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs for passenger safety.
- **Pedestrian Bridge and Tunnel Rehabilitation (DB #D1305)** for the planning, design, and construction to rehabilitate Pedestrian Bridges and Tunnels. The projects will allow for preventive repairs of bridges and tunnels owned by PATCO, including structural steel and concrete repairs, installation of protective coating, miscellaneous steel repair, joint filler and spot paint.
- **Rehabilitation of PATCO Bridges (DB #D1912)** for the planning, design, and construction to rehabilitate PATCO Bridges.
- **Subway Structures Renovation (DB #DR1802)** will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, pump rooms owned by PATCO including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.
- **Relocation of Center Tower/SCADA Modernization (DB #DR038)** includes the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication.
- **Smoke and Fire Control (DB #DR019)** will provide smoke and fire control for evacuation of patrons in emergencies and ventilation improvements.

PROJECTS SUPPORTING MEASURE 4: SYSTEM RELIABILITY

To insure safe, efficient, and reliable service to NJ TRANSIT and DRPA/PATCO riders, it is paramount that system infrastructure and revenue fleet equipment remain reliable and minimize failures that can cause either operating agency to suspend or significantly delay service. The following programs will be implemented to help maintain system reliability.

NJ TRANSIT:

- **Bus Acquisition Program (DB #T111)** for the replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands.
- **Bus Support Facilities and Equipment (DB #T08)** to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition.
- **Preventive Maintenance-Bus (DB #T135)** for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.
- **Preventive Maintenance-Rail (DB #T39)** for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.
- **Locomotive Overhaul (DB #T53E)** for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.
- **Rail Fleet Overhaul (DB #T53G)** for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet mandated standards.
- **Rail Rolling Stock Procurement (DB #T112)** for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years.
- **NEC Improvements (DB #T44)** for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency.
- **Technology Improvements (DB #T500)** for improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations system wide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.
- **High Speed Track Program (DB #T43)** is an annual program of high-speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary.

- **Track Program (DB #T42)** is an annual program of track rehabilitation including system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements.
- **Light Rail Infrastructure Improvements (DB #T95)** includes but is not limited to communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements, for the RiverLINE.
- **Signals and Communications/Electric Traction Systems (DB #T50)** for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

DRPA/PATCO:

- **DRPA - Rebuild PATCO Cars (DB #DR046)** for the replacement of PATCO's existing car fleet, through complete rebuilding of existing cars.
- **Electrical Cable Replacement (DB #DR008)** for systemwide replacement of electrical cable to improve reliability and fire resistance.
- **PATCO Interlocking & Track Rehabilitation (DB #DR1501)** includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.
- **PATCO Track Resurfacing & Rail Profile Grinding (DB #D1911)** involves adjusting the track to eliminate minor horizontal and vertical shifts that impact ride quality. Work also includes the replacement of rail ties, ballast cleaning, and improvements to the shoulder that impact the track.
- **PATCO Rail Replacement - Ferry Avenue to Broadway (DB #DR2008)** for the replacement of approximately 40,000 linear feet of rail between Ferry Avenue and Broadway stations that are at the end of their useful life.
- **PATCO Viaduct Preservation Project (DB #DR2007)** to improve and protect the Collingswood and Westmont viaducts besides extending the useful life of this portion of the PATCO infrastructure.
- **Lindenwold Yard Tie Renewal, Lindenwold Viaduct, and Overall Improvements (DB #DR044)** for the replacement of ties, rails and turnout components at Lindenwold Yard and replacement of direct fixation system, including track fasteners, anchors, concrete, and guard rail on Lindenwold viaducts. Also, electrical systems and distribution of the third rail power within the yard will be modified and improved. Up to 4.5 miles of track and 53 turnouts will be replaced.
- **Electrical Cable Replacement (DB #DR008)** for systemwide replacement of electrical cable to improve reliability and fire resistance.
- **Preventive Maintenance (DB #DR034)** for preventive maintenance expenses pertaining to activities performed on vehicles and facilities.
- **Pedestrian Bridge and Tunnel Rehabilitation (DB #D1305)** for the planning, design, and construction to rehabilitate Pedestrian Bridges and Tunnels. The projects will allow for preventive repairs of bridges and tunnels owned by PATCO, including structural steel and concrete repairs, installation of protective coating, miscellaneous steel repair, joint filler and spot paint.
- **Rehabilitation of PATCO Bridges (DB #D1912)** for the planning, design, and construction to rehabilitate PATCO Bridges.

- **Subway Structures Renovation (DB #DR1802)** will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, pump rooms owned by PATCO including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.
- **Relocation of Center Tower/SCADA Modernization (DB #DR038)** includes the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication.
- **Transit Enhancements (DB #DR036)** will support enhancements to the PATCO High Speed Line.

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Chapter 5: PUBLIC INVOLVEMENT

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 those who are under involved and often unconcerned, the private sector, special-interest activists, mature citizens, educators and parents, public officials, and the physically and economically disadvantaged. Although today's citizens are far more sophisticated and modern standards are more inclusive, the need for public involvement is inherent to sound decision making.

Every citizen is responsible for becoming involved in regional issues and playing a role in the decision-making process; therefore, DVRPC strives 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.

5.1 Public Comment Period

The public comment period for the Draft DVRPC FY2022 TIP for New Jersey, which also served as an opportunity for the public to review and comment on the Draft Statewide TIP (STIP) for NJDOT and NJ TRANSIT, opened on Wednesday, July 21, 2021, at 5:00 PM (EST) and extended through Monday, August 23, 2021, at 5:00 PM (EST). To abide public health guidelines for public gatherings because of the pandemic, DVRPC invited members of the public to attend one or both online public meetings that were held at different times to learn about the Draft TIP and Draft STIP and submit any written comment about these draft documents on the following dates and times:

Wednesday, August 11, 2021, from 2:00 PM–3:00 PM:

Register at [dvrpc.zoom.us/meeting/register/tJcpf--qqjovGNdvpMIOsCNvARuy8kv7Zxo_](https://dvrpc.zoom.us/join/93486241523)
Call-in information: 646-558-8656
Meeting ID: 934 8624 1523
Passcode: Ld6YeTd3

Wednesday, August 18, 2021, at 7:00 PM–8:00 PM:

Register at [dvrpc.zoom.us/meeting/register/tJwqf-Gupz0pH9Z7yOJrl7DUfQBGFnr9Nk6s](https://dvrpc.zoom.us/join/98788696352)
Call-in information: 646-558-8656
Meeting ID: 987 8869 6352
Passcode: MU7XWu09

Registration information was also available on DVRPC's events calendar at www.dvrpc.org/Calendar/2021/08. Attendees could join via webinar or by phone in listen-only mode. To request accommodations, including closed captioning and interpretation, attendees were directed to contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

The meetings were conducted jointly with NJDOT, NJ TRANSIT, and the DRPA/PATCO. NJDOT, NJ TRANSIT and the DRPA/PATCO do not hold a separate public comment period or meeting for the Draft STIP and rely on DVRPC and other MPOs to serve as the vehicle for this federal requirement. Public comments on both the Draft TIP and STIP documents were addressed to the MPO, which the MPO then coordinated with the agency that is in the best position to respond to such comments (MPO, NJDOT, NJ TRANSIT, DRPA/PATCO, county, city, or one of the remaining independent authorities). As in past years, a representative from NJDOT, NJ TRANSIT, and the DRPA/PATCO were available at the above-referenced virtual public meetings on the draft

documents. Eleven (11) members from the public besides DVRPC staff, partner agency representatives, and other New Jersey MPOs attended the afternoon meeting, and five (5) public members attended the evening meeting.

The best way for the public to submit comments was online by using DVRPC’s web-based Draft TIP public comment application located at www.dvrpc.org/TIP/Draft. Users can click on the “Submit a Comment on the Draft TIP and/or STIP” button to make general and project-specific comments. DVRPC staff then gathered responses from appropriate agencies. Responses were provided only to comments that were submitted in writing during the public comment period by 5:00 PM (local time) on August 23, 2021. In addition, the public could submit comments via email (tip@dvrpc.org) during the public comment period, or mail written comments to:

TIP COMMENTS
OFFICE OF COMMUNICATIONS AND ENGAGEMENT
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106-1520

Comments received via mail must be postmarked by August 23, 2021. If assistance was needed in providing a written comment, one had to contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org.

A total of 85 individuals from the public including those on behalf of advocacy groups submitted 124 written comments about the Draft TIP primarily through the web-based online commenting application, followed by email, and then airmail. Since some individuals stated more than one issue in their submitted comments, DVRPC assigned each issue an “Item #” that is used to track the responses provided by DVRPC and appropriate DVRPC regional planning partner agencies that are found in Appendix H (see Addendum #22001D). The 124 comments contained 135 issues. Listed below, these issues are categorized into seven issue types.

Issue Types (Percentage of All Issues):

1. Combined requests for Circuit trail funding (CMAQ and TA Set-Aside), the inclusion of safety and bicycle/pedestrian elements in TIP projects, and support for certain TIP projects (62 percent)
2. Project concerns, questions, and/or suggestions (19 percent)
3. Supports project or other TIP related item (7 percent)
4. Requests for a new TIP project/line item/study (5 percent)
5. DVRPC Competitive CMAQ Program request or comment (3 percent)
6. General concerns, questions, and/or suggestions (3 percent)
7. Opposes project or other TIP related item (1 percent)

Appendix H in the Addendum contains three reports that display the public comments received during the public comment period and responses to the comments: (1) Index of Comments (an abridged summary of comments); (2) Original Public Comments (displaying the full content of comments, including letters and/or supporting documents); and (3) Agency Responses to Comments.

Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer, the Courier Post, Trenton Times, Al Dia, Philadelphia Tribune, South Jersey Times, and the Burlington County Times. An email notice was sent to over 3,500 individuals, organizations, and DVRPC

affiliated groups. In addition, DVRPC frequently employed social media (Facebook, Twitter, and Instagram) during the public comment period to garner the public’s interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. The public comment period was also announced on the DVRPC homepage at www.dvrpc.org and the Draft DVRPC TIP webpage at www.dvrpc.org/TIP/Draft. All public outreach documentation is shown in Appendix H (Addendum).

DVRPC's website is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The full Draft TIP and Draft STIP documents were available on the DVRPC website, including the date and location of the online public meetings and other general information. Individuals could also download or access current TIP materials at any time. The Draft STIP was also available at www.state.nj.us/transportation/capital. For those without internet access, draft documents were available at DVRPC in the American College of Physicians Building in downtown Philadelphia, or they could request the DVRPC Office of Communications and Engagement to mail the draft documents to them by calling (215) 592-1800. Hardcopies of the Draft TIP documents were available at certain public libraries across the region that are listed in Table 34.

5.2 Public Comment Guidance

To facilitate the public comment process, DVRPC offered some extended guidance. Listed below were some questions that DVRPC asked the public to consider during the review of this Draft TIP and Draft STIP documents.

- Given the projects in this Draft TIP, is the region heading in the right direction? Are we meeting the needs of the region?
- Is the Draft STIP following the intent of the FAST Act?
- Does the Draft TIP and STIP 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; non-traditional projects (such as pedestrian, bicycle, or operational improvements); or freight improvements, 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, is this region investing money in the right types of projects?
- Are the Draft TIP and STIP documents easy to use? How can DVRPC, NJDOT, and NJ TRANSIT further improve their documents?

Of course, comments are not limited to these broader issues of concern. DVRPC, as always, welcomed opinions on specific projects contained in the TIP, the TIP development process, or any other topic of concern. However, we reminded those intending to recommend new projects for the TIP that 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. Additionally, a constructive, information-rich comment that is clearly communicated and supported with facts and local knowledge is more likely to have an impact on decision-making. Below are a few tips adapted from “Tips for Submitting Effective Comments” from Regulations.gov for crafting effective public comments.

TIPS FOR CRAFTING EFFECTIVE PUBLIC COMMENTS

- Read the description and understand the project you are commenting on. Is the project a study, operational improvement, enhancing a parking lot/bus stop, or creating a multi-use trail? What are its intended effects? For example, an operational improvement project, such as signal re-timing, may not be able to add another travel lane within its scope, but safety components like signage could be added to many kinds of projects.
- Be concise. Support your claims with sound reasoning, documented evidence, and/or how your community will be impacted. For example, have you observed the impacts of a new development on traffic patterns? Is there a study that supports your comment?
- Try to address trade-offs and opposing views.
- If you disagree with a project, suggest an alternative and include an explanation and/or analysis of how your alternative might meet the same objective or be more effective. A potential alternative is to not proceed with the project.
- Identify any credentials and experience that may distinguish your comment from others. If you are a resident of a community, or have relevant personal or professional experience, please state so.
- There is no minimum or maximum length for a comment to be effective.

The public comment process is not a vote. One comment that is well-supported with facts and local knowledge can be more influential than a hundred comments. DVRPC and its planning partners want to fund the best projects for the region within financial constraints; when crafting a comment, it is important to explain the reasoning behind your position.

Table 34: Libraries that Displayed the Draft TIP

BURLINGTON COUNTY		
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060	Moorestown Library 111 West Second Street Moorestown, NJ 08057	Burlington County Library– Bordentown Branch 18 East Union Street Bordentown, NJ 08505
CAMDEN COUNTY		
Camden County Library– M. Allan Vogelson Regional Branch 203 Laurel Road Voorhees, NJ 08043	Camden County Library– Gloucester Twp.-Blackwood Rotary Branch 15 South Blackhorse Pike Blackwood, NJ 08012	Camden County Library– Rutgers–Camden Branch 300 North 5th Street Camden, NJ 08102
Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033	Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034	
GLOUCESTER COUNTY		
Monroe Township Public Library 713 Marsha Avenue Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062	Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096
MERCER COUNTY		
Mercer County Library– Lawrence Branch 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08638	
PHILADELPHIA, PENNSYLVANIA		
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	Library for the Blind & Physically Handicapped of Philadelphia 919 Walnut Street Philadelphia, PA 19107	

Source: DVRPC, 2021

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Chapter 6: **MAPPING APPLICATION AND LISTINGS**

OVERVIEW

6.1 Mapping Application and Geographic Information Systems

This TIP does not contain printed static maps in the document, except those in Appendix G: Environmental Justice Appendix as part of the TIP update process. Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC recommends using the TIP Web Map Search Tool found at www.dvrpc.org/TIP/NJ as the primary mapping function to show the location of mappable projects for Highway and Transit projects.

The TIP Web Map Search Tool continues to include robust data sets, besides TIP projects, that include overlays, such as Planning Centers, Freight Centers, CMP Corridors, and IPD, as well as a “search by address or location” function. To go along with the more robust TIP Web Map Search Tool, DVRPC has made TIP Geographic Information Systems (GIS) data available as well. GIS is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or for analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public. As part of the FY2022 TIP update, the TIP Web Search Tool was also made more user friendly, as well as able to be used on mobile devices.

Different project types, such as intersection improvements, bridge replacements, or new transit facilities, are shown by using various colors and symbols in the TIP Web Map Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, reserve line items, or preliminary studies, are not mapped. These projects are listed on the right side of the application along with the mapped projects. Only the mapped projects will show up in the map pane on the left side of the application.

Downloadable GIS point and line location features for TIP projects, projects in the current adopted Pennsylvania and New Jersey TIPs, as well as projects with formal TIP Actions that the DVRPC RTC and Board vote on are available via the Transportation section of DVRPC’s GIS Data web page, www.dvrpc.org/Mapping/Data. This web page also contains links to DVRPC’s GIS Portal, interactive maps, and a map gallery, in addition to other data resources. The GIS Portal contains boundaries, demographic, planning, and transportation data, which is helpful for obtaining data that provides context for the TIP.

DVRPC Regional Highway and Transit Programs

This document includes various project listings. The project listings include the New Jersey Highway, Transit (NJ TRANSIT and DRPA/PATCO), Statewide, and the Study and Development 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 Center, NJDOT Capital Investment Strategies program category, CMP category, EJ IPD 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 available at www.nj.gov/transportation/capital/stip2231.

Note that all projects within the formal First-Four Years (FY22–FY25) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 10-year constrained programming horizon for Highway and Transit projects to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the First-Four Years (FY22–FY25) also have phases (such as Construction) that may be out between LFY26 and LFY31. This 10-year constrained programming horizon is illustrated on the project listings within the TIP and STIP documents.

Statewide Program

Following the lists of DVRPC region Highway and Transit projects are lists of Highway projects in the Statewide Program. These Statewide projects are primarily highway programs managed by NJDOT on a statewide basis that are not specific to any MPO region or that provide direct support to NJDOT.

Study and Development Program

There is a subset of Highway proposals referred to as Study and Development projects. 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 Study and Development Program is to make candidate projects ready for consideration in a future TIP update cycle for potentially TIP-funded phases: Preliminary Engineering (PE), Final Design (DES), Right-of-Way Acquisition (ROW), and Construction (CON). Projects in the Study and Development Program have been identified as priorities for further advancement but have not reached formal approval for advancement into PE or DES. In other words, these projects are in the “pre-TIP” phase. Reasonable strategies and alternatives that address the purpose and need are identified for Study and Development projects during the pre-TIP Concept Development phase.

6.2 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 in the Long-Range Plan and the TIP. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes. For non-exempt projects, the project’s AQ code is identified by the first conformity “analysis year” that follows the project’s last year of programmed funds for construction that are expected for authorization (hence, projected year of project opening to the public or completion year): 2025, 2035, 2045, or 2050. 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). If a non-exempt project in the TIP, for example, has the last year of funding programmed for construction in 2023, its AQ code would be 2025M.

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 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 indicates 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. Table 35 and Table 36 provide a complete list of exempt and non-exempt categories and corresponding AQ codes. Study and Development projects are those that are still in the conceptual phase and are not yet part of the TIP. However, they are likely to be included in future TIPs; therefore, they are assigned AQ codes that begin with “SDX” for projects likely to be exempt from air quality conformity, or “SDN” for projects not likely to be exempt from air quality conformity. 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).

Table 35: DVRPC Air Quality Codes for Non-Exempt Project Categories

NON-EXEMPT PROJECT CATEGORY		AQ CODE
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally Significant, non-exempt projects included in the 2025 network and all subsequent analysis years	2025M
	Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years	2035M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years	2045M
	Regionally Significant, non-exempt projects included in the 2050 network and all subsequent analysis years	2050M
STUDY AND DEVELOPMENT PROJECTS	Project in the Study and Development Program expected to result in an exempt project	SDX
	Project in the Study and Development Program expected to result in a non-exempt project	SDN

Source: DVRPC, 2021

Table 36: DVRPC Air Quality Codes for Exempt Project Categories

EXEMPT PROJECT CATEGORY		AQ CODE	EXEMPT PROJECT CATEGORY	AQ CODE	
SAFETY	Railroad/Highway Crossing	S1	MASS TRANSIT	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	OTHER PROJECTS	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
AIR QUALITY	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	
NOT REGIONALLY SIGNIFICANT PROJECTS	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	
STUDY AND DEVELOPMENT PROJECTS (NJ)	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	
NO REGIONAL EMISSIONS ANALYSIS IS REQUIRED					
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, 2021

Major Regional Project ID

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

TIP Project Status Codes

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

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

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

A project denoted with an SD status indicates that it is not a new project but is in the TIP Highway or Statewide Program and Study and Development Program. Finally, projects indicated as RETURN have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the FY2022 TIP for New Jersey.

Planning Center Notations

The Greater Philadelphia region is a mosaic of more than 300 townships, boroughs, and cities, each making their own land use decisions. To categorize and simplify community types and corresponding long-range planning policies, DVRPC assigned each municipality a Planning Center type associated with the long-range planning policies that will be most beneficial to the community as a whole. At the regional scale, Planning Centers guide the direction of policy.

Planning Centers include the following types:

- **Metropolitan Center** (Center City/University City/Camden Central Business District);
- **Metropolitan Subcenters**, which reflect their magnitude of jobs and commercial activity;
- **Neighborhood Centers**, which have varying characteristics, assets, challenges, and needs, and for which specific approaches and strategies for improving and revitalizing these neighborhoods will differ;
- **Suburban Centers**, which are regionally significant and defined primarily by a concentration and variety of office, retail, professional, and light industrial uses, and generally have more jobs than residents, and are generally auto dependent;

- **Town Centers**, which have a mixture of high-density residential and commercial land use, are pedestrian friendly, are often transit oriented, and are surrounded by suburban land uses;
- **Rural Centers**, which have a minimum density of six people and three employees per developed acre and are surrounded by rural and agricultural land uses; and
- **Planned Centers**, which are planned town-center-type developments on greenfields in Growing Suburbs or Rural Areas or through redevelopment on grayfields and/or brownfields in developed communities. “Planning Center” is a notation in the TIP project description.

IPD Codes

DVRPC uses the IPD 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 include Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign Born, Persons with Disabilities, Limited English Proficiency, and Low-Income. The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above to understand the distribution of TIP mappable projects in regard to EJ and Title VI guidance. The distribution of projects may indicate if communities of concern are experiencing disproportionate impact or possibly being excluded from benefits of TIP projects.

The data for each of the indicators in the IPD analysis is split into five “bins,” and a census tract “score” is determined by standard deviations relative to an indicator’s regional average: well below average (score of 0), below average (score of 1), average (score of 2), above average (score of 3), and well above average (score of 4) (see Figure 4: IPD Scoring Methodology). A summary score of all nine indicators for each census tract (ranging from 0 to 36) is used to show regional concentrations of populations of interest as defined by Title VI and EJ. These summary scores are then organized into five categories—from “well below average” to “well above average”—to allow for regional comparisons and evaluation: well below average (scores from 0 to 11), below average (scores from 12 to 15), average (scores from 16 to 19), above average (scores from 20 to 23), and well above average (scores from 24 to 36). Refer to Chapter 3: Responding to Environmental Justice (EJ) and Title VI Concerns for full details.

CMP Notation

Certain projects are determined to be major capacity or operational improvements and found consistent with DVRPC’s Congestion Management Process (CMP). They 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-Adding Projects refers to projects that add capacity or improve operations in a way that affects regional travel patterns. This review considers, although is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

National Highway Freight Network

The Delaware Valley is a premier freight transportation gateway and is made up of a multifaceted, interconnected freight network. Projects that have a direct, significant impact on the flow of goods along strategic freight corridors or that would improve NHS connector routes to intermodal facilities are noted as integral to the federally designated NHFN. This system designation is intended to improve the performance of highway portions of the U.S. freight transportation system through strategic use of federal resources. The NHFN has four subsystems: (1) the PHFS; (2) those portions of the Interstate system not part of the PHFS; (3) CRFCs, which DVRPC does not have; and (4) CUFCs. Projects that are in the NHFN and Interstates are eligible for NHFP funding.

Phase of Work Abbreviations

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

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

CD/LCD (Concept Development): The Concept Development Phase purpose is to identify and compare reasonable alternatives and strategies that address a well-defined and well-justified Purpose and Need Statement and select a Preliminary Preferred Alternative (PPA). The PPA is selected based on several factors, including environmental impacts, constructability, cost effectiveness, and if the project can be constructed in a timely manner. This phase involves data collection, internal and external stakeholder coordination, and alternatives analysis. Along with the PPA, key products that are produced in this Phase include the Purpose and Need Statement, the National Environmental Policy Act (NEPA) Classification, and the Concept Development Report. CD denotes NJDOT Concept Development Phase; LCD denotes concept development by a local entity (MPO, county, municipality). For information about NJDOT’s Concept Development phase, please visit www.state.nj.us/transportation/capital/pd/phase_cd.shtml.

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

DES (Final Design): Consists of taking a recommended solution and scope of work defined in the Preliminary Engineering phase and developing a Final Design, including right-of-way and construction plans and construction contract documents to solicit bids from prospective construction contractors. This Phase includes the continuation and completion of environmental and engineering tasks initiated in the Preliminary Engineering (PE) Phase, such as roadway design, bridge design, right of way and access engineering, utility engineering, environmental permits and clearances, and community outreach. The completion of those tasks will involve various internal and external project stakeholders. Stakeholder coordination ranges from onboard project review meetings with internal offices to efforts with local officials, the general public and other State and federal agencies. Efforts with the public and local officials are guided by a project-specific public involvement action plan. The Final Design (DES) Phase is completed when the project is authorized for construction, which initiates the Construction (CON) Phase of project delivery.

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

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

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

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

PE/LPE (Preliminary Engineering): The process of advancing Preliminary Engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative. Projects marked with an “L” preceding “PE” indicate a Local Agency Lead; otherwise, the state DOT is the lead agency. The Preliminary Engineering Phase involves performing engineering tasks and technical environmental studies to obtain formal community consensus (through a public information center) of the study and to secure the approval of the environmental document. If a design exception is necessary on a project, preparation and approval of the Design Exception Report will occur during this Phase. During the Preliminary Engineering Phase, several activities are simultaneously set in motion based on the PPA such as community involvement (meetings with affected property, business owners), agency consultation, environmental documentation, design level mapping, and the development of geometric design. PE denotes NJDOT Preliminary Engineering Phase; LCD denotes preliminary engineering by a local entity (MPO, county, municipality).

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

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

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

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

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

Strategy (SCIS) and NJDOT project prioritization criteria. Achieving this goal is expected to produce selective proposals that are consistent with the NJDOT SCIS performance related goals, objectives and investment targets for potential advancement while conforming to state and federal requirements.

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

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

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

Federal Highway Funding Sources Abbreviations

BRIDGE (Federal Bridge Program): Provided funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete. This program was merged into NHPP in MAP-21.

BRIDGE-OFF: Provided 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 funding category was merged into NHPP in MAP-21.

BUILD (Better Utilizing Investments to Leverage Development) Transportation Discretionary Grant Program: This U.S. DOT competitive, discretionary grant program was previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants and under the current Biden administration, is now known as RAISE (Rebuilding American Infrastructure with Sustainability and Equity).

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. This is a type of Highway funding that can flex (transfer) from the Highway Program via FHWA to the Transit Program. This federal-aid funding category was established under the federal ISTEA to help states meet their Clean Air Act obligations. The federal MAP-21 has an increased focus on addressing PM_{2.5}.

CRRSAA (Coronavirus Response and Recovery Supplemental Appropriations Act), CRRSAA-PHILA, CRRSAA-TRENTON: This federal-aid funding category was established by Congress as part of the CRRSAA and appropriated funds by geographic regions (CRRSAA-PHILA for the Philadelphia Urbanized Area (UZA) and CRRSAA-Trenton for the Trenton Urbanized Area in the DVRPC New Jersey region).

CTDG (Competitive TIGER Discretionary Grants): Special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. In 2018, the U.S. DOT rebranded TIGER into the BUILD Transportation Discretionary Grant program.

DEMO (Demonstration Funds): Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support: “demonstration” funding provided under ISTEA and “high priority project” funding provided under TEA-21 and SAFETEA-LU. These projects, with “demonstration” or “high priority project” funding often have special rules of use. Project earmarks are also included in this

category. While they were discontinued in MAP-21, they may return. This funding category also includes TIGER/CTDG/BUILD, or what is now known as RAISE.

EB (Equity Bonus Program): Provided funding to states based on equity considerations. This program was discontinued in 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, throughout the state.

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 FHWA for approval as an advance construction project.

HPP10 (High-Priority Projects): Provided special federal funding from congressional earmarks under SAFETEA-LU.

HPP20 (High-Priority Projects): Provided special federal funding from congressional earmarks under SAFETEA-LU.

HSIP (Highway Safety Improvement Program): Provides funding for projects or strategies included in the state's SHSP that correct or improve a hazardous road location or feature or addresses a highway safety problem. This federal-aid funding category was established under SAFETEA-LU with the purpose of significantly reducing traffic fatalities and serious injuries on all public roads in a comprehensive and strategic manner consistent with the State's Strategic Highway Safety Plan. MAP-21 has continued this program with a focus on performance measures and targets.

HWI (Highway Infrastructure): This federal-aid funding category was established under CRRSAA, title IV of division M, Public Law (Pub. L.) 116-260, appropriated additional funds for Highway Infrastructure Programs (HIP), by geographic regions (HWIZ005-PHILA/TRENTON, HWIZ905-PHILA/TRENTON, HWIZ910-PHILA/TRENTON, and HWIZ919-PHILA/TRENTON in the DVRPC New Jersey region). These funds come with their own obligation limitation, and each has its own authorization and expenditure deadlines and eligibility rules.

LTAP (Local Technical Assistance Program): Federal funds that are allocated for the center that provides information and training to local governments and agencies to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.

I-MAINT or IM (Interstate Maintenance): Provided funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the Interstate system. This funding category was merged into NHPP in MAP-21.

INFRA (Infrastructure for Rebuilding America): A federal discretionary grant program that was established in July 2017 to replace the FASTLANE program that was newly authorized under the FAST Act. It provides INFRA grants or credit assistance to nationally and regionally significant freight and highway projects.

NHFP-HWY, NHFP-RAIL (National Highway Freight Program): Funding provides for the efficient movement of freight on the NHFN and supports the freight investment plan in the state's freight plan. The NHFN consists of four components: PHFS, CRFCs, CUFRs, and portions of the Interstate system that are not part of the PHFS.

NHPP (National Highway Performance Program): Provides funding used to support the condition and performance of the NHS, and to construct new facilities on the NHS that support national performance goals. Three programs from the previous authorization, SAFETEA-LU, were merged into NHPP under MAP-21: BRIDGE and BRIDGE-OFF, I-MAINT, and the NHS. The FAST Act continued this program. 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. The NHPP provides support for the construction of new facilities on the NHS, the condition and performance of the NHS, and achieving performance targets, as set by that state's asset management plan.

NHS (National Highway System): Provided funding for projects that improve and support the Interstate Highway System and other key highway links. This funding category was merged into NHPP in MAP-21.

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

RAISE (Rebuilding American Infrastructure with Sustainability and Equity): U.S. DOT's new competitive discretionary grant program formerly known as BUILD will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs. In the FY 2021 round, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single state. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty. See www.transportation.gov/RAISEgrants for more details.

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

REC TRAILS or RTP (Recreational Trail Program): Provided 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 was incorporated into TAP in MAP-21.

RHC (Rail-Highway Grade Crossings Program): This is a federal funding category that is intended to develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. Eligible activities include signing and pavement markings at crossings; active warning devices; crossing surface improvements; sight distance improvements; grade separations; and the closing and consolidation of crossings.

RHC-PHILA (Rail Highway Grade Crossing-Philadelphia): RHC funds designated for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area.

RHC-TRENTON (Rail Highway Grade Crossing-Trenton): RHC funds designated for the “Trenton, NJ” Urbanized Area.

SCENIC BYWAYS (Scenic Byways Program): Provided funding for byway-related projects. This category was discontinued under MAP-21.

SPR (FHWA Statewide Planning and Research), SPR-FTA (FTA SPR): Federal law requires a percentage of funds allocated to states for highway improvements to be devoted to planning and research activities.

SRTS (Federal-Aid Safe Routes to School): Provided funding that could be used for programs and projects that encourage children and their parents to walk and bicycle safely to school. This was merged into MAP-21’s TAP. In the FY2014 round, the State of New Jersey elected to competitively select only SRTS infrastructure projects and partnered with New Jersey Transportation Management Associations to administer a new statewide education and encouragement program using SRTS federal SAFETEA-LU funds.

STP/STP-STU/STBGP (Surface Transportation Block Grant Program): Federal flexible funding that may be used on any federal-aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities. It was previously known as STP until the FAST Act renamed it as STBGP. In general, STBG projects may not be used on local roads or rural minor collectors. “STU” indicated STP or STBGP funds sub-allocated for the DVRPC New Jersey region’s urbanized area (hence “STBGP-STU”), which comprised most of the funds in the DVRPC Local Program. Beginning with the FY2018 New Jersey TIP/STIP, the fund code STBGP-STU was broken out by urbanized area (e.g., STBGP-PHILA, STBGP-TRENTON).

STBGP-B5K200K (Surface Transportation Block Grant Program in areas with a population between 5,000 and 200,000): STBGP funds sub-allocated for areas with a population greater than 5,000 but not more than 200,000. The state DOT is to identify projects in these areas for funding, in consultation with the MPOs.

STBGP-FLEX (Surface Transportation Block Grant Program Flexible): STBGP funds that can be used anywhere in the State of New Jersey.

STBGP-L5K (Surface Transportation Block Grant Program in areas with a population of less than 5,000): STBGP funds sub-allocated for areas with a population of less than 5,000.

STBGP-OS-BRDG (Surface Transportation Block Grant Program for Off-System Bridges): Funding from the state’s STBGP apportionment for the rehabilitation or replacement bridges not on federal-aid highways (“off-system bridges”) and that are defined as structurally deficient and/or functionally obsolete according to federal definitions.

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

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

STP-TE (Surface Transportation Block Grant 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 was incorporated into TAP in MAP-21. Funds may be flexed from the Highway Program via FHWA to the Transit Program.

TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants: Special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. See CTDG, DEMO, and BUILD. In 2018, the program became BUILD. In 2021, the program is now RAISE.

TA Set-Aside (Transportation Alternatives Set-Aside): Previously known as Transportation Alternatives Program (TAP), it consolidates funding from FHWA's former Transportation Enhancements, REC TRAILS, and SRTS programs. MAP-21 eliminates the 10 percent set-aside under the Surface Transportation Block Grant Program for "transportation enhancements" (TE) and replaces it with the new "transportation alternatives" (TA) program. TA funds are a portion of STBGP funding set aside under the FAST Act. Eligible activities are broadly defined and with respect to transit include construction, planning and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs, and historic preservation and rehabilitation of historic transportation facilities. A competitive process for selection of projects must take place. The fund code was previously designated as TAP and has been broken out by urbanized area (e.g., TA-PHILA, TA-TRENTON) like STBGP funds.

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

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

State Highway Funding Sources Abbreviations

STATE or TTF (State Transportation Trust Fund): Provides the disposition of funding received from the New Jersey Transportation Trust Fund.

STATE-DVRPC: Provides STATE funding from the TTF for use by DVRPC for locally sponsored projects. Various levels of STATE funds were appropriated by the New Jersey State Legislature between FY14 and FY18 because of the MPO exchange of program funds with NJ TRANSIT and NJDOT. In the current DVRPC TIP, two digits associated with this fund code indicate the year that STATE-DVRPC funds were appropriated by the state legislature (e.g., 18-STATE-DVRPC denotes STATE-DVRPC funds that were appropriated in FY18). See Appendix E for detailed information. In this document, STATE-DVRPC funds that expect encumbrance ("obligation" for state funds) in FY2022 or beyond are not counted in the program summary as they were previously appropriated by the state legislature.

Federal Transit Funding Sources Abbreviations

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

FERRY (Federal Ferry Funds): Provided funding for the rehabilitation and/or development of ferry facilities throughout the state. It was discontinued in MAP-21.

HPP10 (High Priority Projects): Provided special funding from congressional earmark under SAFETEA-LU.

HPP20 (High Priority Projects): Provided special funding from congressional earmark under SAFETEA-LU.

Sections 5303, 5304, & 5305 (FTA Metropolitan & Statewide and Nonmetropolitan Transportation Planning): Provides funding and procedural requirements for the state and MPOs to develop transportation plans and programs; plan, design, and evaluate a public transportation project; and conduct technical studies related to public transportation.

SEC 5307 (FTA Urbanized Area Formula Grants Program): Provides funding to a census-designated urbanized area of 50,000 people or more for the planning, engineering, design, and evaluation of transit projects and technical transportation-related studies; capital investments in bus and bus-related activities, such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

SEC 5309 (FTA Fixed Guideway Capital Investment Grant): Provides discretionary funding for fixed guideway investments, such as new and expanded rail, and corridor-based bus rapid transit investments that follow the features of rail. The four categories of eligible projects under this program are New Starts, Small Starts, Core Capacity, and Programs of Inter-Related Projects.

SEC 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program): Provides funding for transportation services planned, designed, and implemented to support special transportation needs of seniors and individuals with disabilities in all areas.

SEC 5311 (FTA Non-Urbanized Rural Area Formula Program): Provides funding for rural public transportation programs and training and technical assistance to states and federally recognized Indian tribes with populations fewer than 50,000 according to the census.

Sec 5312 (FTA Public Transportation Innovation): Provides funding for public transportation research and development.

Sec 5316 (FTA Job Access and Reverse Commute Program, JARC): Provided funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population or facilitate reverse commute movements. This program expired under MAP-21 and the FAST Act.

Sec 5317 (FTA New Freedom Program): Provided funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the ADA Act of 1990. This program expired under MAP-21 and the FAST Act and was replaced by FTA's Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Sec 5318 (FTA Bus Test Facility): Provides funding for a bus testing facility to ensure new models offered for purchase will meet performance standards.

Sec 5324 (FTA 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 that have suffered serious damage in the event of an emergency, including natural disasters.

SEC 5326 (FTA TAM): Provides TAM and reporting requirements across FTA's grant programs to promote accountability.

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

SEC 5339 (FTA Bus and Bus Facilities Program): Provides funding for capital projects that will replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. This program also replaces the expired Alternative Analysis Program.

SEC 5340 (FTA States/High Density States Programs): Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21, as in authorizations prior to MAP-21.

State Transit Funding Sources Abbreviations

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

Other Funding and Phase Abbreviations

Advance Construction (AC): Procedure to advance a federally funded project phase into the current FY 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, LOCAL-DVRPC, MATCH: Funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds. LOCAL-DVRPC is revenue generated from the previous commuter benefit program (RideECO) that was previously administered by the DVRPC.

LTAP: Funding provided for the New Jersey Local Technical Assistance Program.

Multiyear 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.

NJ TURNPIKE: Funding from the NJ Turnpike Authority.

OPER or Operating: Funding from fare box revenues.

OTHER, OTHER-DVRPC: Funds from a third-party source other than federal or state transportation funds, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.

Other-DVRPC reflect non-federal and non-state transportation funds from DVRPC or the DVRPC region (e.g., DB #D1710 'OTHER-DVRPC' funds reflects a commitment by Mercer County's County Aid, Local Aid State Infrastructure Bank, and/or Mercer County general funds to the project).

TBD: To be determined.

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Chapter 7: **PROGRAMS**

The DVRPC FY2022 TIP for New Jersey categorizes projects into the following programs: DVRPC Highway Program, DVRPC Transit Program (by NJ TRANSIT and DRPA/PATCO), and displayed for information purposes, the Study and Development Program. Additionally, the Statewide Program is included in this document.

7.1 DVRPC Regional Highway and Transit Programs

The DVRPC region's Highway and Transit programs include 134 projects that are funded in the TIP over the First-Four Years (FY22–FY25). These projects total \$2.11 billion for the phases to be advanced over the next four years, averaging almost \$528 million per year. The project listings within the Highway and Transit programs that follow this chapter are grouped by county and transit operator/agency. 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 name.

The DVRPC Regional Highway Program contains 85 projects, plus three (3) STATE-DVRPC funded projects in the DVRPC Local Program that anticipate encumbering \$17.34 million STATE-DVRPC funds between FY22 and FY23. Programmed funds include \$1.345 billion over the next four years for projects primarily addressing the highway system.

The DVRPC Regional Transit Program contains 46 projects (33 by NJ TRANSIT and 13 by the DRPA/PATCO) that are primarily programs or reserve line items. Programmed funds include nearly \$765 million over the next four years for projects addressing the transit system by NJ TRANSIT (about \$681 million) and the DRPA/PATCO (about \$84 million).

7.2 Statewide Program

The TIP lists 105 NJDOT-managed programs that are for the entire State of New Jersey and worth \$4 billion in the First-Four Years. The Statewide Program is primarily state funded over the First-Four Years. The remaining portion of the Statewide Program is federally funded. These Statewide Highway projects/line items are not specific to any particular MPO region but would benefit all or that provide direct support to NJDOT.

7.3 Study and Development Program

There are 18 total projects in the Study and Development Program: 13 NJDOT sponsored projects and five (5) locally sponsored. These projects are currently in a conceptual, "pre-TIP" phase (Concept Development) and not yet ready to enter the design phase. The locally sponsored projects are selected from DVRPC's Local Concept Development Program.

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Figure 5: Sample TIP Project Listing Roadmap

State Department of Transportation (NJDOT) project ID number

County where project is located

DVRPC FY2022 TIP for New Jersey
Highway Program
Camden

Project Title

Indicates that project is identified as a Major Regional Project (MRP) in the DVRPC Long-Range Plan

Final Version

DB# 9999

Somewhere Road Corridor Improvements

MRPID: 099

NEW

ACCURE: 2035M

This project will relieve a major existing bottleneck at the corridor by constructing roadway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include lane widening, roadway elevation to reduce flooding events where appropriate, upgrades to the roadway geometry and the addition of shoulders, sidewalks, and bike lanes throughout the project limits. It will also include stormwater system upgrades along the entire project limits, new ADA ramps, and streetscaping.

CMP: Major SOV Capacity Adding Subcor(s): 2B

Municipalities: Bellmawr Borough; Mount Ephraim Borough Planning Center: Town Center

CIS Program Subcategory: Local Roadway Improvements CIS Program Category: Congestion Relief

Project Manager: Belle, Lisa Project Manager assigned by NJDOT

Mileposts: 26.41 - 27.8

IPD: ?

Improvement Type: Roadway New Capacity Sponsor: NJDOT

This project may be suitable for ITS treatments.

Local Project: Mapped: Y

Phase	Fund	TIP Program Years (in Millions)				Later Fiscal Years (in Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STARFLEX		43.339	37.382	50.677						
CON	STARFLEX		66.661	45.060	59.765	17.250					
Fiscal Year Total			110.000	82.750	110.442	17.250					
		Total First Four Years:	303.192			Total Later Fiscal Years: 17.250					

Fund type for each phase; note that "*" following a fund type indicates conversion funds for advanced construction phases

Anticipated project phase

Funds are in \$ Millions

"Y" indicates project is mapped online and that the project is in the DVRPC Local (Highway) Program

NJDOT Capital Investment Strategy (CIS)/Asset Program notation demonstrates one of the NJDOT investment categories and subcategories

Highest Indicator of Potential Disadvantage (IPD) for Environmental Justice (EJ)

DVRPC Congestion Management Process (CMP) codes

Community types that correspond to DVRPC long range planning policies

Air Quality Code

Status code assigned by DVRPC to help establish the origin of the project. In this example, "New" indicates that this project is programmed in the TIP for the very first time

Source: DVRPC, 2021

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Chapter 8:

Project Listings by Program



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8.1 DVRPC Regional Highway Projects



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PROJECT LISTING AND INDEX (in order by project name)

DB #	Program	County/Agency	Project Name	Page
D2018	Highway	Burlington	Bridge No. C4.13 over Parkers Creek on Centerton Road	117
D1510	Highway	Burlington	Burlington County Bus Purchase	117
D0302	Highway	Burlington	Burlington County Roadway Safety Improvements	118
D2206	Highway	Burlington	County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623)	118
D2207	Highway	Burlington	Rancocas Creek Greenway, Laurel Run Park (Circuit)	119
15385	Highway	Burlington	Route 38, Nixon Drive to Route 295 Bridge	119
12307	Highway	Burlington	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	120
15321	Highway	Burlington	Route 70, Bridge over Mount Misery Brook	120
12380	Highway	Burlington	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	121
12346A	Highway	Burlington	Route 130, CR 545 (Farnsworth Avenue)	121
12346	Highway	Burlington	Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd	122
9212C	Highway	Burlington	Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)	122
15324	Highway	Burlington	Washington Turnpike, Bridge over West Branch of Wading River	123
D1505A	Highway	Camden	ADA Improvements, Contract 1	124
15423	Highway	Camden	ADA South, Contract 4	124
D0601	Highway	Camden	Camden County Bus Purchase	125
D0410	Highway	Camden	Camden County Roadway Safety Improvements	125
D2208	Highway	Camden	CR 544 (Evesham Rd), NJ 41 to Schubert Ave	126
D2209	Highway	Camden	CR 758 (Coles Mill Rd), Farwood Rd to Grove St	126
D1709	Highway	Camden	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)	127
D1914	Highway	Camden	Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)	128
D2020	Highway	Camden	New or Upgraded Traffic Signal Systems at Intersections, Phase 1	129
D2021	Highway	Camden	New or Upgraded Traffic Signal Systems at Intersections, Phase 2	129
D2022	Highway	Camden	New or Upgraded Traffic Signal Systems at Intersections, Phase 3	130

DB #	Program	County/Agency	Project Name	Page
15375	Highway	Camden	Route 30, Cooper Street to Grove Street	130
18313	Highway	Camden	Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)	131
16342	Highway	Camden	Route 73 and Ramp G, Bridge over Route 130	131
11326A	Highway	Camden	Route 76, Bridges over Route 130	132
11326B	Highway	Camden	Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2	132
11326C	Highway	Camden	Route 76/676 Bridges and Pavement, Contract 3	133
14426	Highway	Camden	Route 130, Bridge over Big Timber Creek	133
16340	Highway	Camden	Route 130, Bridge over Main Branch of Newton Creek	134
10341	Highway	Camden	Route 168, Merchant Street to Ferry Avenue, Pavement	134
15396	Highway	Camden	Route 168, Route 42 to CR 544 (Evesham Road)	135
355A	Highway	Camden	Route 295/42, Missing Moves, Bellmawr	135
355E	Highway	Camden	Route 295/42/I-76, Direct Connection, Contract 4	136
D1913	Highway	Camden	Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout	137
DR2201	Highway	Camden	Walt Whitman Bridge NJ Corridor Resurfacing	138
D1906	Highway	Gloucester	CR 581 (Commissioners Road), Bridge over Oldman's Creek	139
D2210	Highway	Gloucester	CR 654 (Hurffville-Cross Keys Rd), CR 630 (Egg Harbor Rd) to CR 651 (Greentree Rd)	140
D2017	Highway	Gloucester	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)	140
D2019	Highway	Gloucester	CR 712 (College Drive) at Alumni Drive Roundabout and Multi-purpose Trail (Circuit)	141
D9807	Highway	Gloucester	Gloucester County Bus Purchase	141
D1203	Highway	Gloucester	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail	142
D0401	Highway	Gloucester	Gloucester County Roadway Safety Improvements	143
15302	Highway	Gloucester	Route 41 and Deptford Center Road	143
14348	Highway	Gloucester	Route 45, Bridge over Woodbury Creek	144
11371	Highway	Gloucester	Route 47, Bridge over Big Timber Creek	144
12305	Highway	Gloucester	Route 47, Grove St. to Route 130, Pavement	145
12306	Highway	Gloucester	Route 42, Kennedy Ave. to Atlantic City Expressway	145
21366	Highway	Gloucester	Rowan University Fossil Park Roadway and Intersection Improvement at Woodbury Glassboro Road (CR 553)	146
D2211	Highway	Gloucester	US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55	146
D2023	Highway	Mercer	Circulation Improvements Around Trenton Transit Center	147

DB #	Program	County/Agency	Project Name	Page
D2014	Highway	Mercer	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave	147
D2205	Highway	Mercer	D&R Greenway Connector, Wellness Loop to Union St./Cooper Field (Circuit)	148
99334	Highway	Mercer	Duck Island Landfill, Site Remediation	148
D1710	Highway	Mercer	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek	149
D1011	Highway	Mercer	Mercer County Bus Purchase	150
D0412	Highway	Mercer	Mercer County Roadway Safety Improvements	150
D1910	Highway	Mercer	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)	151
D0701	Highway	Mercer	Princeton-Hightstown Road Improvements, CR 571	152
18305	Highway	Mercer	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	152
17419	Highway	Mercer	Route 1, Alexander Road to Mapleton Road	153
16336	Highway	Mercer	Route 1B, Bridge over Shabakunk Creek	154
19360	Highway	Mercer	Route 27, Witherspoon Street	154
07319B	Highway	Mercer	Route 29, Cass Street to Calhoun Street, Drainage	155
16339	Highway	Mercer	Route 130, Bridge over Millstone River	155
11309	Highway	Mercer	Route 130, Westfield Ave. to Main Street	156
L064	Highway	Mercer	Route 206, South Broad Street Bridge over Assunpink Creek	156
03304	Highway	Various	Bridge Deck/Superstructure Replacement Program	157
DR2202	Highway	Various	DRPA Systemwide Crash Cushion Attenuating Replacement	157
D026	Highway	Various	DVRPC, Future Projects	158
10347	Highway	Various	Local Aid Consultant Services	158
X065	Highway	Various	Local CMAQ Initiatives	159
06326	Highway	Various	Local Concept Development Support	159
X41C1	Highway	Various	Local County Aid, DVRPC	160
X98C1	Highway	Various	Local Municipal Aid, DVRPC	160
04314	Highway	Various	Local Safety/ High Risk Rural Roads Program	161
X30A	Highway	Various	Metropolitan Planning	161
D1601	Highway	Various	New Jersey Regional Signal Retiming Initiative	162
D0407	Highway	Various	Ozone Action Program in New Jersey	162
X51	Highway	Various	Pavement Preservation	163
X35A1	Highway	Various	Rail-Highway Grade Crossing Program, Federal	163

DB #	Program	County/Agency	Project Name	Page
D2005	Highway	Various	Regional Transportation Demand Management (TDM) Program	164
99327A	Highway	Various	Resurfacing, Federal	164
X107	Highway	Various	Transportation Alternatives Program	165
D0204	Highway	Various	Transportation and Community Development Initiative (TCDI) DVRPC	165
11383	Highway	Various	Transportation Management Associations	166
D2004	Highway	Various	Transportation Operations	166
01300	Highway	Various	Transportation Systems Management and Operations (TSMO)	167

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Burlington

DB# D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road NEW-LG

AQCODE: S19

With the permanent closure of County Bridge 03C4004 over the Rancocas Creek, this County Bridge #C4.13 is a primary connector for individuals travelling between Willingboro & Westampton Townships to Mount Laurel & Moorestown Townships. This section of Centerton Road is also one of the main roads that leads to the entrance and exit of I-295 interchange (43 A&B). County Bridge #C4.13 carries 2 lanes of opposing traffic and approximately 3.5' shoulders on each side of the road. The bridge currently lacks sidewalks and does not have bicycle compatible shoulders. Major improvements are needed for this bridge due to the structure's age (over 100 years), structurally deficient status and scour critical status, and it is functionally obsolete. Whether the bridge will be rehabilitated or replaced, the construction work will address the structural deficiencies, scour problems, non-standard bridge width and bicycle & pedestrian compatibility. The project will also include roadway improvements (guiderail, paving, sidewalk), as well as installation of scour countermeasures.

CMP: Not SOV Capacity Adding

Municipalities: Moorestown Township; Mount Laurel Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Shah, Alka IPD:

Mileposts: N/A Sponsor: Burlington County

Improvement Type: Bridge Repair/Replacement **Local Project: Y** **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-PHILA	0.450									
CON	STBGP-PHILA				6.303						
DES	STBGP-PHILA			0.450							
Fiscal Year Total		0.450		0.450	6.303						
		Total First Four Years: 7.203				Total Later Fiscal Years:					

DB# D1510 Burlington County Bus Purchase

AQCODE: M10

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Burlington County, such as providing for the purchase of buses and capital equipment for BurLink. The Burlink bus system is a deviated fixed route service that is operated by the South Jersey Transportation Authority (SJTA) and provides transportation to county residents, employees and visitors. BurLink bus routes connect with many NJ TRANSIT bus routes and the River LINE.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Local System Support

Project Manager: Hui, Kwan IPD:

Mileposts: N/A Sponsor: Burlington County

Improvement Type: Transit Improvements **Local Project: Y** **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	CMAQ	0.268		0.344		0.268		0.268		0.344	
Fiscal Year Total		0.268		0.344		0.268		0.268		0.344	
		Total First Four Years: 0.612				Total Later Fiscal Years: 0.880					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Burlington

DB# D0302 Burlington County Roadway Safety Improvements

AQCODE: S6

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None
 CIS Program Subcategory: Local Aid CIS Program Category: Local System Support
 Project Manager: Shah, Alka IPD:
 Mileposts: N/A Sponsor: Burlington County
 Improvement Type: Roadway Rehabilitation **Local Project: Y** **Mapped: N**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-PHILA	0.800		1.000		1.000		1.000		1.000	
Fiscal Year Total		0.800		1.000		1.000		1.000		1.000	
		Total First Four Years: 1.800				Total Later Fiscal Years: 3.000					

DB# D2206 County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623)

NEW

AQCODE: S9

The project will install new and standard guiderail systems with end treatments at existing county structures on CR 600, 613, and 623 that are substandard and in need of replacement: B3.10 Bridgeboro Rd (CR 613) over Brick Arched Culvert, B3.9 Bridgeboro Rd (CR 613) over Laurel Run, B3.22 Bridgeboro Rd (CR 613) over Swede Run, B4.136 Bridgeboro Rd (CR 613), B5.7 Old Marlton Pike (CR600) over South Branch Pennsauken Creek, C5.58 Taunton Blvd (CR 623), C5.57A Taunton Blvd (CR623) over Haynes Creek. Construction cost estimate includes construction engineering services and inspection.

CMP: Not SOV Capacity Adding

Municipalities: Delran Township; Moorestown Township; Evesham Township; Medford Township Planning Center: None

CIS Program Subcategory: CIS Program Category:
 Project Manager: Shah, Alka IPD:
 Mileposts: N/A Sponsor: Burlington County
 Improvement Type: Other **Local Project: Y** **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-PHILA		0.500								
Fiscal Year Total			0.500								
		Total First Four Years: 0.500				Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Burlington

DB# D2207 Rancocas Creek Greenway, Laurel Run Park (Circuit)

NEW

AQCODE: A2

This project will fill in a gap of the Circuit Trails network. It will construct 1.75 miles of AASHTO, ADA compliant trails and trail access appurtenances, including trailhead parking area, at Laurel Run Park. In 2021, this project was awarded a DVRPC Regional Trails grant (Phase 8) for design.

CMP: Not SOV Capacity Adding

Municipalities: Delran Township **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:**

Project Manager: Shah, Alka **IPD:**

Mileposts: N/A **Sponsor:** Burlington County

Improvement Type: Bicycle/Pedestrian Improvement **Local Project:** Y **Mapped:** Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-PHILA			4.707							
Fiscal Year Total		4.707									
		Total First Four Years: 4.707				Total Later Fiscal Years:					

DB# 15385 Route 38, Nixon Drive to Route 295 Bridge

AQCODE: S10

This project will mill/pave the shoulder area and include treatment on the existing mainline pavement within the project limits. Sidewalk improvements, ADA compliance, traffic signal upgrades and guide rail upgrades will be included as well.

CMP: Not SOV Capacity Adding **Adding Subcorr(s):** 2C

Municipalities: Moorestown Township; Mount Laurel Township; Lumberton Township; Mount Holly Township **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Road Assets

Project Manager: Upadhyay, Arpita **IPD:**

Mileposts: 6.55-9.60 **Sponsor:** NJDOT

Improvement Type: Roadway Rehabilitation **Mapped:** Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		6.030								
Fiscal Year Total		6.030									
		Total First Four Years: 6.030				Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Burlington

DB# 12307 **Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements**

AQCODE: 2035M The purpose of this project is to reconfigure the Route 38 and South Church Street/Fellowship Rd. intersection layout, improve congestion, improve safety, and ensure ADA compliance throughout the intersection. In addition the existing S. Church St. Bridge will be replaced and widened, deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with NJDOT standards.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 10B
Municipalities:	Moorestown Township	Planning Center: Town Center
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Maevsky, Andrew	IPD:
Mileposts:	7.53-7.59	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements This project may be suitable for ITS treatments.	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP			17.001							
Fiscal Year Total				17.001							
		Total First Four Years:				Total Later Fiscal Years:					
		17.001									

DB# 15321 **Route 70, Bridge over Mount Misery Brook**

AQCODE: S19 Initiated by the Bridge Management System, this project will replace the bridge, built in 1931.

CMP:	Not SOV Capacity Adding	Planning Center: None
Municipalities:	Pemberton Township	CIS Program Category: Bridge Assets
CIS Program Subcategory:		IPD:
Project Manager:	Marcellus, Evens	Sponsor: NJDOT
Mileposts:	30.6	
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP							8.700			
ROW	STATE		0.200								
Fiscal Year Total			0.200					8.700			
		Total First Four Years:				Total Later Fiscal Years:					
		0.200				8.700					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Burlington

DB# 12380 **Route 73, Church Road (CR 616) and Fellowship Road (CR 673)**

MRPID: 210

Intersections

AQCODE: 2035M

This project will improve operational and safety conditions within the Route 73 corridor. A focus will be placed on improvements at the intersections of Route 73 and Church Road and Route 73 and Fellowship Road. This project will also include a pedestrian overpass, utility relocations, ROW acquisitions, ramp relocations, and road way realignment.

CMP: Major SOV Capacity Adding Subcorr(s): 2C, 13A
 Municipalities: Mount Laurel Township Planning Center: Metropolitan Subcenter
 CIS Program Subcategory: CIS Program Category: Congestion Relief
 Project Manager: Marcellus, Evens IPD:
 Mileposts: 26.47 - 27.42 Sponsor: NJDOT
 Improvement Type: Roadway New Capacity **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP						48.800	45.000			
ROW	NHPP					17.800					
Fiscal Year Total						17.800	48.800	45.000			
Total First Four Years:						Total Later Fiscal Years: 111.600					

DB# 12346A **Route 130, CR 545 (Farnsworth Avenue)**

AQCODE: A2

Initiated from the Office of Bicycle and Pedestrian Programs, this project, a breakout from "Route 130/206, CR 528 (Crosswicks Rd) to Route 206 at Amboy Rd", will address pedestrian and bicycle deficiencies within the project limits.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 6B
 Municipalities: Bordertown Township Planning Center: None
 CIS Program Subcategory: CIS Program Category: Multimodal Programs
 Project Manager: Colquitt, Willie IPD:
 Mileposts: 55.46 Sponsor: NJDOT
 Improvement Type: Bicycle/Pedestrian Improvement **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		6.520								
UTI	NHPP	1.100									
Fiscal Year Total		1.100	6.520								
Total First Four Years:					Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Burlington

DB# 12346 **Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd**

AQCODE: A2 Initiated from the Office of Bicycle and Pedestrian Programs, this project will address pedestrian and bicycle deficiencies within the project limits.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 6B
Municipalities:	Bordentown Township	Planning Center: Town Center
CIS Program Subcategory:		CIS Program Category: Multimodal Programs
Project Manager:	Colquitt, Willie	IPD:
Mileposts:	35.61-36.76; 55.97-56.44	Sponsor: NJDOT
Improvement Type:	Bicycle/Pedestrian Improvement This project may be suitable for ITS treatments.	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP				4.200						
DES	NHPP	1.500									
ROW	STATE			0.750							
UTI	STATE			0.500							
Fiscal Year Total		1.500		1.250	4.200						
				Total First Four Years:	6.950	Total Later Fiscal Years:					

DB# 9212C **Route 206, Monmouth Road/Juliustown Road Intersection** **MRPID: 208**
Improvements (CR 537)

AQCODE: R1 This project, a breakout of "Route 206, Burlington/Atlantic County, Route 30 to Route 68", will provide operational and safety improvements. The project will provide head to head left turn lanes at all 4 approaches, improved signal timing and geometric improvements (including shoulder widening and approach work). In addition, the existing four-lane section will be extended through both intersections to provide more of a safe distance to tie back into the two-lane section. This project will also incorporate recommendations made in the Route 206 Bicycle/Pedestrian Compatibility Study.

CMP:	Minor SOV Capacity	Planning Center: None
Municipalities:	Springfield Township	CIS Program Category: Congestion Relief
CIS Program Subcategory:	Congestion Relief	IPD:
Project Manager:	Marcellus, Evens	Sponsor: NJDOT
Mileposts:	26.37 - 27.33	
Improvement Type:	Intersection/Interchange Improvements This project may be suitable for ITS treatments.	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	6.700									
Fiscal Year Total		6.700									
				Total First Four Years:	6.700	Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Burlington

DB# 15324 Washington Turnpike, Bridge over West Branch of Wading River

AQCODE: S19

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete adjacent bridges, built in 1944.

CMP: Not SOV Capacity Adding

Municipalities: Washington Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Dhulesia, Babulal

IPD:

Mileposts: 30.893

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STBGP-OS-BRDG	0.200									
CON	STBGP-OS-BRDG		4.000								
Fiscal Year Total		0.200	4.000								
Total First Four Years:				4.200	Total Later Fiscal Years:						

Total for Burlington:

11.018	17.250	24.752	10.503	19.068	48.800	54.968	1.344
Total First Four Years:			63.523	Total Later Fiscal Years:			124.180

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# D1505A ADA Improvements, Contract 1

AQCODE: A2

This project will continue the complete reconstruction of existing or construction of new ADA compliant sidewalk, curb ramps, and associated structures at approximately 400 various locations in the City of Camden. Crosswalks will be constructed as required or appropriate to connect opposite ADA compliant ramps at street intersections.

CMP:

Municipalities:	Camden City	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Multimodal Programs
Project Manager:		IPD:	
Mileposts:	Various	Sponsor:	Camden City
Improvement Type:	Bicycle/Pedestrian Improvement	Local Project:	Y
		Mapped:	Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-PHILA	3.750									
Fiscal Year Total		3.750									
		Total First Four Years: 3.750				Total Later Fiscal Years:					

DB# 15423 ADA South, Contract 4

AQCODE: A2

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame. Locations will include: Rt 30 Grove St to Brand Ave.

CMP:

Municipalities:	Barrington Borough; Somerdale Borough; Clementon Borough	Planning Center:	Town Center
CIS Program Subcategory:		CIS Program Category:	Multimodal Programs
Project Manager:	Dhulesia, Babulal	IPD:	
Mileposts:	N/A	Sponsor:	NJDOT
Improvement Type:	Bicycle/Pedestrian Improvement	Mapped:	Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	DEMO-R	1.432									
CON	STBGP-FLEX	6.171									
Fiscal Year Total		7.603									
		Total First Four Years: 7.603				Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# D0601 Camden County Bus Purchase

AQCODE: M10

In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Camden County by Sen-Han Transit and South Jersey Transportation Authority (SJTA). A variety of trip purposes are served by these special transit providers including employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Hui, Kwan IPD:

Mileposts: N/A Sponsor: Camden County

Improvement Type: Transit Improvements **Local Project: Y** **Mapped: N**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC CMAQ	0.876		0.876		0.876		0.876		0.876		
Fiscal Year Total	0.876		0.876		0.876		0.876		0.876		
Total First Four Years:				1.752	Total Later Fiscal Years:				2.628		

DB# D0410 Camden County Roadway Safety Improvements

AQCODE: S11

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Gonzales, Nenebert IPD:

Mileposts: N/A Sponsor: Camden County

Improvement Type: Roadway Rehabilitation **Local Project: Y** **Mapped: N**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC STBGP-PHILA	0.300	0.600	0.300	0.700	0.300	0.700	0.300	0.700	0.300	0.700	
Fiscal Year Total	0.300	0.600	0.300	0.700	0.300	0.700	0.300	0.700	0.300	0.700	
Total First Four Years:				1.900	Total Later Fiscal Years:				3.000		

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave NEW

AQCODE: S10

The project will provide for the reconstruction of roadway, handicap accessible ramps, and traffic calming measures on a very busily traveled County roadway with direct access to NJ 42 and 168. It will also include stormwater management improvements to prevent roadway flooding.

CMP: Not SOV Capacity Adding

Municipalities: Runnemede Borough; Gloucester Township Planning Center: None

CIS Program Subcategory: CIS Program Category:

Project Manager: IPD:

Mileposts: 2.16 - 3.23 Sponsor: Camden County

Improvement Type: Roadway Rehabilitation **Local Project: Y** **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-PHILA		3.027								
Fiscal Year Total		3.027									
		Total First Four Years: 3.027				Total Later Fiscal Years:					

DB# D2209 CR 758 (Coles Mill Rd), Farwood Rd to Grove St NEW

AQCODE: S10

This project will improve 0.45 miles of roadway surface and provide guiderail, stormwater drainage, and handicap accessibility in the CR 758 (Coles Mill Rd.) corridor. The roadway is currently in poor condition with a surface runoff issue.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township; Haddon Heights Borough Planning Center: None

CIS Program Subcategory: CIS Program Category:

Project Manager: IPD:

Mileposts: Sponsor: Camden County

Improvement Type: Roadway Rehabilitation **Local Project: Y** **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	HWIZ910-PHILA	1.427									
CON	STBGP-PHILA	0.473									
Fiscal Year Total		1.900									
		Total First Four Years: 1.900				Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# D1709 Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)

AQCODE: S19

The project will make roadway improvements to Kaighn Ave. (CR 607) from Euclid St. to North Park Dr. (CR 628) and include complete bridge replacement of the Kaighn Ave. Bridge. These improvements will decrease travel time, alleviate flooding, reduce annual maintenance costs and provide for a multi-modal connection to The Circuit, Greater Philadelphia's Regional Trail Network. Kaighn Avenue is a heavily traveled regionally significant corridor that transects the Parkside Neighborhood of Camden City and is prone to tidal flooding and plagued by road closings during regular rainfall and high tide events. Flooding is the result of a 40 year old hurricane event that breached a nearby earthen dam and subsequently allows the Cooper River to inundate a low lying area of Farnham Park which is directly adjacent to a 1/3 mile stretch of Kaighn Avenue. Road closing events due to flooding number between 15 – 18 times annually. In addition, the vertical alignment of Kaighn Avenue, as a result of topography, plays a role in the continued flooding. Over time high tides and regular rain fall have led to total washout, undermining the road structure and severe ice wedging. Non-motorized transportation challenges include the sidewalk and multiuse trail being in severe disrepair or continually washed out. This trail provides access to Farnham Park and The Circuit connecting users to Philadelphia and the regions trail.

CMP:	Not SOV Capacity Adding	
Municipalities:	Camden City	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Local System Support
Project Manager:	Schoonmaker, Elizabeth	IPD:
Mileposts:	0.12 - 0.5	Sponsor: Camden County
Improvement Type:	Bridge Repair/Replacement	Local Project: Y Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	CRRSAA-PHILA			8.155							
CON	HWIZ919-PHILA			1.163							
DES	STBGP-PHILA	0.755									
Fiscal Year Total		0.755		9.318							
Total First Four Years:				10.073	Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# D1914 Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)

AQCODE: 2035M

The extent of parking lanes hampers pedestrian visibility/crossings and the lack of shoulders makes bicycling along the corridor undesirable and unsafe. Project limits are broken out into 3 sections: Section 1- Pine Street to the north of Mt. Vernon Street is currently one lane in the northbound direction and two lanes in the southbound direction and parking on the east side of the roadway. The preferred alternative will provide one lane in each direction with bicycle lanes on both sides and parking on the east side. Section 2- Chestnut Street to Decatur Street is currently one lane in each direction with parking on both sides. The preferred alternative will provide one shared lane (with bicycle) and parking on both sides.

Section 3- Dayton Street to Ferry Avenue is currently two lanes in each direction. The preferred alternative will provide one lane in each direction with bicycle lanes on both sides and parking on the east side. The existing roadway width and sidewalk width in Section 3 will be maintained but roadway width will be reduced to increase the sidewalk width, on the easterly side by two feet in Sections 1 and 2. The alternative will also install curb extensions (bulb-outs) at every corner through the corridor, to improve visibility of pedestrians and reduce pedestrian crossing distances, except where driveways and / or bus stops limit their installation, with ADA compliant ramps. Parking and bicycle lanes would be striped for delineation. 12 additional on-street parking spaces will be created.

CMP: Not SOV Capacity Adding

Municipalities: Camden City **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Safety Management

Project Manager: Hui, Kwan **IPD:**

Mileposts: **Sponsor:** Camden County

Improvement Type: Bicycle/Pedestrian Improvement **Local Project:** Y **Mapped:** Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	HSIP		0.738								
CON	STBGP-PHILA			9.835							
Fiscal Year Total			0.738	9.835							
		Total First Four Years:			10.573	Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# D2020 **New or Upgraded Traffic Signal Systems at Intersections, Phase 1** *NEW-LG*

AQCODE: NRS

This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to comply with Modern Industry Requirements (MUTCD), improve traffic signal operations, and pedestrian and bicycle improvements.

CMP:

Municipalities:	Camden City	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Local System Support
Project Manager:		IPD:	
Mileposts:	N/A	Sponsor:	City of Camden
Improvement Type:	Signal/ITS Improvements	Local Project:	Y
		Mapped:	Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CON	STBGP-PHILA				2.476							
PE	STBGP-PHILA	0.250										
DES	STBGP-PHILA		0.150									
Fiscal Year Total		0.250	0.150		2.476							
Total First Four Years:				2.876	Total Later Fiscal Years:							

DB# D2021 **New or Upgraded Traffic Signal Systems at Intersections, Phase 2** *NEW-LG*

AQCODE: NRS

This project will address various intersections that have deficient and/or obsolete traffic signal infrastructure elements and/or have a vehicle and pedestrian crash history by providing improvements to comply with Modern Industry Requirements (MUTCD), improve traffic signal operations, and pedestrian and bicycle improvements.

CMP:

Municipalities:	Camden City	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Local System Support
Project Manager:		IPD:	
Mileposts:	N/A	Sponsor:	City of Camden
Improvement Type:	Signal/ITS Improvements	Local Project:	Y
		Mapped:	Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
PE	STBGP-PHILA		0.300									
DES	STBGP-PHILA			0.200								
CON	STBGP-PHILA					3.014						
Fiscal Year Total			0.300	0.200		3.014						
Total First Four Years:				0.500	Total Later Fiscal Years:							
					3.014							

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# 18313 **Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)**

AQCODE: R3 This project will relocate access to Route 42 ramps further down County Route 753, and provide sufficient lane configurations to accommodate freight movement.

CMP: Minor SOV Capacity Adding Subcorr(s): 2B
Municipalities: Bellmawr Borough Planning Center: None
CIS Program Subcategory: CIS Program Category: Congestion Relief
Project Manager: Rauzino, David IPD:
Mileposts: 13.85 Sponsor: NJDOT
Improvement Type: Intersection/Interchange Improvements **Mapped: Y**
 This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CON	NHPP					7.350						
DES	NHPP		3.000									
PE	NHPP	1.500										
ROW	NHPP			2.000								
Fiscal Year Total		1.500	3.000	2.000		7.350						
Total First Four Years:				6.500	Total Later Fiscal Years:				7.350			

DB# 16342 **Route 73 and Ramp G, Bridge over Route 130** **MRPID: 302**

AQCODE: S19 Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1930 and modified in 1959.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 13A
Municipalities: Pennsauken Township Planning Center: None
CIS Program Subcategory: CIS Program Category: Bridge Assets
Project Manager: Marcellus, Evens IPD:
Mileposts: 32.18 Sponsor: NJDOT
Improvement Type: Bridge Repair/Replacement **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ROW	NHPP				0.400							
PE	NHPP	1.700										
DES	NHPP			2.520								
CON	NHPP					23.100						
Fiscal Year Total		1.700		2.520	0.400	23.100						
Total First Four Years:				4.620	Total Later Fiscal Years:				23.100			

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# 11326A Route 76, Bridges over Route 130

MRPID: 300

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the bridge deck on the Route 76 over Route 130 Northbound bridge and replace the superstructures of the Ramp to Route 76 Northbound over Route 130 Southbound and the Route 76 over 130 Southbound bridge.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 2B, 6L
 Municipalities: Gloucester City Planning Center: Town Center
 CIS Program Subcategory: CIS Program Category: Bridge Assets
 Project Manager: Maevsky, Andrew IPD:
 Mileposts: 0.7-1.2 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-OS-BRDG		26.391	26.391							
Fiscal Year Total			26.391	26.391							
		Total First Four Years:			52.782	Total Later Fiscal Years:					

DB# 11326B Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2

MRPID: 300

AQCODE: S19

Nicholson Rd Advanced Utility Relocation

CMP:
 Municipalities: Gloucester City Planning Center: None
 CIS Program Subcategory: CIS Program Category: Bridge Assets
 Project Manager: Maevsky, Andrew IPD:
 Mileposts: 1.59 Sponsor: NJDOT
 Improvement Type: Other Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
UTI	NHPP	3.500									
Fiscal Year Total		3.500									
		Total First Four Years:			3.500	Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# 11326C Route 76/676 Bridges and Pavement, Contract 3

MRPID: 300

AQCODE: S19

The project will replace: the bridge decks and superstructure of Route 76/676 over the Main Branch of Newton Creek, and Route 76 over Nicholson Road; the deck and superstructure of Route 76 over the South Branch of Newton Creek, Conrail, & Klemm Avenue; and the deck and superstructure of Route 676 Southbound over the Main Branch of Newton Creek. Some pavement resurfacing of Route 676 to the bridge decks at North Branch of Newton Creek and on Route 76 Southbound will be included. Two bridges; Route 676 Southbound over Main Branch of Newton Creek, and Route 76 over Main Branch of Newton Creek, will be widened. Resurfacing at; Morgan Boulevard Eastbound to the Route 676 Northbound loop ramp, Collings Avenue to Route 676 Northbound, Route 676 Southbound to Collings Avenue Westbound, Route 676 Southbound to Collings Avenue Eastbound, Collings Avenue to Route 676 Southbound, and Route 676 Southbound to Route 76C Eastbound will also be performed. The projects also includes; ADA improvements at the Morgan Boulevard and Route 676 ramp; intersection and traffic signal modifications at the Collings Avenue and Route 676 Northbound ramp intersection, and the Collings Avenue and Route 676 Southbound ramp intersection.

CMP: Gloucester City; Camden City
 Municipalities: Gloucester City; Camden City
 Planning Center: None
 CIS Program Subcategory: Bridge Assets
 Project Manager: Maevsky, Andrew
 IPD:
 Mileposts: Rt 76: 0.70 - 1.7, Rt 676: 0 - 1.0
 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement
 Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	CRRSAA-FLEX		81.700								
Fiscal Year Total			81.700								
		Total First Four Years: 81.700			Total Later Fiscal Years:						

DB# 14426 Route 130, Bridge over Big Timber Creek

MRPID: 246

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1928. Improvements will also be made to the approaches, and to the drainage at the site.

CMP: Not SOV Capacity Adding
 Municipalities: Brooklawn Borough; Westville Borough
 Planning Center: None
 CIS Program Subcategory: Bridge Assets
 Project Manager: Maevsky, Andrew
 IPD:
 Mileposts: 25.35 - 25.58
 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement
 Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	CRRSAA-FLEX	44.100									
CON	NHPP	1.500									
Fiscal Year Total		45.600									
		Total First Four Years: 45.600			Total Later Fiscal Years:						

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Final Version

Camden

DB# 16340 Route 130, Bridge over Main Branch of Newton Creek

AQCODE: S19 Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1927.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Upadhyay, Arpita

IPD:

Mileposts: 28

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP		1.105								
CON	NHPP							17.270			
UTI	NHPP			2.000							
Fiscal Year Total			1.105	2.000				17.270			
		Total First Four Years: 3.105			Total Later Fiscal Years: 17.270						

DB# 10341 Route 168, Merchant Street to Ferry Avenue, Pavement

AQCODE: S10 Identified as a priority need in the Pavement Management System, this project includes various levels of pavement reconstruction and resurfacing within the project limits.

CMP: Not SOV Capacity Adding

Municipalities: Haddon Township; Camden City; Woodlynne Borough

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Kennard, Amy

IPD:

Mileposts: 8.56 - 10.75

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP			18.800							
Fiscal Year Total				18.800							
		Total First Four Years: 18.800				Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

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Final Version

Camden

DB# 15396 Route 168, Route 42 to CR 544 (Evesham Road)

<u>AQCODE:</u> S10	Initiated from the Pavement Management System, this project will resurface within the project limits.	
CMP:	Not SOV Capacity Adding	
Municipalities:	Washington Township; Gloucester Township; Runnemede Borough	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Colquitt, Willie	IPD:
Mileposts:	0.0-5.41	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		10.500								
Fiscal Year Total			10.500								
		Total First Four Years:	10.500		Total Later Fiscal Years:						

DB# 355A Route 295/42, Missing Moves, Bellmawr

MRPID: 75

<u>AQCODE:</u> 2025M	This project consists of new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration. Other project improvements include the re-striping of Route 55 Northbound, from one lane to two lanes, from the existing point, where Route 55 Northbound tapers from two lanes to one lane, up to the tie-in with Route 42 Northbound. The second lane on Route 55 Northbound will become a continuous auxiliary lane, up to the proposed entrance to new Ramp A, connecting Route 42 Northbound to I-295 Southbound. The existing Leaf Avenue ramps off Route 42 Northbound will be relocated approximately 750 feet to the South and will intersect with Benigno Blvd. The new exit location off Route 42 Northbound requires a ramp connection, separated from the mainline, to prevent queued traffic at the new intersection from mixing with mainline traffic. This ramp connection splits off from the Ramp A entrance on the left and runs parallel to Route 42 to the new intersection; which will be signalized. Benigno Blvd. will be realigned to meet Edgewood Avenue, and Wellwood Avenue will be extended to a T-intersection with Benigno Blvd.	
CMP:	Major SOV Capacity	Adding Subcorr(s): 2B
Municipalities:	Mount Ephraim Borough; Bellmawr Borough	Planning Center: Suburban Center
CIS Program Subcategory:	Congestion Relief	CIS Program Category: Congestion Relief
Project Manager:	Maevsky, Andrew	IPD:2
Mileposts:	Rt. 295: 25.07 - 26.35; Rt. 42: 12.57 - 13.90; Rt 55: 59.83 - 60.54	Sponsor: NJDOT
Improvement Type:	Roadway New Capacity	Mapped: Y
	This project may be suitable for ITS treatments.	

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	60.000									
Fiscal Year Total		60.000									
		Total First Four Years:	60.000		Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# 355E

Route 295/42/I-76, Direct Connection, Contract 4

MRPID: 77

AQCODE: 2035M

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County". improvements that will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

CMP: Major SOV Capacity Adding Subcorr(s): 2B
 Municipalities: Bellmawr Borough; Mount Ephraim Borough Planning Center: Town Center
 CIS Program Subcategory: CIS Program Category: Congestion Relief
 Project Manager: Maevsky, Andrew IPD:2
 Mileposts: 26.41 - 27.8 Sponsor: NJDOT
 Improvement Type: Roadway New Capacity Mapped: Y
 This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHFP-HWY		43.339	37.382	50.677						
CON	NHPP		66.661	45.368	59.765	17.250					
Fiscal Year Total			110.000	82.750	110.442	17.250					
			Total First Four Years: 303.192			Total Later Fiscal Years: 17.250					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Camden

DB# D1913 Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout

AQCODE: R1

Funds would provide for a roundabout at the intersection CR 705 (Sicklerville Road) and CR 706 (Erial Road) in Winslow Township. The location features a three-leg intersection with skewed alignment and is governed by a stop sign on CR 706. The skewed alignment of the intersection leads to crashes because drivers cannot see well around the corner of the intersection. A roundabout will replace the existing problematic intersection geometry with a circle, thereby allowing drivers a clear visual throughout the entire intersection. There are also multiple occurrences of rear end crashes at the stop sign on CR 706 (Erial Rd) where cars wait to turn onto CR 705 (Sicklerville Rd). The roundabout will alleviate this problem since drivers will slow and yield instead of being required to make a full stop. Further, the existing intersection enables drivers on CR 705 to travel at a high rate of speed toward the nearby intersection of CR 705 and CR 536 (Malaga Road). A roundabout at the intersection of CR 706 and CR 705 will force drivers to slow down, resulting in slower speeds through the intersection of CR 705 and CR 536 and greater driver reaction time. DVRPC's 2009 Regional Roundabout Analysis, Phase II identified this intersection as a priority site for investigation into a roundabout conversion.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 3A, 3B
Municipalities:	Winslow Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Safety Management
Project Manager:	Schoonmaker, Elizabeth	IPD:
Mileposts:		Sponsor: Camden County
Improvement Type:	Intersection/Interchange Improvements	Local Project: Y Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	HSIP	0.172									
CON	HSIP			0.500							
CON	STBGP-PHILA			1.018							
Fiscal Year Total		0.172		1.518							
		Total First Four Years: 1.690			Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Gloucester

DB# D1906

CR 581 (Commissioners Road), Bridge over Oldman's Creek

NEW-LG

AQCODE: S19

The project will address the deficiencies of the existing bridge structure and dam at the County Line Bridge, 8-F-2, Commissioners Road (CR581) over Oldmans Creek, and restore the structural integrity and safety of this important link between Gloucester and Salem Counties in accordance with AASTO, NJDOT and NJDEP Dam Safety Standards. Bicycle and pedestrian access over the bridge will also be provided. Built in 1912, County Bridge 8-F-2 is deemed structurally deficient and functionally obsolete. The bridge is a single span, reinforced concrete arch culvert with fill, 36 feet in length and 23 feet wide. The bridge carries one lane of traffic in each direction, with a curb-to-curb width of 22.5 feet, which is slightly narrower than the roadway approaches. The Preliminary Preferred Alternative (PPA) is Alternative 5: remove the existing spillway, replace existing bridge with a new 30-foot clear span bridge, and regrade the bottom of Algonkin Lake to create a new stream channel; the existing roadway profile will remain unchanged. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Environmental Permits and Clearances.

\$300,000 17-STATE-DVRPC funds for PE are expected for FY21 encumbrance.

CMP: Not SOV Capacity Adding

Municipalities: South Harrison Township

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category:

Project Manager: Cihocki, Dave

IPD:

Mileposts: 12.9-13.1

Sponsor: Gloucester County

Improvement Type: Bridge Repair/Replacement

Local Project: Y

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	17-STATE-DVRPC	0.000	3.095								
DES	17-STATE-DVRPC	0.300									
Fiscal Year Total		0.300	3.095								
		Total First Four Years: 3.395			Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Gloucester

DB# D2210 CR 654 (Hurffville-Cross Keys Rd), CR 630 (Egg Harbor Rd) to CR 651 (Greentree Rd)

NEW

AQCODE: S10

The project will consist of restoring 1.24 miles of the existing pavement surface through a mill and overlay, new striping and pavement markings, RPMs, upgrade of the existing guiderail, upgrade of pedestrian facilities for ADA/PROWAG compliance, as well as the installation of missing sidewalk connections to create a continuous sidewalk run on the north side of the roadway to provide a pedestrian connection from the Jefferson Hospital Campus to the Washington Township High School complex/Veteran's Park/Municipal Police campus (from CR 651 to CR 630).

CMP: Not SOV Capacity Adding

Municipalities: Washington Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager:

IPD:

Mileposts: 4.86 - 6.30

Sponsor: Gloucester County

Improvement Type: Roadway Rehabilitation

Local Project: Y Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-PHILA	2.000									
Fiscal Year Total		2.000									
		Total First Four Years: 2.000				Total Later Fiscal Years:					

DB# D2017 CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)

NEW-LG

AQCODE: S19

This project will replace or rehabilitate Cooper Street (County Route 706) Bridge over Almonesson Creek/at Almonesson Lake (Bridge 3-K-3). The reinforced concrete single span arch was built circa 1926 and is in need of repair. The bridge is rated functionally obsolete with prior inspection recommending widening under the NJDOT Federal Bridge Inspection Program. The bridge has a low sufficiency rating of 65.7. East of the bridge offers access to a public park.

CMP: Not SOV Capacity Adding

Municipalities: Deptford Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager:

IPD:

Mileposts: 1.03 - 1.16

Sponsor:

Improvement Type: Bridge Repair/Replacement

Local Project: Y Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-PHILA					8.926					
ROW	STBGP-PHILA			0.100							
PE	STBGP-PHILA	0.350									
DES	STBGP-PHILA		0.500								
Fiscal Year Total		0.350	0.500	0.100		8.926					
		Total First Four Years: 0.950				Total Later Fiscal Years: 8.926					

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Regional Highway Program

Final Version

Gloucester

DB# D2019 CR 712 (College Drive) at Alumni Drive Roundabout and Multi-purpose Trail (Circuit) NEW

AQCODE: R1 A roundabout is proposed for the intersection of CR 712 at Alumni Drive to safely address bicycle and pedestrian movements from CR 603 into the campus. The adjoining complementary multi-purpose trail will guide and promote pedestrian and bicycle movements into and around the Rowan College of South Jersey campus, which also aligns and is coincidental with a portion of the Circuit Trail through Gloucester County. The roundabout access and pedestrian connections will promote safe continual access for all buses and traffic that are using the campus, traffic calming, and anticipated traffic congestion.

CMP: Not SOV Capacity Adding
Municipalities: Deptford Township **Planning Center:** None
CIS Program Subcategory: **CIS Program Category:** Multimodal Programs
Project Manager: **IPD:**
Mileposts: 0.00 - 0.45 **Sponsor:** Gloucester County
Improvement Type: Bicycle/Pedestrian Improvement **Local Project:** Y **Mapped:** Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-PHILA	1.825									
Fiscal Year Total		1.825									
Total First Four Years:				1.825	Total Later Fiscal Years:						

DB# D9807 Gloucester County Bus Purchase

AQCODE: M10 In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Gloucester County by the Gloucester Division of Transportation Services (DTS). All are independent community transportation services meeting a variety of needs of their residents. Trip purposes served by these community transit providers include employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles.

CMP: Not SOV Capacity Adding
Municipalities: Various **Planning Center:** None
CIS Program Subcategory: Local Aid **CIS Program Category:** Local System Support
Project Manager: Hui, Kwan **IPD:**
Mileposts: N/A **Sponsor:** Gloucester County
Improvement Type: Transit Improvements **Local Project:** Y **Mapped:** N
 This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	CMAQ	0.179		0.162		0.162		0.162		0.162	
Fiscal Year Total		0.179		0.162		0.162		0.162		0.162	
Total First Four Years:				0.341	Total Later Fiscal Years: 0.486						

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Gloucester

DB# D1203

Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

AQCODE: A2

The project will extend the multi-purpose trail that runs from Glassboro to Williamstown along the former railroad right-of-way to the Elk Township recreational complex, and Elk Township's trail (Elephant Swamp Trail) that runs towards Salem County. The project would not only link to the existing trail that ends at Delsea Drive in Glassboro but also look to link to other facilities such as Rowan University and the Rowan Boulevard project. The trail link to Rowan University would end on campus near Girard Avenue in Glassboro at the future site of the light rail train station that would connect to the City of Woodbury and onward to Philadelphia. A portion of the former rail right-of-way on the easterly side of Route 55 is owned largely by Elk Township. Linking to the existing Elk Township Recreational Complex would involve using the existing bridge on Whig Lane Road (CR619) across Route 55, as well as utilizing a portion of the State highway right-of-way of Route 55 (on the other side of the existing fence away from the highway, separated from any traffic). A small trail bridge is planned across a branch of Still Run along the Route 55 ROW. The southerly link to the Elk Township Recreational Park connects to the Elephant Swamp Trail which extends into Salem County. The project would have the ability to link to existing and planned transit facilities such as: NJ Transit 463 Bus Route in Williamstown on an existing portion of the trail which has connections to NJ Transit's Avondale facility in Camden County (connections to Camden, Philadelphia and Atlantic City); NJ Transit 408 Bus Route in Glassboro at the project beginning of the trail on Route 47 which connects Philadelphia to Millville; the northern terminus of the planned trail at Rowan University in Glassboro would provide a future light rail connection to the City of Woodbury as well as to the Cities of Camden and Philadelphia; and a bike lane link is also planned along a light rail trail spur by the Borough of Glassboro to the Glassboro Arts District along High Street.

Note: The ROW phase was authorized for \$1.0 million 16-STATE-DVRPC funds. Project is anticipated to authorize \$3.9 million (\$596,000 17-STATE-DVRPC/\$3.304 M 18-STATE-DVRPC) in FY23.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 7E
Municipalities:	Glassboro Borough; Elk Township	Planning Center: None
CIS Program Subcategory:	Local System Support	CIS Program Category: Local System Support
Project Manager:	Berryman, Tom	IPD:
Mileposts:		Sponsor: Gloucester County
Improvement Type:	Bicycle/Pedestrian Improvement	Local Project: Y Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	17-STATE-DVRPC		0.596								
CON	18-STATE-DVRPC		3.304								
Fiscal Year Total			3.900								
		Total First Four Years: 3.900		Total Later Fiscal Years:							

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Gloucester

DB# D0401 Gloucester County Roadway Safety Improvements

AQCODE: S11

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Cihocki, Dave IPD:

Mileposts: N/A Sponsor: Gloucester County

Improvement Type: Roadway Rehabilitation **Local Project: Y Mapped: N**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-PHILA		1.000		1.000		1.000		1.000		1.000
Fiscal Year Total			1.000		1.000		1.000		1.000		1.000
			Total First Four Years:	2.000		Total Later Fiscal Years:	3.000				

DB# 15302 Route 41 and Deptford Center Road

AQCODE: R1

This project will provide intersection improvements that will increase capacity of left turn movements from Deptford Center Road to Rt. 41 Northbound. The current configuration for this movement is single left turn lane, which has contributed to congestion and delays for left-turn vehicles.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 11A

Municipalities: Deptford Township Planning Center: Suburban Center

CIS Program Subcategory: Dhulesia, Babulal CIS Program Category: Congestion Relief

Project Manager: Dhulesia, Babulal IPD:

Mileposts: 3.19 Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped: Y**
This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	NHPP		1.100								
CON	NHPP				4.250						
Fiscal Year Total			1.100		4.250						
			Total First Four Years:	5.350		Total Later Fiscal Years:					

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Gloucester

DB# 14348 Route 45, Bridge over Woodbury Creek

AQCODE: S19 Initiated by the Bridge Management System, the project will replace the structurally deficient and functionally obsolete bridge, built in 1892 and modified in 1953, with a precast concrete Northeast Extreme Tee (NEXT) Beam structure.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 11B
Municipalities:	Woodbury City	Planning Center: Town Center
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Alam, Muhammad	IPD:
Mileposts:	26.21	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP			8.499							
ROW	NHPP	0.520									
DES	STATE	1.000									
Fiscal Year Total		1.520		8.499							
Total First Four Years:				10.019	Total Later Fiscal Years:						

DB# 11371 Route 47, Bridge over Big Timber Creek

MRPID: 263

AQCODE: S19 This project will replace the Route 47 and Route 130 bridges over Big Timber Creek, built in 1934 and 1928, respectively. This project will also address drainage issues (identified by the Drainage Management System) within the project limits.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 6J, 11A
Municipalities:	Westville Borough	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Maevsky, Andrew	IPD:
Mileposts:	74.8 - 75.2	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	CRRSAA-FLEX	30.932									
CON	NHPP	2.168									
Fiscal Year Total		33.100									
Total First Four Years:				33.100	Total Later Fiscal Years:						

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Gloucester

DB# 12305 Route 47, Grove St. to Route 130, Pavement

MRPID: 305

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface, rehabilitate and reconstruct within the project limits. The project will update the ADA requirements, and correct a culvert which causes a flooding condition.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 11A

Municipalities: Glassboro Borough; Washington Township; Deptford Township; Planning Center: Town Center
Westville Borough

CIS Program Subcategory: CIS Program Category: Road Assets

Project Manager: Maevsky, Andrew IPD:

Mileposts: 62.3-74.9 Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
UTI	NHPP				2.200						
CON	STBGP-FLEX					44.200					
Fiscal Year Total					2.200	44.200					
		Total First Four Years:			2.200	Total Later Fiscal Years:			44.200		

DB# 12306 Route 42, Kennedy Ave. to Atlantic City Expressway

MRPID: 303

AQCODE: S10

Initiated from the Pavement Management System, this project will resurface, rehabilitate and reconstruct within the project limits. ADA compliance improvements will be included.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 3A

Municipalities: Washington Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Road Assets

Project Manager: Maevsky, Andrew IPD:

Mileposts: 3.4-6.6; 3.4-6.1 Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		32.300	25.000							
Fiscal Year Total			32.300	25.000							
		Total First Four Years:			57.300	Total Later Fiscal Years:					

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Gloucester

DB# 21366 **Rowan University Fossil Park Roadway and Intersection Improvement at Woodbury Glassboro Road (CR 553)** MRPID: 310 **NEW**

AQCODE: NRS

This new roadway will connect into Woodbury Glassboro Rd. (CR 553) at the existing intersection with Mantua Boulevard (CR 676). The roadway will run from the existing intersection to the site of the new Rowan University Fossil Museum, a World Heritage site and is being developed by Rowan University. The existing signal will be modified to also control the entrance roadway, which will come into the intersection directly across from Mantua Boulevard.

CMP:

Municipalities:	Mantua Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Local System Support
Project Manager:		IPD:	
Mileposts:	CR 676: 0; CR 553: 44.67	Sponsor:	Gloucester County
Improvement Type:	Roadway New Capacity		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STATE	12.000									
Fiscal Year Total		12.000									
		Total First Four Years: 12.000				Total Later Fiscal Years:					

DB# D2211 **US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55** **NEW**

AQCODE: S10

The project will consist of restoring 6.7 miles of the existing pavement surface through a mill and overlay, new striping and pavement markings, RPMs, upgrade of the existing guiderail and upgrade of pedestrian facilities for ADA/PROWAG compliance. Sidewalk will be connected from Myers Drive to Tomlin Station Road on the southerly side of the roadway segment and from Tomlin Station Road to Witherspoon Drive on the north side. This will provide an integrated sidewalk system from the Cherry Lawn/Mullica Station sections of Harrison Township to the Inspira Health Center.

CMP:

Municipalities:	Harrison Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	
Project Manager:		IPD:	
Mileposts:	8.5 - 15.2	Sponsor:	Gloucester County
Improvement Type:	Roadway Rehabilitation	Local Project: Y	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STBGP-PHILA	3.000	6.200								
Fiscal Year Total		3.000	6.200								
		Total First Four Years: 9.200				Total Later Fiscal Years:					

Total for Gloucester:

53.974	41.100	33.761	7.450	53.288	1.000	0.162	1.000	0.162	1.000
Total First Four Years: 136.285				Total Later Fiscal Years: 56.612					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# D2023 **Circulation Improvements Around Trenton Transit Center** **MRPID: 308** **NEW-LG**

AQCODE: 2035M

The project includes road diets and intersection channelization in the vicinity of the Trenton Transportation Center to improve mobility for bicyclists and pedestrians. The project will realign US-1 on-ramps and close the Chestnut Avenue Bridge to vehicular traffic.

CMP: Not SOV Capacity Adding

Municipalities: Trenton City **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Multimodal Programs

Project Manager: **IPD:**

Mileposts: N/A **Sponsor:**

Improvement Type: Bicycle/Pedestrian Improvement **Local Project: Y** **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STBGP-TRENTON			0.140							
CON	STBGP-TRENTON					5.285					
PE	STBGP-TRENTON	0.160									
Fiscal Year Total		0.160		0.140		5.285					
		Total First Four Years: 0.300				Total Later Fiscal Years: 5.285					

DB# D2014 **CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave** **NEW-LG**

AQCODE: R1

Improvements will enhance safety, traffic operations and mobility for all users of the N. Olden Avenue corridor including motorists, pedestrians, bicyclists, and transit users. Per the preliminary preferred alternative (PPA) 2A, improvements will include: 11' travel lanes; 5' bike lane with 2' buffer, and 6-7' sidewalk along Olden Ave between Pennington Rd and Princeton Ave; an 8' wide curbed center median; a total of (4) roundabouts at Parkside Ave, Prospect Ave, Arctic Pkwy, and Capitol Plaza; two (2) proposed HAWK signals; restriping of the New York Ave intersection approach to provide 2 WB throughlanes; installation of Rapid Rectangular Flashing Beacons at unsignalized intersections in the City of Trenton; the restriping of Brunswick Ave EB and WB approaches to include left-turn lanes; connection to future Calhoun Street Extension at the Capitol Plaza roundabout; and high-visibility crosswalks. This project graduated from the DVRPC Local Concept Development Program.

CMP: Not SOV Capacity Adding

Municipalities: Ewing Township; Trenton City **Planning Center:** None

CIS Program Subcategory: **CIS Program Category:** Local System Support

Project Manager: Skala, Kyle **IPD:**

Mileposts: 3.73 - 5.56 **Sponsor:**

Improvement Type: Roadway New Capacity **Local Project: Y** **Mapped: Y**

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-TRENTON	1.000									
DES	STBGP-TRENTON			2.000							
CON	STBGP-TRENTON					4.356	5.428	4.501	5.575	4.650	
Fiscal Year Total		1.000		2.000		4.356	5.428	4.501	5.575	4.650	
		Total First Four Years: 3.000				Total Later Fiscal Years: 24.510					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# D2205 D&R Greenway Connector, Wellness Loop to Union St./Cooper Field (Circuit)

NEW

AQCODE: A2

The project will construct a multi-use trail from Wellness Loop to Union Street adjacent to Cooper Field. The trail segment is part of The Circuit, a planned 800+ mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub.

CMP: Not SOV Capacity Adding

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager:

IPD:

Mileposts:

Sponsor:

Improvement Type: Bicycle/Pedestrian Improvement

Local Project: Y

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	HWIZ905-TRENTON	0.563									
CON	STBGP-TRENTON	0.348									
Fiscal Year Total		0.911									
		Total First Four Years: 0.911				Total Later Fiscal Years:					

DB# 99334 Duck Island Landfill, Site Remediation

AQCODE: S2

The NJDOT completed construction that properly sealed the site of the landfill in 2001. NJ Department of Environmental Protection requires continued monitoring of the site due to contamination levels at the landfill. This monitoring requirement is typical for a landfill with contamination.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A

Municipalities: Hamilton Township

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: Yovankin, Meghan

IPD:3

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
		Total First Four Years: 0.400				Total Later Fiscal Years: 0.600					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# D1710

Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek

MRPID: 304

AQCODE: S19

Project will replace the Lincoln Avenue Bridge over Amtrak Northeast Corridor (NEC) rail line, an inactive rail yard, and Assunpink Creek. Proposed Improvements include the following listed:1. Complete replacement of the structure to extend the life of the bridge, correct deficiencies, and meet current design requirements;2. The structure will be replaced with steel multi-girders (structure depth of 51" and maximum girder spacing of 7');3. The vertical profile and pier locations will be revised to provide the required horizontal and vertical clearance over the railroad tracks;4. Standard 12-foot wide lanes, 8-foot wide shoulders, which can be used by bicyclists and as a standard bicycle lane, and 6-foot wide sidewalks for pedestrians on structure;5. Architectural treatments, such as stone facing, veneer or form liners; galvanized and powder coated steel; aesthetic parapet or railing treatments; colored concrete; decorative lighting; etc. are also being considered.No roadway widening is proposed. Easement agreements will be required for work that is performed outside of the existing right-of-way, such as grading and sidewalk repairs necessary to meet ADA compliance. Lincoln Avenue serves as an important connector across the aforementioned physical barriers and is the first crossing outside of the central business district of Trenton City. The structure, which was built in 1931 and reconstructed in 1965, was rated 'serious', or 3 on a 0 to 9 scale, with 9 being excellent condition and 0 being failed condition/closed facility. Despite its rating of 3, the bridge is still safe for travel. The rating is primarily due to the condition of the superstructure, which suffers from severely rusted steel throughout and large areas of spalled and delaminated concrete on the deck. The County performed short-term fixes on the structure including lighting, deck repairs and an asphalt overlay until the structure could be replaced.

CMP: Not SOV Capacity Adding

Municipalities: Trenton City

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Kumar, Arun

IPD:

Mileposts: 0.0-0.12

Sponsor: Mercer County

Improvement Type: Bridge Repair/Replacement

Local Project: Y

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CON	OTHER-DVRPC			16.400	16.400	8.200						
DES	STBGP-TRENTON	3.500										
Fiscal Year Total		3.500		16.400	16.400	8.200						
Total First Four Years:				36.300	Total Later Fiscal Years:				8.200			

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# D1011 Mercer County Bus Purchase

AQCODE: M10

This program will provide for the purchase of buses and bus equipment for transportation services programs in Mercer County.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Hui, Kwan

IPD:

Mileposts: 0

Sponsor: Mercer County

Improvement Type: Transit Improvements

Local Project: Y

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	CMAQ	0.915		0.842		0.664		0.842		0.842	
Fiscal Year Total		0.915		0.842		0.664		0.842		0.842	
Total First Four Years:				1.757	Total Later Fiscal Years:				2.348		

DB# D0412 Mercer County Roadway Safety Improvements

AQCODE: S11

This program will provide for the installation of improved safety items including reflective pavement markings (including both striping and raised reflective markers), reflective object markers, reflective roadway delineators, guide rail, and other treatments that improve the overall safety and visibility of various roadways in the county.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Kumar, Arun

IPD:

Mileposts: N/A

Sponsor: Mercer County

Improvement Type: Roadway Rehabilitation

Local Project: Y

Mapped: N

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-TRENTON				0.800		1.000		1.000		1.000
Fiscal Year Total					0.800		1.000		1.000		1.000
Total First Four Years:				0.800	Total Later Fiscal Years:				3.000		

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# D1910 Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)

AQCODE: 2035M

The project's primary goals include: reduce the frequency and severity of crashes within the project corridor; improve mobility and accessibility for bicyclists and pedestrians; and upgrade the corridor to comply with NJDOT, Mercer County, and municipal Complete Streets Policy. In November 2015, the CR 634 (Parkway Avenue) corridor from CR 611 (Scotch Road) to NJ 31 (Pennington Road) was identified as the top candidate in the NJDOT-led Regional Road Diet Pilot Program and as DVRPC's top candidate to advance to Concept Development. The proposed Preliminary Preferred Alternative (PPA) from the 2019 HSIP funded Concept Development study includes elements such as a 3-lane road diet throughout the corridor with TWLTL and bicycle lanes from Scotch Road to Parkside and 2-lane section with bike lanes from Parkside to Olden Avenue; retrofit signalized intersections where possible to accommodate new intersection approaches; and converting five (5) existing signalized intersections at Scotch Road, Lower Ferry Road, Farrell Avenue, Olden Avenue, and Pennington Road to modern roundabouts. Project will also consider improvements for intersections, substandard design elements, ADA compliancy, drainage, and signal upgrades.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 8A
Municipalities:	Ewing Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Local System Support
Project Manager:	Hui, Kwan	IPD:
Mileposts:	2.2-4.4	Sponsor: Mercer County
Improvement Type:	Intersection/Interchange Improvements This project contains ITS elements.	Local Project: Y Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	HSIP		0.450								
CON	HSIP				3.000	3.000	0.956				
Fiscal Year Total			0.450		3.000	3.000	0.956				
		Total First Four Years:			3.450	Total Later Fiscal Years:			3.956		

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# D0701

Princeton-Hightstown Road Improvements, CR 571

MRPID: 81

AQCODE: S6

The project limits include the intersections of CR 571 with Clarksville Road (CR 638) and Wallace-Cranbury Road (CR 615), and the approximately 1 mile segment connecting them. CR 571 is a major east-west corridor at the northern edge of Mercer County and the Central Jersey Transportation Forum has endorsed the improvement concept. This is a severe safety concern regarding the area where the roadway drops from four lanes to two. Mercer County and West Windsor Township hope to make "Main Street" pedestrian, bicycle, and site access improvements, including sidewalks, protected turn lanes and no additional through travel lanes.

Note:

\$951,000 (\$800,000 15-STATE-DVRPC/\$151,000 18-STATE-DVRPC) were encumbered for this project's Final Design (DES) phase.

\$10 million 18-STATE-DVRPC funds is allocated for this project's construction phase in FY22.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 14B
Municipalities:	West Windsor Township	Planning Center: None
CIS Program Subcategory:	Local Aid	CIS Program Category: Local System Support
Project Manager:	Kumar, Arun	IPD:0
Mileposts:	40.32 - 40.97	Sponsor: Mercer County
Improvement Type:	Intersection/Interchange Improvements	Local Project: Y Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	18-STATE-DVRPC	10.045									
Fiscal Year Total		10.045									
		Total First Four Years: 10.045				Total Later Fiscal Years:					

DB# 18305 Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)

AQCODE: S19

Initiated from the Bridge Management System, this project will rehabilitate the structurally deficient bridge, built in 1913.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 8A
Municipalities:	Trenton City	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Dhulesia, Babulal	IPD:
Mileposts:	0.18	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PE	STBGP-FLEX	0.900									
CON	STBGP-FLEX				3.041						
DES	STBGP-FLEX		1.500								
ROW	STBGP-FLEX			0.500							
Fiscal Year Total		0.900	1.500	0.500	3.041						
		Total First Four Years: 5.941				Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# 17419

Route 1, Alexander Road to Mapleton Road

MRPID: 84

AQCODE: 2035M

Improvements will help relieve congestion at Route 1 from the "Dinky" railroad bridge to approximately Plainsboro Road by increasing the number of travel lanes from 3 to 4 lanes per direction on Route 1; provide shoulders, deceleration lanes, acceleration lanes, and turn lanes along the corridor for turning vehicles; widen Washington Road at Route 1 to relocate the merge of the 2-lane circle into a single Washington Road lane out of the intersection; increase the Route 1 southbound to Fisher Place jughandle turn; modify existing 3-phase signal at Route 1 and Harrison St. intersection to a 2-phase signal; and provide a Route 1 cross section with 4 lanes per direction at the Millstone River Bridge. This project in West Windsor (Mercer County) and Plainsboro (Middlesex County) is a derivative of the former Rt. 1/CR 571 Penns Neck project (DB #031). The magnitude and scope of work for the Rt. 1 Alexander Rd to Mapleton Rd project is greatly reduced from the Penns Neck project (\$150 M vs. \$35 M).

63% (\$23.769 M) of the \$37.7 M total project costs are in the DVRPC and the remaining 37% (\$13.932 M CMAQ) of the total project cost are in the NJTPA region, accordingly:

- \$7.5 M total for FY22 ROW (\$5.83 M CMAQ in DVRPC region/ \$1.671 M CMAQ in NJTPA region)
- \$11.2 M total for FY25 UTL in the DVRPC region
- \$19 M total for FY29 CON (\$6.739 M CMAQ in DVRPC region/ \$12.261 M CMAQ in NJTPA region)

CMP: Minor SOV Capacity Adding Subcorr(s): 4C, 14A
 Municipalities: West Windsor Township Planning Center: Metropolitan Subcenter
 CIS Program Subcategory: CIS Program Category: Congestion Relief
 Project Manager: Carr, Michael IPD:
 Mileposts: 10.8 - 12.07 Sponsor: NJDOT
 Improvement Type: Roadway New Capacity Mapped: Y
 This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	CMAQ							6.739			
ROW	CMAQ	5.830									
UTI	CMAQ				11.200						
Fiscal Year Total		5.830			11.200			6.739			
		Total First Four Years:		17.030	Total Later Fiscal Years:		6.739				

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# 16336 Route 1B, Bridge over Shabakunk Creek

AQCODE: S19 Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1928.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4B
Municipalities:	Lawrence Township	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Obidike, Tony	IPD:
Mileposts:	1.51	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CON	NHPP							14.500				
ROW	STATE		0.100									
Fiscal Year Total			0.100					14.500				
Total First Four Years:				0.100	Total Later Fiscal Years:				14.500			

DB# 19360 Route 27, Witherspoon Street **NEW**

AQCODE: S6 This project will improve pedestrian and bicyclist safety by making intersection improvements such as upgrading existing traffic signal equipment, revising the signal phasing/timings, and upgrading curb ramps to meet ADA requirements. Additional improvements will include milling and resurfacing of the intersection, adding curb extensions, modifying lane widths, and line striping.

CMP:		
Municipalities:	Princeton Borough	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Safety Management
Project Manager:	Patel, Jaimini	IPD:
Mileposts:	0.26-0.26	Sponsor: NJDOT
Improvement Type:	Bicycle/Pedestrian Improvement	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CON	CRRSAA-FLEX	0.950										
Fiscal Year Total		0.950										
Total First Four Years:				0.950	Total Later Fiscal Years:							

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# 07319B **Route 29, Cass Street to Calhoun Street, Drainage**

AQCODE: S2

This project is a breakout of Route 29, Drainage Improvements (DB# 07319). Flooding and drainage problems have been reported along Route 29 in the southern section of the original parent project. Based on available information, it is perceived that storm sewer systems and the Delaware River are primary causes of the flooding. Approximately 14 Tideflex valves and a flood wall extension of about 200 feet in length would address flooding by preventing the Delaware River from backing up into the existing storm sewer pipe systems within the Route 29 right-of-way. With these improvements, various locations of the roadway will be protected from events ranging between the 15 and 50-year floods in the river's main channel.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 8A
Municipalities:	Trenton City	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Locke, Donald	IPD:
Mileposts:	2.94 - 4.34	Sponsor: NJDOT
Improvement Type:	Roadway Rehabilitation	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP	12.220	12.000								
ROW	STATE	0.732									
Fiscal Year Total		12.952	12.000								
Total First Four Years:				24.952	Total Later Fiscal Years:						

DB# 16339 **Route 130, Bridge over Millstone River**

NEW

AQCODE: S19

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1936.

50% (\$4.2 M) of the \$8.4 M total project cost is in the DVRPC region and the remaining 50% (\$4.2 M) of the total project cost in the NJTPA region, accordingly:
 - \$100,000 total for FY22 ROW (\$50,000 STATE in DVRPC region/ \$50,000 STATE in NJTPA region)
 - \$8.3 M total for FY23 CON (\$4.15 M NHPP in DVRPC region/ \$4.15 M NHPP in NJTPA region)

CMP:		
Municipalities:	East Windsor Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Carr, Michael	IPD:
Mileposts:	70.04	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP		4.150								
ROW	STATE	0.050									
Fiscal Year Total		0.050	4.150								
Total First Four Years:				4.200	Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Mercer

DB# 11309 Route 130, Westfield Ave. to Main Street

AQCODE: S10

Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits.

52% (\$11.898 M) of the \$22.901 M total project CON cost is in the DVRPC region, and the remaining 48% (\$11.003 M) of total project CON cost is in the NJTPA region.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 6A
 Municipalities: East Windsor Township Planning Center: Town Center
 CIS Program Subcategory: CIS Program Category: Road Assets
 Project Manager: Hameed, Omar IPD:
 Mileposts: 67.8 - 72.8 Sponsor: NJDOT
 Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	NHPP				11.898						
Fiscal Year Total					11.898						
		Total First Four Years: 11.898				Total Later Fiscal Years:					

DB# L064 Route 206, South Broad Street Bridge over Assunpink Creek

AQCODE: S19

Initiated by the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, built in 1843.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 4A, 8A
 Municipalities: Trenton City Planning Center: Metropolitan Subcenter
 CIS Program Subcategory: Bridge Preservation CIS Program Category: Local System Support
 Project Manager: Dhulesia, Babulal IPD:7
 Mileposts: 42.70 Sponsor: NJDOT
 Improvement Type: Bridge Repair/Replacement **Local Project: Y Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	CRRSAA-TRENTON		2.102								
CON	HWIZ910-TRENTON		0.368								
CON	HWIZ919-TRENTON		0.300								
CON	STBGP-TRENTON		5.076	3.005	4.414						
Fiscal Year Total			7.846	3.005	4.414						
		Total First Four Years: 15.265				Total Later Fiscal Years:					

Total for Mercer:

27.268	26.146	22.987	50.853	17.249	6.412	20.870	12.340	6.517	5.750
Total First Four Years: 127.254				Total Later Fiscal Years: 69.138					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# 03304 Bridge Deck/Superstructure Replacement Program

AQCODE: S19

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Shah, Atul

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: N

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC NHPP	4.000	2.996	3.147	3.858	13.000	18.000	13.000	10.650	10.650	10.650
Fiscal Year Total	4.000	2.996	3.147	3.858	13.000	18.000	13.000	10.650	10.650	10.650
Total First Four Years:				14.001	Total Later Fiscal Years:				75.950	

DB# DR2202 DRPA Systemwide Crash Cushion Attenuating Replacement

NEW

AQCODE: S9

This project will replace 58 existing substandard crash cushion attenuators at the Betsy Ross Bridge, Ben Franklin Bridge, Walt Whitman Bridge, and Commodore Barry approaches and toll plazas with AASHTO Manual for Assessing Safety Hardware (MASH) compliant that FHWA adopted in 2015 and NJDOT/PENNDOT approved products. The goal of this project is to improve the overall safety along our facilities to a uniform and code compliant level.

CMP: Not SOV Capacity Adding

Municipalities: Pennsauken Township; Camden City; Gloucester City; Logan Township

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager:

IPD:

Mileposts:

Sponsor: DRPA

Improvement Type: Other

Local Project: Y

Mapped: Y

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON STBGP-PHILA		2.100								
Fiscal Year Total		2.100								
Total First Four Years:				2.100	Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# D026 DVRPC, Future Projects

AQCODE: X3

This program provides funding for local projects to be selected by the Delaware Valley Regional Planning Commission, the designated Metropolitan Planning Organization for Burlington, Gloucester, Mercer and Camden counties.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Hui, Kwan IPD:

Mileposts: N/A Sponsor: DVRPC

Improvement Type: Other **Local Project: Y** **Mapped: N**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	18-STATE-DVRPC	0.000										
ERC	STBGP-PHILA	1.872	2.912	0.196	7.097	5.460	12.736	17.956	17.240	18.526	17.816	
Fiscal Year Total		1.872	2.912	0.196	7.097	5.460	12.736	17.956	17.240	18.526	17.816	
Total First Four Years:				12.077	Total Later Fiscal Years:				89.734			

DB# 10347 Local Aid Consultant Services

AQCODE: X1

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Seaman, Julie IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Local Project: Y** **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STBGP-PHILA		0.200		0.200		0.200		0.200		0.200	
Fiscal Year Total			0.200		0.200		0.200		0.200		0.200	
Total First Four Years:				0.400	Total Later Fiscal Years:				0.600			

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# X065 Local CMAQ Initiatives

AQCODE: X3

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Quality of Life CIS Program Category: Congestion Relief

Project Manager: DeRose, Jamie IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Other **Local Project: Y** **Mapped: N**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC CMAQ	1.322	1.328	1.140	1.492	1.590	1.560	1.412	1.560	1.336	1.560
Fiscal Year Total	1.322	1.328	1.140	1.492	1.590	1.560	1.412	1.560	1.336	1.560
Total First Four Years:				5.282	Total Later Fiscal Years:				9.018	

DB# 06326 Local Concept Development Support

AQCODE: X1

This program provides NJDOT project management and environmental support to local governments.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Broccoli, Dave IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Local Project: Y** **Mapped: Y**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS STBGP-PHILA	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700
Fiscal Year Total	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700
Total First Four Years:				2.800	Total Later Fiscal Years:				4.200	

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# X41C1 Local County Aid, DVRPC

AQCODE: X12

This program provides funds allocated to the counties within the DVRPC MPO area for transportation improvements under the NJ Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Broccoli, Dave IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Local County & Municipal Aid **Mapped: N**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC STATE	32.636	32.669	32.670	30.270	30.270	30.270	30.270	30.270	30.270	30.270
Fiscal Year Total	32.636	32.669	32.670	30.270	30.270	30.270	30.270	30.270	30.270	30.270
Total First Four Years: 128.245				Total Later Fiscal Years: 181.620						

DB# X98C1 Local Municipal Aid, DVRPC

AQCODE: X12

This program provides funds allocated to municipalities in the DVRPC area for transportation improvements under the NJ Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Broccoli, Dave IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Local County & Municipal Aid **Mapped: N**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC STATE	29.202	29.193	29.190	27.020	27.020	27.020	27.020	27.020	27.020	27.020
Fiscal Year Total	29.202	29.193	29.190	27.020	27.020	27.020	27.020	27.020	27.020	27.020
Total First Four Years: 114.605				Total Later Fiscal Years: 162.120						

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# 04314 Local Safety/ High Risk Rural Roads Program

AQCODE: S6

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Seaman, Julie IPD:

Mileposts: N/A Sponsor: Local Lead

Improvement Type: Intersection/Interchange Improvements **Local Project: Y** **Mapped: N**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC HSIP	2.828	1.812	2.500	0.000	0.000	2.044	3.000	3.000	3.000	3.000	
Fiscal Year Total	2.828	1.812	2.500	0.000	0.000	2.044	3.000	3.000	3.000	3.000	
Total First Four Years:				7.140	Total Later Fiscal Years:						14.044

DB# X30A Metropolitan Planning

AQCODE: X1

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Local Aid CIS Program Category: Local System Support

Project Manager: Etz, Monica IPD:

Mileposts: N/A Sponsor: MPO

Improvement Type: Other **Local Project: Y** **Mapped: N**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
PLS PL	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538	
PLS PL-FTA	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	
PLS STBGP-PHILA	1.320	1.320	1.320	1.320	1.320	1.320	1.320	1.320	1.320	1.320	
Fiscal Year Total	4.558	4.558	4.558	4.558	4.558	4.558	4.558	4.558	4.558	4.558	
Total First Four Years:				18.232	Total Later Fiscal Years:						27.348

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# D1601 New Jersey Regional Signal Retiming Initiative

AQCODE:

This project reduces congestion and improves air quality by optimizing progression on signalized 500 and 600 routes in DVRPC's New Jersey counties. These improvements are designed to enhance mobility and promote integrated corridor management strategies. Corridors will be selected by representatives of DVRPC member governments, DVRPC, and NJDOT, with reference to the current Regional Transportation Operations Master Plan and other appropriate data. After obtaining supportive MOUs from signal owner-operators along a selected corridor, signal timing plans will be developed and implemented by consultants to DVRPC for peak hour, off-peak, weekend, event, and emergency operations, as appropriate. After implementation, signal system owner-operators will be responsible for maintaining the timing plan and implementing related physical improvements, if recommended.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Congestion Relief

Project Manager: King, Chris IPD:

Mileposts: N/A Sponsor: DVRPC

Improvement Type: Signal/ITS Improvements **Local Project: Y** **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
PLS	CMAQ	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	
PLS	STBGP-PHILA	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	
Fiscal Year Total		0.380	0.380	0.380	0.380	0.380	0.380	0.380	0.380	0.380	0.380	
Total First Four Years:				1.520	Total Later Fiscal Years:				2.280			

DB# D0407 Ozone Action Program in New Jersey

AQCODE: A1

Through use of public service announcements, promotional items and events, Ozone Action strives to improve the region's air quality by encouraging the use of mobility alternatives that will reduce congestion, warning individuals in advance of "Ozone Action Days," and public education about ozone and actions that will reduce contributions to regional emissions.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Quality of Life CIS Program Category: Congestion Relief

Project Manager: Hui, Kwan IPD:

Mileposts: N/A Sponsor: DVRPC

Improvement Type: Other **Local Project: Y** **Mapped: N**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	CMAQ	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	
Fiscal Year Total		0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	
Total First Four Years:				0.160	Total Later Fiscal Years:				0.240			

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# X51 Pavement Preservation

AQCODE: S10

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Gresavage, Susan

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	NHPP	8.500	6.819	7.227	8.000	8.000	8.000	8.000	8.000	8.000	8.000	
ERC	STBGP-FLEX	2.000	1.705	1.807	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
Fiscal Year Total		10.500	8.524	9.034	10.000	10.000	10.000	10.000	10.000	10.000	10.000	
Total First Four Years:				38.058	Total Later Fiscal Years:					60.000		

DB# X35A1 Rail-Highway Grade Crossing Program, Federal

AQCODE: S1

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Hirt, Todd

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements
This project may be suitable for ITS treatments.

Mapped: N

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	RHC	0.915	0.919	0.923	0.927	0.931	0.935	0.939	0.943	0.947	0.951	
EC	RHC-PHILA	0.615										
Fiscal Year Total		1.529	0.919	0.923	0.927	0.931	0.935	0.939	0.943	0.947	0.951	
Total First Four Years:				4.298	Total Later Fiscal Years:					5.646		

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# D2005 Regional Transportation Demand Management (TDM) Program

AQCODE: A1

This program supports the implementation of a new regional Transportation Demand Management (TDM) Program, with strategic planning and coordination tasks funded separately. This program's purview includes traditional TDM activities with demonstrated single-occupant vehicle (SOV) trip reduction benefit, as well as pilots for new TDM projects and tools to manage demand and create and cultivate new mobility opportunities for residents and workers. DVRPC will also manage several new TDM-specific efforts, as appropriate, which may involve the cooperation of and coordination with current and other potential partners to implement.

CMP: Various
 Municipalities: Various
 CIS Program Subcategory: Planning Center: None
 Project Manager: CIS Program Category: Local System Support
 Mileposts: N/A
 Improvement Type: Other
 IPD:
 Sponsor: DVRPC
Local Project: Y Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	CMAQ	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050
PLS	LOCAL-DVRPC	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013
Fiscal Year Total		0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063
Total First Four Years:					0.252	Total Later Fiscal Years:					0.378

DB# 99327A Resurfacing, Federal

AQCODE: S10

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Roadway Preservation
 Project Manager: Vari, James
 Mileposts: N/A
 Improvement Type: Roadway Rehabilitation
 Planning Center: None
 CIS Program Category: Road Assets
 IPD:
 Sponsor: NJDOT
Mapped: N

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP					30.000	30.000	15.000	5.000	15.000	5.000
Fiscal Year Total						30.000	30.000	15.000	5.000	15.000	5.000
Total First Four Years:						Total Later Fiscal Years:					100.000

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# X107 Transportation Alternatives Program

AQCODE: X12

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Local System Support

Project Manager: Seaman, Julie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	TA-PHILA	1.127	1.127	1.127	1.127	1.127	1.127	1.127	1.127	1.127	1.127	
ERC	TA-TRENTON	0.291	0.291	0.291	0.291	0.291	0.291	0.291	0.291	0.291	0.291	
Fiscal Year Total		1.418	1.418	1.418	1.418	1.418	1.418	1.418	1.418	1.418	1.418	
Total First Four Years:				5.672	Total Later Fiscal Years:					8.508		

DB# D0204 Transportation and Community Development Initiative (TCDI) DVRPC

AQCODE: X3

The Transportation and Community Development Initiative is a proposed DVRPC funding program targeted to those communities most in need of revitalization assistance. The program would serve to support local planning, design, feasibility studies or other analyses that increase the demand or improve the market for redevelopment and improve the efficiency or enhance the regional transportation network. The fundamental idea is to support early-stage project ideas which are not otherwise eligible for funding through other sources. This program is a component of the DVRPC Work Program.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Hui, Kwan

IPD:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Other

Local Project: Y

Mapped: N

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STBGP-PHILA	0.155	0.755	0.155	0.755	0.155	0.755	0.155	0.755	0.155	0.755	
Fiscal Year Total		0.155	0.755	0.155	0.755	0.155	0.755	0.155	0.755	0.155	0.755	
Total First Four Years:				1.820	Total Later Fiscal Years:					2.730		

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# 11383 Transportation Management Associations

AQCODE: A1

This program will provide annual funding to the following Transportation Management Associations (TMAs): Cross County Connection, EZ Ride, goHunterdon, Greater Mercer TMA, Hudson TMA, Keep Middlesex Moving, RideWise, and TransOptions.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Congestion Relief

Project Manager: Ludwig, Ann IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Local Project: Y** **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-PHILA	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Total First Four Years:				8.000	Total Later Fiscal Years:				12.000		

DB# D2004 Transportation Operations

AQCODE: X2

The project focuses on proactively managing the transportation system by addressing recurring and nonrecurring congestion which results in emissions reductions. This effort also engages new partners and new training participants every year. The goal is to promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding. This project will provide for the following major components: Transportation Operations Task Force (TOTF), Traffic Incident Management (TIM), Regional Traffic Signal Retiming, TSMO planning efforts, and technical assistance by DVRPC staff.

CMP:

Municipalities: Various Planning Center: None

CIS Program Subcategory: CIS Program Category: Capital Program Delivery

Project Manager: IPD:

Mileposts: N/A Sponsor: DVRPC

Improvement Type: Signal/ITS Improvements **Local Project: Y** **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	STBGP-PHILA	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130
Fiscal Year Total		0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130
Total First Four Years:				0.520	Total Later Fiscal Years:				0.780		

DVRPC FY2022 TIP for New Jersey

Regional Highway Program

Final Version

Various

DB# 01300 Transportation Systems Management and Operations (TSMO)

AQCODE: S7

Phase II installation and operations of Regional Integrated Multi-modal Information Sharing (RIMIS), a computer message/digital system to notify agencies about incidents or unusual conditions that affect them. This project also helps to extend RIMIS to include DVRPC county roadways.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Ward, John

IPD:

Mileposts: N/A

Sponsor: DVRPC

Improvement Type: Signal/ITS Improvements

Local Project: Y

Mapped: N

This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STBGP-PHILA	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	
Fiscal Year Total		0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	
Total First Four Years:				0.664	Total Later Fiscal Years:				0.996			

Total for Various:

93.499	92.863	88.410	91.074	127.881	142.975	128.207	116.093	126.359	116.677		
Total First Four Years:				365.845	Total Later Fiscal Years:				758.193		

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8.2 DVRPC Regional Transit Projects: NJ TRANSIT



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DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T143 ADA--Platforms/Stations

AQCODE: A1

Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC STATE	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230
Fiscal Year Total	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230
Total First Four Years:				0.920	Total Later Fiscal Years:				1.380	

DB# T05 Bridge and Tunnel Rehabilitation

AQCODE: S19

This program provides funds for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Bridge Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC STATE	1.314	0.975	0.975	0.975	0.975	0.975	0.975	0.975	0.975	0.975
Fiscal Year Total	1.314	0.975	0.975	0.975	0.975	0.975	0.975	0.975	0.975	0.975
Total First Four Years:				4.238	Total Later Fiscal Years:				5.847	

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T111 Bus Acquisition Program

AQCODE: M10

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2019, NJ TRANSIT operated a fleet of 2,278 buses. 276 buses (12.1%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 68 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 115 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 93 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements
 This project may be suitable for ITS treatments.

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT
Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2016	SECT 5339	\$0.000
2017	SECT 5339	\$0.000
2019	SECT 5339	\$0.000
		\$0.000

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE	23.189	40.291	36.110	36.110	36.110	36.110	38.476	38.476	38.476	38.476
Fiscal Year Total		23.189	40.291	36.110	36.110	36.110	36.110	38.476	38.476	38.476	38.476
Total First Four Years:				135.700	Total Later Fiscal Years:					226.124	

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T08 Bus Support Facilities and Equipment

AQCODE: M2

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles\equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2019, NJ TRANSIT operated a fleet of 2,278 buses. 276 buses (12.1%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 68 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 115 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 93 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2019	SECT 5307	\$0.000
2019	SECT 5337	\$0.000
		\$0.000

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5339		0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
ERC	STATE	2.171	1.685	1.685	1.799	1.271	1.271	1.271	1.271	1.271	1.271
Fiscal Year Total		2.171	1.800	1.800	1.914	1.386	1.386	1.386	1.386	1.386	1.386
Total First Four Years:					7.684	Total Later Fiscal Years:					8.315

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T68 Capital Program Implementation

AQCODE: Funding is provided for capital project management activities associated with capital program/project delivery including procurement and DBE/SBE activities.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	STATE	5.205	5.308	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	
Fiscal Year Total		5.205	5.308	4.938	4.938	4.938	4.938	4.938	4.938	4.938	4.938	
Total First Four Years:				20.390	Total Later Fiscal Years:					29.629		

DB# T515 Casino Revenue Fund

AQCODE: M1 State law provides 8.5% of the Casino Tax Fund to be appropriated for transportation services for senior and disabled persons. This element also supports capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CAP	CASINO REVENUE	5.205	5.205	5.205	5.205	5.205	5.205	5.205	5.205	5.205	5.205	
Fiscal Year Total		5.205	5.205	5.205	5.205	5.205	5.205	5.205	5.205	5.205	5.205	
Total First Four Years:				20.820	Total Later Fiscal Years:					31.229		

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T16 Environmental Compliance

AQCODE:

Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
Fiscal Year Total		0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690
Total First Four Years:				2.760	Total Later Fiscal Years:				4.140		

DB# T43 High Speed Track Program

AQCODE: M9

Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts: N/A

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	0.059	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152
Fiscal Year Total		0.059	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152
Total First Four Years:				0.516	Total Later Fiscal Years:				0.914		

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T20 Immediate Action Program

AQCODE: X13

Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	1.980	2.639	2.416	1.980	1.980	1.980	1.980	2.670	2.670	2.670
Fiscal Year Total		1.980	2.639	2.416	1.980	1.980	1.980	1.980	2.670	2.670	2.670
		Total First Four Years: 9.016				Total Later Fiscal Years: 13.951					

DB# T95 Light Rail Infrastructure Improvements

AQCODE: M5

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	25.500	2.155	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		25.500	2.155	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
		Total First Four Years: 31.655				Total Later Fiscal Years: 12.000					

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T53E Locomotive Overhaul

AQCODE: M3

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2019	SECT 5307	\$0.000
2019	SECT 5337	\$0.000
		\$0.000

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE	0.297	0.297	0.297	0.297	0.297	0.297	0.297	0.297	0.297	0.297
Fiscal Year Total		0.297	0.297	0.297	0.297	0.297	0.297	0.297	0.297	0.297	0.297
Total First Four Years:					1.186	Total Later Fiscal Years:					1.779

DB# T122

Miscellaneous

AQCODE:

Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Other

Mapped: Y

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
Fiscal Year Total		0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115	0.115
Total First Four Years:					0.460	Total Later Fiscal Years:					0.690

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T55 Other Rail Station/Terminal Improvements

AQCODE: M8

Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - system wide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

This project may be suitable for ITS treatments.

Unobligated Prior Year Funding

Year	Fund	Cost
2017	SECT 5307	\$0.000
		\$0.000

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	STATE	6.380	1.341	1.458	1.458	1.224	1.224	1.224	1.224	1.224	1.224	
Fiscal Year Total		6.380	1.341	1.458	1.458	1.224	1.224	1.224	1.224	1.224	1.224	
Total First Four Years:				10.636	Total Later Fiscal Years:				7.341			

DB# T121 Physical Plant

AQCODE: M4

Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Transportation Support Facilities

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	STATE	0.478	0.932	0.903	1.138	0.550	0.550	0.550	0.550	0.550	0.550	
Fiscal Year Total		0.478	0.932	0.903	1.138	0.550	0.550	0.550	0.550	0.550	0.550	
Total First Four Years:				3.452	Total Later Fiscal Years:				3.302			

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T135

Preventive Maintenance-Bus

AQCODE: M3

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

There are 3 NJ TRANSIT bus garages in the DVRPC region. Statewide in 2019, NJ TRANSIT operated a fleet of 2,278 buses. 276 buses (12.1%) provided service in the DVRPC region and operated accordingly: Hamilton Township garage operates 68 local buses for service in Trenton and surrounding towns in Mercer County. Washington Township garage operates 115 commuter buses for service linking the Philadelphia/Camden market with Gloucester, Cumberland, Salem, Atlantic, and Cape May Counties. Some local service operates solely in suburban Camden and Gloucester Counties. Newton Avenue Garage operates 93 local and commuter buses for service in the Philadelphia/Camden area and suburban locations mostly in Camden and Burlington Counties. Some service extends to Mercer County (#409/418 lines to Trenton) and to Gloucester County (#455 line).

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2019	SECT 5307	\$0.000
		\$0.000

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CAP	SECT 5307	25.919	25.919	33.081	33.081	33.081	33.081	33.081	33.081	33.081	33.081	
Fiscal Year Total		25.919	25.919	33.081	33.081	33.081	33.081	33.081	33.081	33.081	33.081	
Total First Four Years:				118.000	Total Later Fiscal Years:				198.488			

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

NJ TRANSIT

DB# T39 Preventive Maintenance-Rail

AQCODE: M3

This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

In FY 2018, ridership on the Northeast Corridor totaled 120,750 passenger boardings per average weekday. FY 2018 average weekday passenger boardings for the following stations in the DVRPC region were as follows: 3,772 at Trenton Station; 5,118 at Hamilton Station; 787 at Princeton Station; 6,679 at Princeton Junction.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2019	SECT 5307	\$0.000
2019	SECT 5337	\$0.000
		\$0.000

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CAP	SECT 5307	5.626	6.271	5.131	5.765	5.765	5.765	5.765	5.765	5.765	5.765	
CAP	SECT 5337	9.722	9.077	8.392	7.758	7.758	7.758	7.758	7.758	7.758	7.758	
Fiscal Year Total		15.348	15.348	13.523	13.523	13.523	13.523	13.523	13.523	13.523	13.523	
Total First Four Years:				57.741	Total Later Fiscal Years:				81.137			

DB# T106 Private Carrier Equipment Program

AQCODE: M1

This program provides State funds for the Private Carrier Capital Improvement Program. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CAP	STATE	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	
Fiscal Year Total		0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	0.690	
Total First Four Years:				2.760	Total Later Fiscal Years:				4.140			

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Regional Transit Program

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NJ TRANSIT

DB# T34 Rail Capital Maintenance

AQCODE: M9

The Rail Capital Maintenance project includes Rail Maintenance of Way (MOW) activities and Rail Maintenance of Equipment (MOE) activities in accordance with TTF eligibility requirements.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CAP	STATE		5.790	5.790	5.790	5.790	5.790	5.790	5.790	5.790	5.790
Fiscal Year Total			5.790	5.790	5.790	5.790	5.790	5.790	5.790	5.790	5.790
		Total First Four Years:			17.369	Total Later Fiscal Years:			34.738		

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Regional Transit Program

Final Version

NJ TRANSIT

DB# T112 Rail Rolling Stock Procurement

AQCODE: M10

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock. Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. CMAQ: Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements **Mapped: Y**

Unobligated Prior Year Funding

Year	Fund	Cost
2019	CMAQ	\$0.000
2019	SECT 5307	\$0.000
		\$0.000

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CAP	CMAQ				3.750	4.395	4.395	4.395	4.395	4.395	4.395	
CAP	SECT 5307	1.124	0.179	0.073	0.932	1.442	1.442	1.442	1.442	1.442	1.442	
CAP	SECT 5337	1.764	2.410	3.095	3.728	3.728	3.728	3.728	3.728	3.728	3.728	
CAP	STATE	12.333	5.282	8.881	8.268	9.291	9.291	5.037	4.447	4.447	4.447	
Fiscal Year Total		15.220	7.870	12.049	16.679	18.856	18.856	14.601	14.011	14.011	14.011	
Total First Four Years:				51.818	Total Later Fiscal Years:				94.346			

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Final Version

NJ TRANSIT

DB# T37 Rail Support Facilities and Equipment

AQCODE: M11

This program provides funds for rehabilitation and construction activities for yard improvements system wide, improvements at support facilities necessary to perform maintenance work at rail yards including work at Port Morris Yard, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Funding is provided for system wide crew quarters, the Meadows Maintenance Complex upgrade/expansion work required to support the new rail fleet. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition. Other funds indicated in the table include \$6.542 million from the FRA CRISI program ID FR-CRS-18-006-062777 flexed to FTA for Positive Train Control implementation.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Preservation
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

Planning Center: None
 CIS Program Category: Mass Transit Assets
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	0.391	0.606	0.606	0.606	0.606	0.606	0.606	0.606	0.606	0.606
Fiscal Year Total		0.391	0.606	0.606	0.606	0.606	0.606	0.606	0.606	0.606	0.606
		Total First Four Years: 2.208				Total Later Fiscal Years: 3.634					

DB# T509 Safety Improvement Program

AQCODE: M9

This program provides funding for safety improvement initiatives system wide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory:
 Project Manager:
 Mileposts: N/A
 Improvement Type: Transit Improvements

Planning Center: None
 CIS Program Category: Transportation Support Facilities
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	0.188	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.059
Fiscal Year Total		0.188	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.059	0.059
		Total First Four Years: 0.363				Total Later Fiscal Years: 0.352					

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NJ TRANSIT

DB# T150 Section 5310 Program

AQCODE: M1

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. MATCH funds are provided from the State.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2019	CMAQ	\$0.000
2019	SECT 5310	\$0.000
		\$0.000

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CAP	SECT 5310	1.779	1.779	1.779	1.779	1.779	1.779	1.779	1.779	1.779	1.779	
CAP	STATE	0.403	0.403	0.403	0.403	0.403	0.403	0.403	0.403	0.403	0.403	
Fiscal Year Total		2.181	2.181	2.181	2.181	2.181	2.181	2.181	2.181	2.181	2.181	
Total First Four Years:				8.724	Total Later Fiscal Years:				13.086			

DB# T151 Section 5311 Program

AQCODE: M1

This program provides funding for rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Management

CIS Program Category: Local System Support

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2019	MATCH	\$0.000
2019	SECT 5311	\$0.000
		\$0.000

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CAP	MATCH	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	0.437	
CAP	SECT 5311	0.924	0.924	0.924	0.924	0.924	0.924	0.924	0.924	0.924	0.924	
CAP	STATE	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	
Fiscal Year Total		1.384	1.384	1.384	1.384	1.384	1.384	1.384	1.384	1.384	1.384	
Total First Four Years:				5.537	Total Later Fiscal Years:				8.305			



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NJ TRANSIT

DB# T508 Security Improvements

AQCODE:

This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Security

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Other

Mapped: Y

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
SWI	STATE	0.876	0.715	0.715	0.715	0.715	0.715	0.715	0.715	0.715	0.715
Fiscal Year Total		0.876	0.715	0.715	0.715	0.715	0.715	0.715	0.715	0.715	0.715
		Total First Four Years: 3.022				Total Later Fiscal Years: 4.292					

DB# T50 Signals and Communications/Electric Traction Systems

AQCODE: M6

This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type:

Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	2.064	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645
Fiscal Year Total		2.064	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645	0.645
		Total First Four Years: 3.997				Total Later Fiscal Years: 3.868					

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NJ TRANSIT

DB# T120 Small/Special Services Program

AQCODE: A1

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Management
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements

Planning Center: None
 CIS Program Category: Local System Support
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2019	CMAQ	\$0.000
2019	SECT 5307	\$0.000
		\$0.000

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416
Fiscal Year Total		0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416	0.416
Total First Four Years:				1.663	Total Later Fiscal Years:						2.495

DB# T88 Study and Development

AQCODE: X1

This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: Study & Development
 Project Manager:
 Mileposts:
 Improvement Type: Other
 This project may be suitable for ITS treatments.

Adding Subcorr(s): 4A, 4B, 8A, 14A
 Planning Center: None
 CIS Program Category: Congestion Relief
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PLS	STATE	1.572	1.767	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
Fiscal Year Total		1.572	1.767	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
Total First Four Years:				5.483	Total Later Fiscal Years:						6.433

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NJ TRANSIT

DB# T500 Technology Improvements

AQCODE: M4

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations system wide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Management CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements **Mapped: Y**
This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	SECT 5307	0.943										
EC	STATE	6.588	3.095	2.147	2.147	2.147	2.147	2.147	2.147	2.147	2.147	
Fiscal Year Total		7.531	3.095	2.147	2.147	2.147	2.147	2.147	2.147	2.147	2.147	
Total First Four Years:				14.921	Total Later Fiscal Years:				12.884			

DB# T42 Track Program

AQCODE: M9

Funding is provided for an annual program of track rehabilitation including system wide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: System Preservation CIS Program Category: Mass Transit Assets

Project Manager: IPD:

Mileposts: Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	STATE	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	
Fiscal Year Total		1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	1.055	
Total First Four Years:				4.219	Total Later Fiscal Years:				6.329			

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NJ TRANSIT

DB# T210 **Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)**

AQCODE:

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. There will be a cash match for Section 5312 funding only. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: System Preservation

CIS Program Category: Mass Transit Assets

Project Manager:

IPD:

Mileposts:

Sponsor: NJ TRANSIT

Improvement Type: Transit Improvements

Mapped: Y

Unobligated Prior Year Funding

Year	Fund	Cost
2019	SECT 5307	\$0.000
2019	SECT 5337	\$0.000
2019	SECT 5339	\$0.000
		\$0.000

TIP Program Years (In Millions)

Later Fiscal Years (In Millions)

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	SECT 5307		0.000	0.186	3.611	3.611	0.881	0.881	0.881	0.881	0.881
ERC	SECT 5339	4.783	4.783	4.783	4.783	4.783	4.783	4.783	4.783	4.783	4.783
ERC	STATE		19.547	18.045	12.871	14.873	19.443	20.835	36.092	31.331	31.331
ERC	STP-TE	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230
Fiscal Year Total		5.013	24.560	23.245	21.496	23.497	25.337	26.730	41.986	37.225	37.225
Total First Four Years:				74.313	Total Later Fiscal Years:						192.001

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NJ TRANSIT

DB# T300

Transit Rail Initiatives

AQCODE:

This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore-Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new system wide, rail, bus, and light rail initiatives arising during the year. The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars. Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.

CMP: Not SOV Capacity Adding
 Municipalities: Various
 CIS Program Subcategory: System Expansion
 Project Manager:
 Mileposts:
 Improvement Type: Transit Improvements
 This project may be suitable for ITS treatments.

Planning Center: None
 CIS Program Category: Congestion Relief
 IPD:
 Sponsor: NJ TRANSIT

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	0.518	3.186	5.877	5.877	5.877	5.877	5.877	5.877	10.638	10.638
Fiscal Year Total		0.518	3.186	5.877	5.877	5.877	5.877	5.877	5.877	10.638	10.638
Total First Four Years:				15.456	Total Later Fiscal Years:				44.781		

Total for Various:

164.150	168.384	172.794	175.587	178.416	180.256	179.760	195.117	195.117	195.117	
Total First Four Years:				680.915	Total Later Fiscal Years:				1,123.782	

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8.3 DVRPC Regional Transit Projects: DRPA/PATCO



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PROJECT LISTING AND INDEX (in order by project name)

DB #	Program	County/Agency	Project Name	Page
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DR1501	DRPA/PATCO	Various	PATCO Interlocking & Track Rehabilitation	200
DR1803	DRPA/PATCO	Camden	PATCO Station Platform Rehabilitation	201
DR2006	DRPA/PATCO	Various	PATCO Stations Modernizations	201
DR2007	DRPA/PATCO	Camden	PATCO Viaduct Preservation Project	202
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DRPA/PATCO

DB# DR2203

PATCO Fare Collection Equipment Upgrades

NEW

AQCODE: M1

This project will upgrade all obsolete parts of PATCO's Fare Collection system to give the ability for PATCO riders to have "open payment" at all patco stations.

CMP:

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager:

IPD:

Mileposts:

Sponsor: DRPA

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	DRPA	0.500	0.500	0.500	0.500						
EC	SECT 5337	2.000	2.000	2.000	2.000						
Fiscal Year Total		2.500	2.500	2.500	2.500						
Total First Four Years:				10.000	Total Later Fiscal Years:						

Total for Various:

2.500	2.500	2.500	2.500							
Total First Four Years:				10.000	Total Later Fiscal Years:					

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Final Version

DRPA/PATCO

DB# DR1501 PATCO Interlocking & Track Rehabilitation

AQCODE: M9

This program includes rehabilitation and replacement of interlockings, rail bed, and other rail improvements to ensure overall system safety, reliability, and minimal service disruptions.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	DRPA	0.900	0.600								
EC	SECT 5307	3.600	2.400								
Fiscal Year Total		4.500	3.000								
Total First Four Years:				7.500	Total Later Fiscal Years:						

DB# DR2008 PATCO Rail Replacement - Ferry Avenue to Broadway

AQCODE: M9

This project includes construction activities which include the replacement of approximately 40,000 linear feet of rail between Ferry Avenue and Broadway stations. The project will replace original running rail that is at the end of its useful life.

CMP:

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager: Mike Howard

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	DRPA	0.600									
EC	SECT 5337	2.400									
Fiscal Year Total		3.000									
Total First Four Years:				3.000	Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

DRPA/PATCO

DB# DR1803 PATCO Station Platform Rehabilitation

MRPID: FD

AQCODE: M8

Project will include planning, design, and reconstruction of PATCO Station Platforms. Work will include rehabilitation as well as replacement of concrete platforms and supporting structures including concrete and steel repairs.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 2C, 5C
 Municipalities: Cherry Hill Township Planning Center: None
 CIS Program Subcategory: CIS Program Category: Mass Transit Assests
 Project Manager: DRPA/PATCO IPD:
 Mileposts: N/A Sponsor: DRPA/PATCO
 Improvement Type: Transit Improvements **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	DRPA	0.200	0.200	1.000	1.000	1.600	1.600	2.000	2.000		
ERC	SECT 5307	0.800	0.800	4.000	4.000	6.400	6.400	8.000	8.000		
Fiscal Year Total		1.000	1.000	5.000	5.000	8.000	8.000	10.000	10.000		
Total First Four Years:				12.000	Total Later Fiscal Years:				36.000		

DB# DR2006 PATCO Stations Modernizations

AQCODE: M8

Modernize all commuter stations and extend the useful life of the stations and their major components. This project will enhance the experience for riders and motorists who use the facilities and enhance the appeal to nearby residents, businesses, and property.

CMP: Various Planning Center: None
 Municipalities: Various CIS Program Category:
 CIS Program Subcategory: Nicole Ochroch IPD:
 Project Manager: Nicole Ochroch Sponsor: DRPA/PATCO
 Mileposts: Sponsor: DRPA/PATCO
 Improvement Type: Transit Improvements **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	DRPA	0.100	1.800								
EC	SECT 5337	0.400	7.200								
Fiscal Year Total		0.500	9.000								
Total First Four Years:				9.500	Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

DRPA/PATCO

DB# D1911 PATCO Track Resurfacing & Rail Profile Grinding

AQCODE: M9

This project involves adjusting the track to eliminate minor horizontal and vertical shifts that impact ride quality. Work also includes the replacement of rail ties, ballast cleaning, and improvements to the shoulder that impact the track.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	DRPA		0.050	0.050	0.600	0.600	0.600				
CON	SECT 5307		0.200	0.200	2.400	2.400	2.400				
Fiscal Year Total			0.250	0.250	3.000	3.000	3.000				
Total First Four Years:				3.500	Total Later Fiscal Years:				6.000		

DB# DR2007 PATCO Viaduct Preservation Project

AQCODE: M9

The purpose of this project is to improve and protect the Collingswood and Westmont viaducts and will extend the useful life of this portion of the PATCO infrastructure.

CMP:

Municipalities: Various

Planning Center: None

CIS Program Subcategory:

CIS Program Category:

Project Manager: Ed Montgomery

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	DRPA	0.200									
EC	SECT 5337	0.800									
Fiscal Year Total		1.000									
Total First Four Years:				1.000	Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

DRPA/PATCO

DB# D1305 Pedestrian Bridge and Tunnel Rehabilitation

AQCODE: A2

This project will provide for the planning, design, and construction to rehabilitate Pedestrian Bridges and Tunnels. The projects will allow for preventive repairs of bridges and tunnels owned by PATCO, including structural steel and concrete repairs, installation of protective coatings, miscellaneous steel repair, joint filler and spot paint.

CMP: Not SOV Capacity Adding Adding Subcorr(s): 5B, 5C
 Municipalities: Various Planning Center: None
 CIS Program Subcategory: DRPA Improvement CIS Program Category: Mass Transit Assets
 Project Manager: DRPA/PATCO IPD:
 Mileposts: Sponsor: DRPA/PATCO
 Improvement Type: Transit Improvements **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	DRPA					0.200	0.400	0.800			
EC	SECT 5337					0.800	1.600	3.200			
Fiscal Year Total						1.000	2.000	4.000			
Total First Four Years:					Total Later Fiscal Years:			7.000			

DB# DR034 Preventive Maintenance

AQCODE: M3

This project will provide for preventive maintenance expenses pertaining to activities performed on vehicles and facilities.

CMP: Not SOV Capacity Adding
 Municipalities: Various Planning Center: None
 CIS Program Subcategory: DRPA Improvement CIS Program Category: Mass Transit Assets
 Project Manager: DRPA/PATCO IPD:
 Mileposts: Sponsor: DRPA/PATCO
 Improvement Type: Transit Improvements **Mapped: N**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	DRPA	0.395	0.395	0.395	0.395	0.395	0.395	0.395	0.395		
ERC	SECT 5307	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700		
ERC	SECT 5337	0.600	0.600	0.600	0.600	0.600	0.600	0.600	0.600		
ERC	SECT 5340	0.280	0.280	0.280	0.280	0.280	0.280	0.280	0.280		
Fiscal Year Total		1.975	1.975	1.975	1.975	1.975	1.975	1.975	1.975		
Total First Four Years:					Total Later Fiscal Years:			7.900			

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

DRPA/PATCO

DB# D1912 Rehabilitation of PATCO Bridges

MRPID: FB

AQCODE: M9

Project will consist of the planning, design, and construction to rehabilitate PATCO Bridges. Work will include concrete and steel repairs, bearing replacement, column repairs, drainage, and abutment/wingwall repairs.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Local System Support

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	DRPA	0.200	0.200	1.000	1.000	0.800	0.800	0.800				
ERC	SECT 5337	0.800	0.800	4.000	4.000	3.200	3.200	3.200				
Fiscal Year Total		1.000	1.000	5.000	5.000	4.000	4.000	4.000				
Total First Four Years:				12.000	Total Later Fiscal Years:				12.000			

DB# DR038 Relocation of Center Tower/SCADA Modernization

AQCODE: M8

This program will provide for the fit-out of the second floor of an existing Administration and Maintenance building at Lindenwold for the purpose of relocating Center Tower from Camden to Lindenwold. Additionally, it will provide for the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service/communication. This project contains ITS elements and Supervisory Control and Data Acquisition (SCADA) modernization.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5C

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	DRPA	0.700										
ERC	SECT 5337	2.800										
Fiscal Year Total		3.500										
Total First Four Years:				3.500	Total Later Fiscal Years:							

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

DRPA/PATCO

DB# DR019 Smoke and Fire Control

AQCODE: M6

This program will provide smoke and fire control for evacuation of patrons in emergencies and ventilation improvements.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	DRPA	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100			
ERC	SECT 5337	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400			
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500			
Total First Four Years:				2.000	Total Later Fiscal Years:				2.000			

DB# DR1802 Subway Structures Renovation

AQCODE: M8

This program will provide for preventive repairs of pedestrian bridges, tunnels, subway stations, pump rooms owned by PATCO including but not limited to miscellaneous steel repair, concrete repair, joint filler, painting, waterproofing, and tunnel leakage mitigation throughout the PATCO High Speed Line System.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: Metropolitan Center

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts: N/A

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	DRPA	0.600	0.550	0.800	0.400							
ERC	SECT 5337	2.400	2.200	3.200	1.600							
Fiscal Year Total		3.000	2.750	4.000	2.000							
Total First Four Years:				11.750	Total Later Fiscal Years:							

DVRPC FY2022 TIP for New Jersey

Regional Transit Program

Final Version

DRPA/PATCO

DB# DR036 Transit Enhancements

AQCODE: X12 This program will support transit enhancements.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: DRPA Improvement

CIS Program Category: Mass Transit Assets

Project Manager: DRPA/PATCO

IPD:

Mileposts:

Sponsor: DRPA/PATCO

Improvement Type: Transit Improvements

Mapped: N

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	DRPA	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014			
ERC	SECT 5307	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.056			
Fiscal Year Total		0.070	0.070	0.070	0.070	0.070	0.070	0.070	0.070			
Total First Four Years:				0.280	Total Later Fiscal Years:				0.280			

Total for Various:

20.045	19.545	16.795	17.545	17.545	18.545	18.545	16.545	
Total First Four Years:				73.930	Total Later Fiscal Years:			71.180



8.4 Statewide Programs



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DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Mercer

DB# 15322 Delaware & Raritan Canal Bridges

AQCODE: S19

Initiated by the Bridge Management System, this program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal. Locations include, but are not limited to: Carnegie Road, Bridge over D&R Feeder Canal; County Route (CR) 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal, Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR 623), Bridge over D&R Canal; Griggstown Causeway (CR 632), Bridge over D&R Canal; CR 527 (Main Street), Bridge over D&R Canal; and Chapel Drive at CR 623, Bridge over D&R Canal.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 8A, 14A
Municipalities:	Various	Planning Center: Metropolitan Subcenter
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Hameed, Omar	IPD:
Mileposts:	N/A	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	DEMO-R	0.019									
ERC	STBGP-FLEX	0.757	1.707	1.808	2.000	2.000					
ERC	STBGP-OS-BRDG	7.000	5.967	6.323	7.000	7.000					
Fiscal Year Total		7.776	7.674	8.131	9.000	9.000					
Total First Four Years:				32.581	Total Later Fiscal Years:						9.000

Total for Mercer:

7.776	7.674	8.131	9.000		9.000		
Total First Four Years:				32.581	Total Later Fiscal Years:		9.000

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X12 Acquisition of Right of Way

AQCODE:

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Kook, David

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway New Capacity

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ROW	STATE	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Total First Four Years:				2.000	Total Later Fiscal Years:				3.000		

DB# 11344 ADA Curb Ramp Implementation

AQCODE: A2

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Multimodal Programs

Project Manager: Section, Chrystal

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	2.000	2.000	1.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		3.000	3.000	2.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Total First Four Years:				11.000	Total Later Fiscal Years:				18.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 19315 Aeronautics UAS Program

AQCODE:

This program provides funding for NJDOT's Unmanned Aircraft System (UAS) program for equipment purchases, UAS research, and consultant services.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Airport Assets

Project Manager: Kimbrali, Davis

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Total First Four Years:				2.000	Total Later Fiscal Years:				3.000		

DB# 08415 Airport Improvement Program

AQCODE:

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Airport Assets

Project Manager: Clifton, Genevieve

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	4.000	4.000	1.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		4.000	4.000	1.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Total First Four Years:				13.000	Total Later Fiscal Years:				24.000		

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New Jersey Statewide Program

Final Version

Various

DB# 01335 Betterments, Dams

AQCODE: X1

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	0.300	0.100		0.100	0.100	0.100	0.100	0.100	0.100	0.100
Fiscal Year Total		0.300	0.100		0.100	0.100	0.100	0.100	0.100	0.100	0.100
		Total First Four Years: 0.500			Total Later Fiscal Years: 0.600						

DB# X72B Betterments, Roadway Preservation

AQCODE:

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	17.786	18.227	5.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000
Fiscal Year Total		17.786	18.227	5.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000
		Total First Four Years: 59.013			Total Later Fiscal Years: 108.000						

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X72C Betterments, Safety

AQCODE:

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	14.229	14.581	5.000	14.000	14.000	14.000	14.000	14.000	14.000	14.000
Fiscal Year Total		14.229	14.581	5.000	14.000	14.000	14.000	14.000	14.000	14.000	14.000
Total First Four Years:				47.810	Total Later Fiscal Years:				84.000		

DB# X185 Bicycle & Pedestrian Facilities/Accommodations

AQCODE:

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access, mobility, and safety. It includes addressing bicycle, pedestrian, transit and micro-mobility travel needs through the development of improvements on state, county and local roadways either by inclusion in existing capital projects, development of independent projects or through assistance to counties and municipalities. Projects must accommodate the needs of all travelers.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Bremer-Nei, Elise

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CMAQ	1.450	1.500	1.657	1.465	1.701	1.450	1.523	1.450	0.647	2.374
ERC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
ERC	TA-FLEX	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total		3.950	4.000	4.157	3.965	4.201	3.950	4.023	3.950	3.147	4.874
Total First Four Years:				16.072	Total Later Fiscal Years:				24.145		

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New Jersey Statewide Program

Final Version

Various

DB# X07F Bridge and Structure Inspection, Miscellaneous

AQCODE:

This program will provide funding for the inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public. Inspection of miscellaneous types of structures such as highway-carrying tunnels, pedestrian bridges, and limited safety inspections of railroad bridges over state roadways to ensure the safety of the motoring public.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	0.450	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	
Fiscal Year Total		0.450	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	
Total First Four Years:				1.650	Total Later Fiscal Years:				2.400			

DB# 03304 Bridge Deck/Superstructure Replacement Program

AQCODE: S19

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Shah, Atul

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: N

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	NHPP	6.335	4.406	3.147	3.858	24.000	24.000	24.000	29.350	24.574	23.720	
ERC	STBGP-OS-BRDG	1.000	0.852	0.903	5.000	5.544	5.497	5.497	5.497	5.497	5.497	
Fiscal Year Total		7.335	5.258	4.050	8.858	29.544	29.497	29.497	34.847	30.071	29.217	
Total First Four Years:				25.501	Total Later Fiscal Years:				182.673			

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New Jersey Statewide Program

Final Version

Various

DB# 98315 Bridge Emergency Repair

AQCODE:

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	80.000	77.464	15.600	75.000	75.000	75.000	75.000	75.000	75.000	75.000	
Fiscal Year Total		80.000	77.464	15.600	75.000	75.000	75.000	75.000	75.000	75.000	75.000	
Total First Four Years:				248.064	Total Later Fiscal Years:				450.000			

DB# X07A Bridge Inspection

AQCODE: X3

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: N

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	NHPP	11.900	10.456	10.364	11.477	11.900	11.900	11.900	11.900	11.900	11.900	
EC	STBGP-FLEX	7.680	6.748	6.689	7.407	7.680	7.680	7.680	7.680	7.680	7.680	
EC	STBGP-OS-BRDG	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
Fiscal Year Total		21.580	19.205	19.053	20.884	21.580	21.580	21.580	21.580	21.580	21.580	
Total First Four Years:				80.722	Total Later Fiscal Years:				129.480			

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New Jersey Statewide Program

Final Version

Various

DB# 17341 Bridge Inspection Program, Minor Bridges

AQCODE:

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	7.826	6.288	5.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	
Fiscal Year Total		7.826	6.288	5.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	
Total First Four Years:				25.114	Total Later Fiscal Years:				36.000			

DB# 14404 Bridge Maintenance and Repair, Movable Bridges

AQCODE:

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Longworth, Jack / Paroya, Mazhar

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	25.346	25.973	5.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	
Fiscal Year Total		25.346	25.973	5.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000	
Total First Four Years:				81.319	Total Later Fiscal Years:				150.000			

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New Jersey Statewide Program

Final Version

Various

DB# 17357 Bridge Maintenance Fender Replacement

AQCODE:

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Longworth, Jack / Paroya, Mazhar

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	10.300	4.262	4.517	13.503	14.000	14.000	14.000	14.000	14.000	14.000
ERC	STBGP-FLEX	3.119	1.705	1.807	3.858	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		13.419	5.967	6.324	17.360	18.000	18.000	18.000	18.000	18.000	18.000
		Total First Four Years: 43.070				Total Later Fiscal Years: 108.000					

DB# 17358 Bridge Maintenance Scour Countermeasures

AQCODE: X13

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	5.000	4.393	4.355	4.822	5.000	5.000	5.000	5.000	5.000	5.000
ERC	STBGP-FLEX	4.000	3.515	3.484	3.858	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		9.000	7.908	7.839	8.680	9.000	9.000	9.000	9.000	9.000	9.000
		Total First Four Years: 33.427				Total Later Fiscal Years: 54.000					

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New Jersey Statewide Program

Final Version

Various

DB# X70 Bridge Management System

AQCODE: This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STBGP-FLEX	1.250	1.098	1.089	1.206	1.250	1.250	1.250	1.250	1.250	1.250	
Fiscal Year Total		1.250	1.098	1.089	1.206	1.250	1.250	1.250	1.250	1.250	1.250	
Total First Four Years:				4.643	Total Later Fiscal Years:				7.500			

DB# 13323 Bridge Preventive Maintenance

AQCODE: This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	NHPP	24.000	18.724	19.669	24.112	25.000	25.000	25.000	25.000	25.000	25.000	
EC	STATE	35.573	36.454	5.000	36.000	36.000	36.000	36.000	36.000	36.000	36.000	
EC	STBGP-FLEX	9.953	7.489	7.868	9.645	10.000	10.000	10.000	10.000	10.000	10.000	
Fiscal Year Total		69.526	62.667	32.537	69.756	71.000	71.000	71.000	71.000	71.000	71.000	
Total First Four Years:				234.486	Total Later Fiscal Years:				426.000			

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New Jersey Statewide Program

Final Version

Various

DB# 08381 Bridge Replacement, Future Projects

AQCODE: S19 This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Vari, James

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP	1.000	2.000	2.000	20.000	75.000	75.000	50.000	37.835	25.000	25.000
ERC	STATE	5.695	7.200	7.000	24.222	24.181	29.955	30.000	30.000	30.000	30.000
Fiscal Year Total		6.695	9.200	9.000	44.222	99.181	104.955	80.000	67.835	55.000	55.000
Total First Four Years:				69.117	Total Later Fiscal Years:						461.971

DB# 98316 Bridge Scour Countermeasures

AQCODE: This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200
Fiscal Year Total		0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200
Total First Four Years:				0.800	Total Later Fiscal Years:						1.200

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New Jersey Statewide Program

Final Version

Various

DB# 02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)

AQCODE:

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

CMP: Minor SOV Capacity

Municipalities: Planning Center: None

CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements **Mapped: Y**
 This project contains ITS elements.

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC STATE	3.000	3.000	1.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total	3.000	3.000	1.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Total First Four Years:			10.000	Total Later Fiscal Years:			18.000			

DB# X180 Construction Inspection

AQCODE:

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery CIS Program Category: Capital Program Delivery

Project Manager: Bhavsar, Yogesh IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Mapped: Y**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC STATE	13.000	13.000	5.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000
Fiscal Year Total	13.000	13.000	5.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000
Total First Four Years:			44.000	Total Later Fiscal Years:			78.000			

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New Jersey Statewide Program

Final Version

Various

DB# 05304 Construction Program IT System (TRNS.PORT)

AQCODE:

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bhavsar, Yogesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	2.300	2.400	1.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		2.300	2.400	1.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Total First Four Years:				7.700	Total Later Fiscal Years:				12.000		

DB# 09316 Culvert Replacement Program

AQCODE:

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	4.000	4.000	1.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
ERC	STBGP-FLEX	1.000	1.000	1.742	1.929	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		5.000	5.000	2.742	5.929	6.000	6.000	6.000	6.000	6.000	6.000
Total First Four Years:				18.671	Total Later Fiscal Years:				36.000		

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New Jersey Statewide Program

Final Version

Various

DB# X142 DBE Supportive Services Program

AQCODE:

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Harper, Lydia

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Total First Four Years:				2.000	Total Later Fiscal Years:				3.000		

DB# X106 Design, Emerging Projects

AQCODE: X1

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Shah, Atul

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	20.000	17.000	5.000	17.000	17.000	17.000	17.000	17.000	17.000	17.000
DES	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		21.000	18.000	6.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000
Total First Four Years:				63.000	Total Later Fiscal Years:				108.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 05342 Design, Geotechnical Engineering Tasks

AQCODE: X5

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	0.500	0.500		0.500	0.500	0.500	0.500	0.500	0.500	0.500
Fiscal Year Total		0.500	0.500		0.500	0.500	0.500	0.500	0.500	0.500	0.500
Total First Four Years:				1.500	Total Later Fiscal Years:				3.000		

DB# X197 Disadvantaged Business Enterprise

AQCODE:

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Tilghman-Ansley, Vicki

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STBGP-FLEX	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
Fiscal Year Total		0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
Total First Four Years:				0.400	Total Later Fiscal Years:				0.600		

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New Jersey Statewide Program

Final Version

Various

DB# X154D Drainage Rehabilitation & Improvements

AQCODE: This program funds low-cost/high-value drainage projects on the state highway drainage system.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None
 CIS Program Subcategory: Roadway Preservation CIS Program Category: Road Assets
 Project Manager: Oza, Parth IPD:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STBGP-FLEX	13.016	11.234	11.802	14.467	15.000	15.000	15.000	15.000	15.000	15.000	
Fiscal Year Total		13.016	11.234	11.802	14.467	15.000	15.000	15.000	15.000	15.000	15.000	
Total First Four Years:				50.519	Total Later Fiscal Years:				90.000			

DB# X154 Drainage Rehabilitation and Maintenance, State

AQCODE: This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None
 CIS Program Subcategory: Roadway Preservation CIS Program Category: Road Assets
 Project Manager: Oza, Parth IPD:
 Mileposts: N/A Sponsor: NJDOT
 Improvement Type: Roadway Rehabilitation **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	24.500	36.454	5.000	36.000	36.000	36.000	36.000	36.000	36.000	36.000	
Fiscal Year Total		24.500	36.454	5.000	36.000	36.000	36.000	36.000	36.000	36.000	36.000	
Total First Four Years:				101.954	Total Later Fiscal Years:				216.000			

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New Jersey Statewide Program

Final Version

Various

DB# X241 Electrical Facilities

AQCODE:

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Road Assets

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	6.225	6.379	5.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	
Fiscal Year Total		6.225	6.379	5.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	
Total First Four Years:				23.604	Total Later Fiscal Years:					36.000		

DB# 04324 Electrical Load Center Replacement, Statewide

AQCODE:

This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Road Assets

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	STATE	4.998	5.122	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
Fiscal Year Total		4.998	5.122	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	
Total First Four Years:				20.120	Total Later Fiscal Years:					30.000		

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New Jersey Statewide Program

Final Version

Various

DB# 17360 Emergency Management and Transportation Security Support

AQCODE: X13

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager: Burd, Robert

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	1.500	1.500	1.000	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Fiscal Year Total		1.500	1.500	1.000	1.500	1.500	1.500	1.500	1.500	1.500	1.500
Total First Four Years:				5.500	Total Later Fiscal Years:				9.000		

DB# X75 Environmental Investigations

AQCODE: X1

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Yousef, Mohammad

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	7.500	7.500	5.000	7.500	7.500	7.500	7.500	7.500	7.500	7.500
Fiscal Year Total		7.500	7.500	5.000	7.500	7.500	7.500	7.500	7.500	7.500	7.500
Total First Four Years:				27.500	Total Later Fiscal Years:				45.000		

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New Jersey Statewide Program

Final Version

Various

DB# 03309 Environmental Project Support

AQCODE: X1

This program provides payments for environmental services for the following activities: preparation of regulatory agency permit applications and permit fees; ecological surveys and studies; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources surveys and mitigation; hazardous waste investigations and studies; asbestos surveys and abatement; hydrology/hydraulic investigations and studies; air/noise studies; the US Fish & Wildlife Service liaison agreement; and other environmental work as required. These activities are in support of meeting environmental requirements or commitments, and preventing costly violations.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Sweger, Joseph

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	STATE	1.200	1.200	1.100	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Fiscal Year Total		1.200	1.200	1.100	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total First Four Years:				4.500	Total Later Fiscal Years:				6.000			

DB# X15 Equipment (Vehicles, Construction, Safety)

AQCODE:

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Transportation Support Facilities

Project Manager: Jack Longworth / D'Errico, Anthony

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	22.233	22.784	5.000	22.000	22.000	22.000	22.000	22.000	22.000	22.000	
Fiscal Year Total		22.233	22.784	5.000	22.000	22.000	22.000	22.000	22.000	22.000	22.000	
Total First Four Years:				72.017	Total Later Fiscal Years:				132.000			

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New Jersey Statewide Program

Final Version

Various

DB# X15A Equipment, Snow and Ice Removal

AQCODE:

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Transportation Support Facilities

Project Manager: Jack Longworth / D'Errico, Anthony IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	7.115	7.291	5.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	
Fiscal Year Total		7.115	7.291	5.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	
Total First Four Years:				26.406	Total Later Fiscal Years:				42.000			

DB# 00377 Ferry Program

AQCODE:

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Multimodal Programs

Project Manager: Clifton, Genevieve IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Mapped: Y**
This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	FBP	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
Fiscal Year Total		4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
Total First Four Years:				16.000	Total Later Fiscal Years:				24.000			

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Final Version

Various

DB# X201 Guiderail Upgrade

AQCODE:

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments to meet new standards adopted by the Association of State Highway Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH).

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Road Assets

Project Manager: Gresavage, Susan

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	NHPP	24.000	24.000	24.000	34.000	34.000	34.000	44.000	44.000	44.000	44.000	
ERC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Fiscal Year Total		25.000	25.000	25.000	35.000	35.000	35.000	45.000	45.000	45.000	45.000	
Total First Four Years:				110.000	Total Later Fiscal Years:				250.000			

DB# 97008 High-Mast Light Poles

AQCODE:

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	NHPP	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Fiscal Year Total		2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
Total First Four Years:				8.000	Total Later Fiscal Years:				12.000			

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Final Version

Various

DB# 09388 Highway Safety Improvement Program Planning

AQCODE:

This item consists of three programs – Safety Management System (SMS) safety improvement projects, Local Safety Plans and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with Safety Improvement Programs in an effort to reduce crashes and crash severity on New Jersey’s roadways. Local Safety Plan will provide the MPOs with resources to develop Local Safety Plans for their sub-regions. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements. This program will also include funding for Safety Resource Center, and Highway Safety Improvement Plan (on-call) Contract and Local Safety Plans.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Safety Management

Project Manager: LiSanti, Daniel IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
PLS	HSIP	4.000	3.515	3.484	3.858	4.000	4.000	4.000	4.000	4.000	4.000	
Fiscal Year Total		4.000	3.515	3.484	3.858	4.000	4.000	4.000	4.000	4.000	4.000	
Total First Four Years:				14.857	Total Later Fiscal Years:				24.000			

DB# 15343 Intelligent Traffic Signal Systems

AQCODE:

This program will seek to improve mobility on New Jersey’s arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ’s arterials from NJDOT’s Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

CMP: Minor SOV Capacity

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements **Mapped: Y**
 This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	CMAQ	8.677	11.234	11.802	14.467	15.000	15.000	15.000	15.000	15.000	15.000	
Fiscal Year Total		8.677	11.234	11.802	14.467	15.000	15.000	15.000	15.000	15.000	15.000	
Total First Four Years:				46.180	Total Later Fiscal Years:				90.000			

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Various

DB# 13304 Intelligent Transportation System Resource Center

AQCODE:

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STBGP-FLEX	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	
Fiscal Year Total		3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	3.500	
Total First Four Years:				14.000	Total Later Fiscal Years:				21.000			

DB# X151 Interstate Service Facilities

AQCODE:

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: DeAngelo, Michael

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	1.580	8.141	0.640	0.691	0.732	0.776	0.823	0.872	0.925	0.980	
Fiscal Year Total		1.580	8.141	0.640	0.691	0.732	0.776	0.823	0.872	0.925	0.980	
Total First Four Years:				11.052	Total Later Fiscal Years:				5.108			

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 13305 Job Order Contracting Infrastructure Repairs, Statewide

AQCODE:

This program implements the use of Job Order Contracting to better manage and control costs associated with transportation infrastructure repairs (e.g. fixed bridge, movable bridge, roadway drainage systems, roadway repair, lighting, basin restoration work, etc.). This program utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	26.680	27.340		25.000	25.000	25.000	25.000	25.000	25.000	25.000	
EC	STBGP-FLEX	10.000	8.787	8.710	9.645	10.000	10.000	10.000	10.000	10.000	10.000	
Fiscal Year Total		36.680	36.127	8.710	34.645	35.000	35.000	35.000	35.000	35.000	35.000	
Total First Four Years:				116.161	Total Later Fiscal Years:					210.000		

DB# X137 Legal Costs for Right of Way Condemnation

AQCODE:

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Stevenson, Debbie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	1.600	1.600	1.600	1.500	1.500	1.500	1.500	1.500	1.500	1.500	
Fiscal Year Total		1.600	1.600	1.600	1.500	1.500	1.500	1.500	1.500	1.500	1.500	
Total First Four Years:				6.300	Total Later Fiscal Years:					9.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 06327 Local Aid Grant Management System

AQCODE:

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Broccoli, Dave

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC STATE	0.200	0.200	0.100	0.200	0.200	0.200	0.200	0.200	0.200	0.200
Fiscal Year Total	0.200	0.200	0.100	0.200	0.200	0.200	0.200	0.200	0.200	0.200
Total First Four Years:			0.700	Total Later Fiscal Years:			1.200			

DB# X186 Local Aid, Infrastructure Fund

AQCODE:

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects. Permits funding for the replacement or rehabilitation of orphan bridges. In the fiscal year commencing July 1, 2016, any amount appropriated to the Local Aid Infrastructure Fund above \$7,500,000 shall be deposited into the State Transportation Infrastructure Bank Fund, established pursuant to section 34 of P.L.2016, c.56 (C.58:11B-10.4).

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Broccoli, Dave

IPD:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC STATE	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500
Fiscal Year Total	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500	7.500
Total First Four Years:			30.000	Total Later Fiscal Years:			45.000			

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X186B Local Aid, State Transportation Infrastructure Bank

AQCODE: TBD

Funds appropriated to this program shall be used to provide loans or other assistance to public or private entities for the purpose of financing all or a portion of the costs incurred for the planning, acquisition, engineering, construction, reconstruction, repair or rehabilitation of a transportation project or for any other purpose permitted under the federal infrastructure bank program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Broccoli, Dave

IPD:

Mileposts:

Sponsor: Local Lead

Improvement Type: Local County & Municipal Aid

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	STATE	22.600	22.600	22.600	20.500	20.500	20.500	20.500	20.500	20.500	20.500	
Fiscal Year Total		22.600	22.600	22.600	20.500	20.500	20.500	20.500	20.500	20.500	20.500	
Total First Four Years:				88.300	Total Later Fiscal Years:				123.000			

DB# 08387 Local Bridges, Future Needs

AQCODE: S19

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Bridge Preservation

CIS Program Category: Local System Support

Project Manager: Broccoli, Dave

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	STATE	47.300	47.300	47.300	44.000	44.000	44.000	44.000	44.000	44.000	44.000	
Fiscal Year Total		47.300	47.300	47.300	44.000	44.000	44.000	44.000	44.000	44.000	44.000	
Total First Four Years:				185.900	Total Later Fiscal Years:				264.000			

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 17390 Local Freight Impact Fund

AQCODE: TBD

Authorizes the Commissioner of Transportation, at the commissioner's discretion, to allocate State Aid to counties and municipalities for transportation projects that address the impacts of freight travel in local communities and on local transportation infrastructure. This State Aid is set aside prior to any formula allocations to counties and municipalities pursuant to the Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Broccoleri, Dave

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

This project may be suitable for ITS treatments.

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC STATE	30.100	30.100	30.100	30.100	30.100	28.000	28.000	28.000	28.000	28.000
Fiscal Year Total	30.100	30.100	30.100	30.100	30.100	28.000	28.000	28.000	28.000	28.000
Total First Four Years:			120.400		Total Later Fiscal Years:			170.100		

DB# X98Z Local Municipal Aid, Urban Aid

AQCODE:

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Broccoleri, Dave

IPD:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC STATE	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Fiscal Year Total	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
Total First Four Years:			40.000		Total Later Fiscal Years:			60.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X196 Maintenance & Fleet Management System

AQCODE:

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Transportation Support Facilities

Project Manager: Jack Longworth / D'Errico, Anthony

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	3.000	3.000	1.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		3.000	3.000	1.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
		Total First Four Years: 10.000				Total Later Fiscal Years: 18.000					

DB# 01309 Maritime Transportation System

AQCODE:

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Multimodal Programs

Project Manager: Clifton, Genevieve

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	20.000	15.000	5.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
Fiscal Year Total		20.000	15.000	5.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
		Total First Four Years: 55.000				Total Later Fiscal Years: 90.000					

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 07332 Minority and Women Workforce Training Set Aside

AQCODE:

State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Genovese, Tony

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	
Fiscal Year Total		1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	1.500	
		Total First Four Years: 6.000				Total Later Fiscal Years: 7.500					

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New Jersey Statewide Program

Final Version

Various

DB# 13306 Mobility and Systems Engineering Program

AQCODE:

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Workzone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) incorporation of adaptive signal systems, (f) hard shoulder use, (g) performance measures and, (h) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers; development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database; and funding for Multimodal Transportation Coordination and Information Related Services. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center.

CMP: Minor SOV Capacity

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	NHPP	5.008	5.114	5.420	6.000	6.000	6.000	6.000	6.000	6.000	6.000	
EC	STATE	2.500	2.500	1.500	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
EC	STBGP-FLEX	1.500	1.123	1.180	1.447	1.500	1.500	1.500	1.500	1.500	1.500	
Fiscal Year Total		9.008	8.737	8.100	9.447	9.500	9.500	9.500	9.500	9.500	9.500	
Total First Four Years:				35.292	Total Later Fiscal Years:				57.000			

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New Jersey Statewide Program

Final Version

Various

DB# X233 Motor Vehicle Crash Record Processing

AQCODE:

This program provides the in-house Crash Records unit resources to prepare and cleanse all crash reports to be utilized for developing safety improvement programs. The staff ensure the completeness, accuracy and accessibility of crash data. This is accomplished through a cooperative effort between BTDS, OIT and other HSIP agencies in sharing issues related to the integrity of the data. This program also covers the Electronic Data Transfer (EDT) which expand the FTP capabilities to receive digital crash reports from additional law enforcement agencies. The new Crash Records EDT contract will introduce the use of electronic devices to collect information. It will enable to streamline crash records data validation, correction process and error handling.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Safety Management

Project Manager: Thomas, Paul IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	HSIP	2.500	2.197	2.177	2.411	2.500	2.500	2.500	2.500	2.500	2.500
Fiscal Year Total		2.500	2.197	2.177	2.411	2.500	2.500	2.500	2.500	2.500	2.500
Total First Four Years:				9.285	Total Later Fiscal Years:				15.000		

DB# X34 New Jersey Rail Freight Assistance Program

AQCODE:

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Multimodal Programs

Project Manager: Clifton, Genevieve IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Mapped: Y**
This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	25.000	25.000	5.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Fiscal Year Total		25.000	25.000	5.000	25.000	25.000	25.000	25.000	25.000	25.000	25.000
Total First Four Years:				80.000	Total Later Fiscal Years:				150.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X200C New Jersey Scenic Byways Program

AQCODE:

This program will assist in the advancement of the NJ Scenic Byways Program and the stewardship and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for the planning, design, development, marketing and implementation of the complete set of byways within the state program. This includes but it's not limited to research leading to the development of themes for byways, activities associated with identifying and marketing tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts on the set of byways, activities associated in building strong partnerships between the byways and other groups that can assist them in sustaining and promoting their byways. It also includes updating the signage needed to show designation as a National Scenic Byway, All American Road or NJ State Byway.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Quality of Life CIS Program Category: Road Assets

Project Manager: Bloom-Cronin, Cindy IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Mapped: Y**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC TA-FLEX	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Fiscal Year Total	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Total First Four Years:				2.000	Total Later Fiscal Years:				3.000	

DB# 99372 Orphan Bridge Reconstruction

AQCODE: S19

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Bridge Preservation CIS Program Category: Bridge Assets

Project Manager: Oza, Parth IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped: Y**

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC STATE	4.000	4.000	1.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total	4.000	4.000	1.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Total First Four Years:				12.000	Total Later Fiscal Years:				18.000	

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New Jersey Statewide Program

Final Version

Various

DB# X28B Park and Ride/Transportation Demand Management Program

AQCODE: A1

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Congestion Relief

CIS Program Category: Congestion Relief

Project Manager: Vari, James

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		Total First Four Years: 4.000				Total Later Fiscal Years: 6.000					

DB# X29 Physical Plant

AQCODE:

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Transportation Support Facilities

Project Manager: DeAngelo, Michael

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	22.223	22.784	5.000	22.000	22.000	22.000	22.000	22.000	22.000	22.000
Fiscal Year Total		22.223	22.784	5.000	22.000	22.000	22.000	22.000	22.000	22.000	22.000
		Total First Four Years: 72.007				Total Later Fiscal Years: 132.000					

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New Jersey Statewide Program

Final Version

Various

DB# X30 Planning and Research, Federal-Aid

AQCODE: X1

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Lewis, James

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
PLS	LTAP	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	
PLS	SPR	21.983	22.321	22.665	23.014	23.368	23.727	24.092	24.463	24.839	25.222	
PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	12.000	19.541	19.604	19.667	19.667	19.667	
Fiscal Year Total		34.133	34.471	34.815	35.164	35.518	43.418	43.846	44.280	44.656	45.039	
Total First Four Years:				138.583	Total Later Fiscal Years:				256.757			

DB# X140 Planning and Research, State

AQCODE: X1

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Lewis, James

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
PLS	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total First Four Years:				4.000	Total Later Fiscal Years:				6.000			

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New Jersey Statewide Program

Final Version

Various

DB# X135 Pre-Apprenticeship Training Program for Minorities and Women

AQCODE:

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Overton, Jeff

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STBGP-FLEX	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	
Fiscal Year Total		0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	
Total First Four Years:				2.000	Total Later Fiscal Years:				3.000			

DB# X10 Program Implementation Costs, NJDOT

AQCODE:

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Stevenson, Debbie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	108.240	110.410	16.000	107.688	107.999	108.474	108.474	108.474	108.474	108.474	
Fiscal Year Total		108.240	110.410	16.000	107.688	107.999	108.474	108.474	108.474	108.474	108.474	
Total First Four Years:				342.338	Total Later Fiscal Years:				650.369			

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New Jersey Statewide Program

Final Version

Various

DB# 10344 Project Development: Concept Development and Preliminary Engineering

AQCODE:

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager: Shah, Atul

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CD	STATE	4.447	4.557	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
Fiscal Year Total		4.447	4.557	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	
Total First Four Years:				17.004	Total Later Fiscal Years:				24.000			

DB# 05341 Project Management & Reporting System (PMRS)

AQCODE:

This funding is provided to support planned Capital Program Management work, and incorporate functionality by other areas of the department, as well. The PMRS program will provide a collaborative environment for all department stakeholders to utilize one Project Management & Reporting System to manage projects from start to finish. PMRS will facilitate access by all parties, and allow colaberative input into the process. Such initial, Department-wide, access will, ultimately, reduce project costs.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Ackerman, Scott

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
DES	STATE	1.500	1.130		1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Fiscal Year Total		1.500	1.130		1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total First Four Years:				3.630	Total Later Fiscal Years:				6.000			

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New Jersey Statewide Program

Final Version

Various

DB# 17337 Project Management Improvement Initiative Support

AQCODE:

Provides expert consulting services, related to processes and organizational development, in the area of project and program management, including information systems architecture and integration for project and construction management information technology systems. Provides program management services to NJDOT for the implementation of Project Management and Reporting Systems including; e-Builder Enterprise Software as a Service information system, and other sub-systems such as Bluebeam. Provides coaching and mentoring services to NJDOT personnel in the areas of; project and program management, general organizational behavior of project related organizations, and training assessment guidance.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Capital Program Delivery

Project Manager: Signora, Robert IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
DES	STATE	3.000	3.000		3.000	3.000					
Fiscal Year Total		3.000	3.000		3.000	3.000					
Total First Four Years:				9.000	Total Later Fiscal Years:				3.000		

DB# X35A1 Rail-Highway Grade Crossing Program, Federal

AQCODE: S1

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Safety Management

Project Manager: Hirt, Todd IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped: N**
This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	RHC-FLEX	3.999									
Fiscal Year Total		3.999									
Total First Four Years:				3.999	Total Later Fiscal Years:						

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New Jersey Statewide Program

Final Version

Various

DB# X35A Rail-Highway Grade Crossing Program, State

AQCODE: S8

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects. This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Safety Management

Project Manager: Hirt, Todd IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STATE	2.900	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
Fiscal Year Total		2.900	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
		Total First Four Years: 17.900			Total Later Fiscal Years: 30.000						

DB# 99409 Recreational Trails Program

AQCODE: A1

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Intermodal Programs CIS Program Category: Multimodal Programs

Project Manager: Vari, James IPD:

Mileposts: N/A Sponsor: NJDEP

Improvement Type: Bicycle/Pedestrian Improvement **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	TA-RTP	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227
Fiscal Year Total		1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227	1.227
		Total First Four Years: 4.907			Total Later Fiscal Years: 7.361						

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New Jersey Statewide Program

Final Version

Various

DB# X144 Regional Action Program

AQCODE: X9

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway. Funding is also provided for small-scale landscape contracts (Good Neighbor Program) in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Roadway Preservation

CIS Program Category: Road Assets

Project Manager: Sweger, Joseph

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	CRRSAA-FLEX	5.000										
EC	STATE	2.000	2.000	1.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
Fiscal Year Total		7.000	2.000	1.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	
Total First Four Years:				12.000	Total Later Fiscal Years:				12.000			

DB# X03A Restriping Program & Line Reflectivity Management System

AQCODE: S11

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

CMP: Not SOV Capacity Adding

Municipalities: Various

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: N

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STBGP-FLEX	14.751	12.732	13.375	16.396	17.000	17.000	17.000	17.000	17.000	17.000	
Fiscal Year Total		14.751	12.732	13.375	16.396	17.000	17.000	17.000	17.000	17.000	17.000	
Total First Four Years:				57.254	Total Later Fiscal Years:				102.000			

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New Jersey Statewide Program

Final Version

Various

DB# X03E Resurfacing Program

AQCODE: S10

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Roadway Preservation CIS Program Category: Road Assets

Project Manager: Oza, Parth IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	88.932	91.134	16.000	90.000	90.000	90.000	90.000	90.000	90.000	90.000
Fiscal Year Total		88.932	91.134	16.000	90.000	90.000	90.000	90.000	90.000	90.000	90.000
Total First Four Years:				286.066	Total Later Fiscal Years:					540.000	

DB# 99327A Resurfacing, Federal

AQCODE: S10

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

CMP: Not SOV Capacity Adding

Municipalities: Various Planning Center: None

CIS Program Subcategory: Roadway Preservation CIS Program Category: Road Assets

Project Manager: Vari, James IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation **Mapped: N**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	CRRSAA-FLEX	3.000									
ERC	NHPP	1.000	1.000	1.000	10.000	50.000	50.000	25.000	10.000	19.950	10.000
Fiscal Year Total		4.000	1.000	1.000	10.000	50.000	50.000	25.000	10.000	19.950	10.000
Total First Four Years:				16.000	Total Later Fiscal Years:					164.950	

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New Jersey Statewide Program

Final Version

Various

DB# 05339 Right of Way Database/Document Management System

AQCODE:

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Kook, David

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	0.500	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	
Fiscal Year Total		0.500	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	
Total First Four Years:				1.400	Total Later Fiscal Years:				1.800			

DB# 05340 Right of Way Full-Service Consultant Term Agreements

AQCODE:

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Kook, David

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ROW	STATE	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	
ROW	STBGP-FLEX	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	
Fiscal Year Total		0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	
Total First Four Years:				1.400	Total Later Fiscal Years:				2.100			

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New Jersey Statewide Program

Final Version

Various

DB# X152 Rockfall Mitigation

AQCODE: X13

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Safety

CIS Program Category: Safety Management

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	NHPP		4.888			1.121			10.000	25.000	25.000
Fiscal Year Total			4.888			1.121			10.000	25.000	25.000
		Total First Four Years: 4.888				Total Later Fiscal Years: 61.121					

DB# 99358 Safe Routes to School Program

AQCODE: A2

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools. Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Safety Management

Project Manager: Seaman, Julie

IPD:

Mileposts: N/A

Sponsor: Local Lead

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	TA-FLEX	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587
Fiscal Year Total		5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587	5.587
		Total First Four Years: 22.348				Total Later Fiscal Years: 33.522					

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Final Version

Various

DB# 06402 Safe Streets to Transit Program

AQCODE: A2

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Intermodal Programs

CIS Program Category: Safety Management

Project Manager: Broccoli, Dave

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement
This project may be suitable for ITS treatments.

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total First Four Years:				4.000	Total Later Fiscal Years:				6.000		

DB# 19370 Safety Programs

AQCODE: S6

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey's state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

CMP:

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Safety Management

Project Manager: LiSanti, Daniel

IPD:

Mileposts:

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	HSIP	13.309	12.302	12.193	10.503	13.781	14.000	14.000	14.000	14.000	14.000
ERC	STATE	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
Fiscal Year Total		13.559	12.552	12.443	10.753	14.031	14.250	14.250	14.250	14.250	14.250
Total First Four Years:				49.307	Total Later Fiscal Years:				85.281		

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Final Version

Various

DB# 13307 Salt Storage Facilities - Statewide

AQCODE:

This program provides construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities, and response time.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Transportation Support Facilities

Project Manager: DeAngelo, Michael

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	3.000	3.000	1.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		3.000	3.000	1.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Total First Four Years:				10.000	Total Later Fiscal Years:				18.000		

DB# X239 Sign Structure Inspection Program

AQCODE:

This program provides funding for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes. This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	2.100	2.100		2.000	2.000	2.000	2.000	2.000	2.000	2.000
Fiscal Year Total		2.100	2.100		2.000	2.000	2.000	2.000	2.000	2.000	2.000
Total First Four Years:				6.200	Total Later Fiscal Years:				12.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X239A Sign Structure Rehabilitation/Replacement Program

AQCODE:

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Bridge Assets

Project Manager: Bal, Harjit

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type:

Roadway Rehabilitation

Mapped: Y

This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
ERC	STBGP-FLEX	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Total First Four Years:				4.000	Total Later Fiscal Years:				6.000			

DB# 15335 Sign Structure Replacement Contract 2016-3

AQCODE:

The project will replace 14 existing overhead sign structures on Routes 3, 7, 17, 46, and 280: Route 3: 0204-202 (WB MP 6.40) Route 7: 0909-202 (NB MP 1.43), 0910-200 (MP 1.52), 0910-201 (SB MP 1.58) Route 17: 0211-202 (MP 3.70), 0211-201 (MP 3.73), 0211-203 (MP 3.88), 0211-204 (MP 3.95), 0211-200 (MP 4.25), 0211-205 (MP 4.35), 0211-206 (MP 4.40) Route 46: 0222-201 (MP 71.37) Route 280: 0730-216 (MP 12.39), 0730-222 (MP 12.96) The project will also remove 1 Sign Structure on Route 7 at Northbound Milepost 1.58

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Bridge Assets

Project Manager: Chivulescu, Nina

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type:

Streetscape

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
CON	NHPP		9.500									
Fiscal Year Total			9.500									
Total First Four Years:				9.500	Total Later Fiscal Years:							

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X39 Signs Program, Statewide

AQCODE:

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Road Assets

Project Manager: Oza, Parth

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Roadway Rehabilitation

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	3.470	3.470	1.340	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		3.470	3.470	1.340	3.000	3.000	3.000	3.000	3.000	3.000	3.000
Total First Four Years:				11.280	Total Later Fiscal Years:				18.000		

DB# 19600 Smart and Connect Corridors Program

AQCODE:

This program will provide funding for projects involving the deployment of communication devices and equipment at selected sections of corridors along the roadside and in vehicles enabling automatic transmission of safety messages; enabling the connectivity of vehicles to infrastructure and potential communication between vehicles.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Congestion Relief

Project Manager: Mirza, Wasif

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other
This project contains ITS elements.

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STATE	4.000	4.000		3.000	3.000	3.000	3.000	3.000	3.000	3.000
Fiscal Year Total		4.000	4.000		3.000	3.000	3.000	3.000	3.000	3.000	3.000
Total First Four Years:				11.000	Total Later Fiscal Years:				18.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal

AQCODE:

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Green, Elkins

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	2.330	2.330	1.000	2.330	2.330	2.330	2.330	1.330	1.330	1.330
Fiscal Year Total		2.330	2.330	1.000	2.330	2.330	2.330	2.330	1.330	1.330	1.330
Total First Four Years:				7.990	Total Later Fiscal Years:				10.980		

DB# X10A Staff Augmentation

AQCODE:

This program provides funds for engaging specialized consultant-staff to augment the New Jersey Department of Transportation's (NJDOT) permanent workforce. A hiring-freeze, which NJDOT was subject to for nearly a decade, has created a sizeable skills-void within the Department. To efficiently address the void, this program establishes an effective method of implementing key services, and provides flexibility in filling critical staff shortages, as necessary.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager: Vari, James

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	10.500	10.500								
Fiscal Year Total		10.500	10.500								
Total First Four Years:				21.000	Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X150 State Police Enforcement and Safety Services

AQCODE:

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Bhavsar, Yogesh

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	7.000	7.000	5.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000
Fiscal Year Total		7.000	7.000	5.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000
Total First Four Years:				26.000	Total Later Fiscal Years:				42.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 13308 Statewide Traffic Operations and Support Program

AQCODE:

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: CIS Program Category: Congestion Relief

Project Manager: Cowan, Salvatore IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements **Mapped: Y**
 This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	NHPP	18.000	15.816	15.677	17.360	18.000	18.000	18.000	18.000	18.000	18.000
Fiscal Year Total		18.000	15.816	15.677	17.360	18.000	18.000	18.000	18.000	18.000	18.000
Total First Four Years:				66.854	Total Later Fiscal Years:						108.000

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 17353 Storm Water Asset Management

AQCODE:

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Road Assets

Project Manager: Yousef, Mohammad

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STBGP-FLEX	2.000	3.515	3.484	3.858	4.000	4.000	4.000	4.000	4.000	4.000
Fiscal Year Total		2.000	3.515	3.484	3.858	4.000	4.000	4.000	4.000	4.000	4.000
		Total First Four Years: 12.857				Total Later Fiscal Years: 24.000					

DB# 14300 Title VI and Nondiscrimination Supporting Activities

AQCODE:

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory:

CIS Program Category: Capital Program Delivery

Project Manager: Tilghman-Ansley, Vicki

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	0.175	0.175	0.180	0.175	0.175	0.175	0.175	0.175	0.175	0.175
Fiscal Year Total		0.175	0.175	0.180	0.175	0.175	0.175	0.175	0.175	0.175	0.175
		Total First Four Years: 0.705				Total Later Fiscal Years: 1.050					

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X66 Traffic Monitoring Systems

AQCODE: X1

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Weigh-in-Motion and Traffic Volume Systems; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Congestion Relief

Project Manager: Zajac, Krzysztof

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements

Mapped: Y

This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	NHPP			1.742								
PLS	NHPP	12.000	10.544	10.452	11.574	12.000	12.000	12.000	12.000	12.000	12.000	
EC	STATE	1.490	1.490	1.490	1.490	1.490	1.490	1.490	1.490	1.490	1.490	
Fiscal Year Total		13.490	12.034	13.683	13.064	13.490	13.490	13.490	13.490	13.490	13.490	
Total First Four Years:				52.271	Total Later Fiscal Years:				80.940			

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X47 Traffic Signal Replacement

AQCODE: X1

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Safety CIS Program Category: Road Assets

Project Manager: Oza, Parth IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Signal/ITS Improvements **Mapped: Y**
 This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STATE	8.893	9.113	5.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	
Fiscal Year Total		8.893	9.113	5.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	
Total First Four Years:				32.006	Total Later Fiscal Years:					54.000		

DB# X244 Training and Employee Development

AQCODE: X1

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Support CIS Program Category: Capital Program Delivery

Project Manager: Vannozzi, Pat IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)						
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
EC	STBGP-FLEX	2.000	1.757	1.742	1.929	2.000	2.000	2.000	2.000	2.000	2.000	
Fiscal Year Total		2.000	1.757	1.742	1.929	2.000	2.000	2.000	2.000	2.000	2.000	
Total First Four Years:				7.428	Total Later Fiscal Years:					12.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 01316 Transit Village Program

AQCODE: This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Local Aid

CIS Program Category: Local System Support

Project Manager: Broccoli, Dave

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Bicycle/Pedestrian Improvement

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Fiscal Year Total		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total First Four Years:				4.000	Total Later Fiscal Years:				6.000		

DB# X107 Transportation Alternatives Program

AQCODE: X12 This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Quality of Life

CIS Program Category: Local System Support

Project Manager: Seaman, Julie

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Streetscape

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	TA-B5K200K	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393
ERC	TA-FLEX	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026
ERC	TA-L5K	0.481	0.481	0.481	0.481	0.481	0.481	0.481	0.481	0.481	0.481
Fiscal Year Total		1.901	1.901	1.901	1.901	1.901	1.901	1.901	1.901	1.901	1.901
Total First Four Years:				7.602	Total Later Fiscal Years:				11.403		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X126 Transportation Research Technology

AQCODE: X1

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Gendek, Amanda

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	1.100	1.200	1.700	1.200	1.200	1.200	1.200	1.200	1.200	1.200
Fiscal Year Total		1.100	1.200	1.700	1.200	1.200	1.200	1.200	1.200	1.200	1.200
Total First Four Years:				5.200	Total Later Fiscal Years:				7.200		

DB# X11 Unanticipated Design, Right of Way and Construction Expenses, State

AQCODE:

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Delivery

CIS Program Category: Capital Program Delivery

Project Manager: Vari, James

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ERC	STATE	36.473	30.000	7.550	45.000	45.000	45.000	44.908	45.859	45.806	47.251
Fiscal Year Total		36.473	30.000	7.550	45.000	45.000	45.000	44.908	45.859	45.806	47.251
Total First Four Years:				119.023	Total Later Fiscal Years:				273.824		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# 15344 Utility Pole Mitigation

AQCODE:

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery

Project Manager: Shah, Dinesh IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Intersection/Interchange Improvements **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	HSIP	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175
Fiscal Year Total		0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175
Total First Four Years:				0.700	Total Later Fiscal Years:				1.050		

DB# X182 Utility Reconnaissance and Relocation

AQCODE:

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

CMP: Not SOV Capacity Adding

Municipalities: Planning Center: None

CIS Program Subcategory: Capital Program Delivery CIS Program Category: Road Assets

Project Manager: Martorana, Vince IPD:

Mileposts: N/A Sponsor: NJDOT

Improvement Type: Other **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC	STATE	2.500	2.500	1.250	2.500	2.500	2.500	2.500	2.500	2.500	2.500
Fiscal Year Total		2.500	2.500	1.250	2.500	2.500	2.500	2.500	2.500	2.500	2.500
Total First Four Years:				8.750	Total Later Fiscal Years:				15.000		

DVRPC FY2022 TIP for New Jersey

New Jersey Statewide Program

Final Version

Various

DB# X199 Youth Employment and TRAC Programs

AQCODE: X1

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

CMP: Not SOV Capacity Adding

Municipalities:

Planning Center: None

CIS Program Subcategory: Capital Program Support

CIS Program Category: Capital Program Delivery

Project Manager: Section, Chrystal

IPD:

Mileposts: N/A

Sponsor: NJDOT

Improvement Type: Other

Mapped: Y

Phase Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
EC STBGP-FLEX	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350
Fiscal Year Total	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350
Total First Four Years:				1.400	Total Later Fiscal Years:				2.100	

Total for Various:

1,132.128	1,120.308	569.734	1,173.751	1,301.341	,309.234	1,269.735	1,258.281	,265.193	1,256.499	
Total First Four Years:				3,995.923	Total Later Fiscal Years:				7,660.285	



8.5 Study and Development Projects



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PROJECT LISTING AND INDEX (in order by project name)

DB #	Program	County/Agency	Project Name	Page
17411	S&D	Burlington	CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)	273
D2201	S&D	Burlington	CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement	273
D2202	S&D	Burlington	CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement	274
18383	S&D	Burlington	Route 73, Granite Avenue to Route 41	274
18378	S&D	Burlington	Route 130 SB, Bridge over Assiscunk Creek	275
20337	S&D	Burlington	Route 130, CR 543 (Beverly Road) to Lagorce Blvd	275
18326	S&D	Burlington	Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)	276
16335	S&D	Burlington	Route 206, Bridge over Springers Brook	276
D2203	S&D	Camden	CR 551 (Broadway) Elevation, Little Timber Creek to Route 130	277
D2213	S&D	Camden	CR 670 (Burnt Mill Rd) and CR 673 (White Horse Rd) Intersection Improvements	277
D2204	S&D	Camden	Erial Rd and College Drive Intersection	278
X227A2	S&D	Camden	Route 168, I-295 Interchange Improvements	278
19312	S&D	Gloucester	Route 45, Bridge over Branch of Mantua Creek	279
18350	S&D	Mercer	Clarksville Road (CR 638), Bridge over Amtrak	280
17412	S&D	Mercer	North Olden Avenue (CR 622), Bridge over Amtrak	280
15317	S&D	Mercer	Route 64, Bridge over Amtrak	281
15301	S&D	Mercer	Route 206, Hilltop Drive	281
18353	S&D	Mercer	Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)	282

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DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Burlington

DB# 17411 **CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)** **MRPID: 316**

AQCODE: Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built around 1830.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 1A, 6C
Municipalities:	Bordentown City	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Marcellus, Evens	IPD:
Mileposts:	14.7	Sponsor: NJDOT
Improvement Type:		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years:			0.000	Total Later Fiscal Years:					

DB# D2201 **CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement** **NEW**

AQCODE: NRS The study will be conducted as part of DVRPC's Local Concept Development Program in order to explore ways to improve safety and efficiency of three intersections of CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road, in Moorestown Township that form a three-intersection triangle. Two intersections have a skewed alignment and substandard sight distance. The intersection of CR 614 (Tom Brown Road) and New Albany Road is a 4-way stop and has previously been identified by DVRPC as a high crash location in the Highway Safety Improvement Program (HSIP) eligibility rankings (2018). The LCD study shall focus on developing a concept for improving the safety and efficiency of the three intersections for motorists, bicyclists and pedestrians. The concept/location of modern roundabout(s) shall be included in the study.

CMP:	Moorestown Township	Planning Center: None
Municipalities:		CIS Program Category:
CIS Program Subcategory:		IPD:
Project Manager:	Coscia Jr., John	Sponsor: Burlington County
Mileposts:		
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
LCD	STBGP-PHILA	0.000									
Fiscal Year Total		0.000									
		Total First Four Years:			0.000	Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Burlington

DB# D2202 CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement

AQCODE:

The study will be conducted as part of DVRPC's Local Concept Development Program in order to improve the existing bridge in its entirety. The bridge is a concrete encased, single span (36 feet) steel stringer bridge with a reinforced concrete deck. It carries CR 616 over the creek with 2 lanes of opposing traffic and 6' sidewalks on each side of the road. The out to out width of the bridge is 44.4 feet. The bridge was built circa 1918 and is located in the Vincentown Historic District. The bridge is not historically eligible but is considered a contributing element of the historic district, which has a period of significance ending circa 1930 (source: NJDOT Historic Bridge Survey). The bridge is functionally obsolete due to its existing curb to curb width of 29.8 feet and is scour critical. The structure is in fair condition with localized areas of deterioration and section loss in the deck, superstructure and substructure. It was submerged during the July 2004 and April 2007 flood events and sustained damage. The structure has a sufficiency rating of 66.5.

CMP:

Municipalities:	Southampton Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Coscia Jr., John	IPD:	
Mileposts:		Sponsor:	Burlington County
Improvement Type:	Bridge Repair/Replacement		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
LCD	STBGP-PHILA	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DB# 18383 Route 73, Granite Avenue to Route 41 **NEW**

AQCODE: NRS

This project will address improvement of safety, security, mobility, accessibility, and reliability at Route 73, Granite Avenue to Route 41

CMP:

Municipalities:	Mount Laurel Township; Maple Shade Township	Planning Center:	None
CIS Program Subcategory:		CIS Program Category:	Safety Management
Project Manager:	Colquitt, Willie	IPD:	
Mileposts:	27.86-28.80	Sponsor:	NJDOT
Improvement Type:			Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Burlington

DB# 18378 **Route 130 SB, Bridge over Assiscunk Creek** **NEW**

AQCODE: NRS Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge.

CMP:

Municipalities:	Burlington City	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Ezeuka, Paul	IPD:
Mileposts:	46.65	Sponsor: NJDOT
Improvement Type:	Bridge Repair/Replacement	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DB# 20337 **Route 130, CR 543 (Beverly Road) to Lagorce Blvd** **NEW**

AQCODE: NRS Improvement of safety, security, mobility,accessibility and reliability and respect the enviornment needed at Route130, CR 543 (Beverly Road) to Lagorce Blvd.Safety concerns

CMP:

Municipalities:		Planning Center: None
CIS Program Subcategory:		CIS Program Category: Safety Management
Project Manager:	Rauzino, David	IPD:
Mileposts:	45.25 - 47.55	Sponsor: NJDOT
Improvement Type:		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Burlington

DB# 18326 **Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)**

AQCODE: This study will examine improvements, congestion and safety concerns at the intersection.

CMP:	Minor SOV Capacity	Adding Subcorr(s): 1A, 6B
Municipalities:	Florence Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Congestion Relief
Project Manager:	Maevsky, Andrew	IPD:
Mileposts:	50.80-50.85	Sponsor: NJDOT
Improvement Type:	Mapped: Y	
	This project may be suitable for ITS treatments.	

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DB# 16335 **Route 206, Bridge over Springers Brook**

AQCODE: Initiated from the Bridge Management System, this project will replace the structurally deficient bridge, built in 1929.

CMP:	Not SOV Capacity Adding	
Municipalities:	Shamong Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Upadhyay, Arpita	IPD:
Mileposts:	10.13	Sponsor: NJDOT
Improvement Type:	Mapped: Y	

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

Total for Burlington:

0.000										
Total First Four Years: 0.000				Total Later Fiscal Years:						

DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Camden

DB# D2203 CR 551 (Broadway) Elevation, Little Timber Creek to Route 130 NEW

AQCODE: NRS The study will be conducted as part of DVRPC's Local Concept Development Program in order to explore ways to reduce flooding and provide safe user access during rain events on CR 551.

CMP:

Municipalities:	Brooklawn Borough	Planning Center: None	
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Coscia Jr., John	IPD:	
Mileposts:		Sponsor: Camden County	
Improvement Type:	Roadway Rehabilitation		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
LCD	STBGP-PHILA	0.000									
Fiscal Year Total		0.000									
		Total First Four Years:			0.000	Total Later Fiscal Years:					

DB# D2213 CR 670 (Burnt Mill Rd) and CR 673 (White Horse Rd) Intersection NEW

Improvements

AQCODE: NRS This study will explore alternatives to redesign the intersection in a safe and usable manner that will integrate all modes of travel. It is a high crash area and ranks top 2 in Camden County and top 5 in the region on the NJ HSIP eligibility list. The intersection has frequent left turns and a lane configuration that is in need of updating.

CMP:

Municipalities:	Voorhees Township	Planning Center: None	
CIS Program Subcategory:		CIS Program Category:	
Project Manager:	Hui, Kwan	IPD:	
Mileposts:		Sponsor: Camden County	
Improvement Type:	Intersection/Interchange Improvements		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
LCD	STBGP-PHILA	0.000									
Fiscal Year Total		0.000									
		Total First Four Years:			0.000	Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Camden

DB# D2204 **Erial Rd and College Drive Intersection** **NEW**

AQCODE: NRS

The study will be conducted as part of DVRPC's Local Concept Development Program in order to explore ways to improve the intersection in a safe and useable manor that will integrate all modes of travel. This intersection is a high crash area, is large, and has a sight issue due to the elevation of the approaches not being consistent.

CMP:

Municipalities:	Gloucester Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category:
Project Manager:	Coscia Jr., John	IPD:
Mileposts:		Sponsor: Camden County
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
LCD	STBGP-PHILA	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DB# X227A2 **Route 168, I-295 Interchange Improvements** **MRPID: 318** **NEW**

AQCODE: NRS

This project will address alternatives to improve traffic safety and congestion on Route 295 and Route 168 in the vicinity of the interchange.

CMP:

Municipalities:	Haddon Heights Borough; Mount Ephraim Borough	Adding Subcorr(s): 2B
CIS Program Subcategory:	Safety	CIS Program Category: Safety Management
Project Manager:	Rauzino, David	IPD:
Mileposts:	7.17 - 7.73	Sponsor: NJDOT
Improvement Type:	Intersection/Interchange Improvements	Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

Total for Camden:

	0.000	
	Total First Four Years: 0.000	Total Later Fiscal Years:

DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Gloucester

DB# 19312 **Route 45, Bridge over Branch of Mantua Creek** *NEW*

AQCODE: NRS Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.

CMP:

Municipalities: Mantua Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Bridge Assets

Project Manager: Kennard, Amy IPD:

Mileposts: 22.27-22.27 Sponsor: NJDOT

Improvement Type: Bridge Repair/Replacement **Mapped: Y**

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years:			<i>0.000</i>	Total Later Fiscal Years:					

Total for Gloucester:

0.000	
Total First Four Years:	
<i>0.000</i>	Total Later Fiscal Years:

DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Mercer

DB# 18350	Clarksville Road (CR 638), Bridge over Amtrak	MRPID: 206
AQCODE:	Initiated from the Bridge Management System, this project will replace the structurally deficient bridge.	
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4B
Municipalities:	West Windsor Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Colquitt, Willie	IPD:
Mileposts:	2.33	Sponsor: NJDOT
Improvement Type:		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DB# 17412	North Olden Avenue (CR 622), Bridge over Amtrak	
AQCODE:	Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1923.	
CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4A, 9A
Municipalities:	Trenton City	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Obidike, Tony	IPD:
Mileposts:	3.07-3.11	Sponsor: NJDOT
Improvement Type:		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years: 0.000				Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Mercer

DB# 15317 **Route 64, Bridge over Amtrak**

AQCODE: Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4C, 14A
Municipalities:	West Windsor Township	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Bridge Assets
Project Manager:	Dhulesia, Babulal	IPD:
Mileposts:	0.12	Sponsor: NJDOT
Improvement Type:		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years:			0.000	Total Later Fiscal Years:					

DB# 15301 **Route 206, Hilltop Drive**

AQCODE: Initiated from the Drainage Management System, this study will explore drainage improvements within the project limits.

CMP:	Not SOV Capacity Adding	Adding Subcorr(s): 4F
Municipalities:	Princeton Borough	Planning Center: None
CIS Program Subcategory:		CIS Program Category: Road Assets
Project Manager:	Colquitt, Willie	IPD:
Mileposts:	55.7	Sponsor: NJDOT
Improvement Type:		Mapped: Y

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years:			0.000	Total Later Fiscal Years:					

DVRPC FY2022 TIP for New Jersey

Study and Development Program (S&D)

Final Version

Mercer

DB# 18353 **Route 295, Sloan Avenue (CR 649) to CR 583 (Princeton Pike)** **MRPID: 320**

AQCODE: Initiated by the Congestion Management System, this project will address capacity and operational improvements within the project limits.

CMP: Major SOV Capacity Adding Subcorr(s): 4B

Municipalities: Lawrence Township; Hamilton Township Planning Center: None

CIS Program Subcategory: CIS Program Category: Congestion Relief

Project Manager: Marcellus, Evans IPD:

Mileposts: 65.41-68.44 Sponsor: NJDOT

Improvement Type: **Mapped: Y**

This project contains ITS elements.

Phase	Fund	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CD	N/A	0.000									
Fiscal Year Total		0.000									
		Total First Four Years:			0.000	Total Later Fiscal Years:					

Total for Mercer:

	0.000				
	Total First Four Years:	0.000	Total Later Fiscal Years:		

Chapter 9: MAJOR PROJECT STATUS REPORT

Federal regulations require that a new TIP for New Jersey lists major projects from the previous TIP and identify any significant delays in the planned implementation. The list of major projects from the previous FY2020 TIP's regional DVRPC Highway Program and their statuses is provided below. DVRPC defines a "major project" as any DVRPC regional Highway Program project in the previous TIP that has a total four-year program cost above the average of the four-year total cost of all projects listed in the previous TIP's regional Highway Program, is listed on the DVRPC Long-Range Plan, or is non-exempt from regional air quality conformity. In the previous FY2020 TIP, the average total programmed cost over the FY20–FY23 period is \$13 million. Costs in Table 37 below are shown in millions.

Table 37: Major Project Status Listings

DB #	PROJECT TITLE	FY20–FY23 COST	STATUS AS OF AUGUST 2021
BURLINGTON COUNTY			
12415	Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek	\$28.136	Project has reached substantial completion.
13319	Route 73, CR 544 (Evesham Rd/Marlton Parkway)	\$2.500	Concept development was completed in August 2020. The design phase of this project is funded in FY22.
D2012	Traffic Signal Adaptive/Vehicle Detection Upgrade	\$3.800	Construction (CON) is on schedule for FY21 authorization.
CAMDEN COUNTY			
11326B	Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2	\$3.500	Plans, Specifications, and Estimates (PS&E) are expected to be certified in December 2021. CON contract award is anticipated for February 2022 for substantial completion in Spring 2023.
12313	Route 42, Bridges over Blackwood Railroad Trail	\$32.321	CON contract awarded June 2021. Substantial completion is anticipated in Fall 2022.
14426	Route 130, Bridge over Big Timber Creek	\$3.600	Right-of-Way (ROW) was authorized. Utility work authorization is expected in November 2021. ROW and PS&E certification is anticipated in Spring 2022.
15423	ADA South, Contract 4	\$13.600	Utility work authorization is anticipated in September 2021. CON contract is expected to be awarded in January 2023. Substantial completion of CON work is expected in April 2024.

Table 37 (Continued): Major Project Status Listings

DB #	PROJECT TITLE	FY20–FY23 COST	STATUS AS OF AUGUST 2021
CAMDEN COUNTY (CONTINUED)			
16342	Route 73 and Ramp G, Bridge over Route 130	\$7.500	Concept development is completed. A Public Information Center will be held in fall 2022 during the design phase.
11326A	Route 76, Bridges over Route 130	\$26.391	Final Design (FD) has been authorized. Utility work authorization is anticipated in Spring 2022. Substantial completion is anticipated by September 2024.
D1914	Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)	\$6.795	Preliminary Engineering (PE) was obligated in FY21. Design authorization is anticipated in FY22.
11326C	Route 76/676 Bridges and Pavement, Contract 3	\$81.700	Authorization for utility work is slated for completion in January 2021. The project anticipates getting authorization to advertise for CON in October 2022 for a March 2024 substantial completion.
11326D	Rt. 76, Bridge over Klemm Avenue, Conrail and South Branch of Newton Creek, Contract 1	\$89.900	Project is authorized to advertise for CON with a contract award expected by October 2021, and substantial completion in December 2022.
355A	Route 295/42, Missing Moves, Bellmawr	\$145.000	CON contract was awarded in 2020. Substantial completion is anticipated in 2024.
355E	Route 295/42/I-76, Direct Connection, Contract 4	\$110.000	PS&E are expected to be certified in March of 2024. Substantial completion is anticipated December 2028.
GLOUCESTER COUNTY			
11371	Route 47, Bridge over Big Timber Creek	\$3.000	Authorization of Utility work is expected in March of 2022. ROW and PS&E are planned for completion by October 2022. Authorization to advertise CON is anticipated in October 2022. Substantial completion is scheduled for Spring 2024.
12306	Route 42, Kennedy Ave. to Atlantic City Expressway	\$37.000	Utility Work and FD have been authorized. Utility work and ROW are expected to be authorized in January 2022, and the project expects to receive authorization to advertise for CON in May of 2022. Substantial completion is expected in October 2023.

Table 37 (Continued): Major Project Status Listings

DB #	PROJECT TITLE	FY20–FY23 COST	STATUS AS OF AUGUST 2021
MERCER COUNTY			
07319B	Route 29, Cass Street to Calhoun Street, Drainage	\$22.000	FD, ROW, and utility work have been authorized. ROW and PS&E are expected to be certified in February 2022.
17419	Route 1, Alexander Road to Mapleton Road	\$12.970	The Environmental Document is anticipated for completion November 2021. A Public Information Center is expected to be available in January 2022. FD authorization is anticipated in August 2022.
D0701	Princeton-Hightstown Road Improvements, CR 571	\$10.000	FY21 CON will be delayed to FY22 with an agreement extension for ROW acquisition.
D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assumpink Creek	\$13.131	Design will be delayed from FY21 to FY22, and \$41 M OTHER-DVRPC funded CON phase will be delayed from FY23 to FY24 (\$16.4 M STBGP-TRENTON), FY25 (\$16.4 M STBGP-TRENTON), and FY26 (\$8.2 M STBGP-TRENTON).
D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)	\$4.476	PE is authorized. FD is delayed from FY22 to FY23, and the first year of CON is delayed from FY24 to FY25. The overall CON cost will increase by \$221,000 from \$6.735 M HSIP to \$6.956 M HSIP.

Sources: NJDOT Project Reporting System (PRS), August 2021; DVRPC, 2021; FY2020 Obligation Report

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APPENDIX A

Board Resolutions



RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC Draft *Connections 2050* Long-Range Plan (Plan), FY2021 Pennsylvania and FY2022 Draft New Jersey Transportation Improvement Programs (TIPs)

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and Transportation Improvement Programs be developed and updated by MPO's, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in March 2012; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, Delaware County has been designated a maintenance area for the 2012 annual fine particulate matter (PM_{2.5}) standard, and the nine-county planning area is part of two maintenance areas for the annual and 24-hour PM_{2.5} standards; as required by CAAA under the respective ozone and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, on July 25, 2007, the Area has been re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plans (SIPs) and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone areas, and this area was maintenance for the 1997 ozone standard at the time the 1997 ozone revocation in 2015. An air quality analysis and conformity determination of the TIP for the 1997 ozone standard has also been prepared. This conformity determination demonstrates that the requirements of 40 CFR Part 93 are met; and,

WHEREAS, the former CO Maintenance Areas in the region have successfully maintained the CO NAAQS for twenty years, and as of December 2017, DVRPC is no longer required to demonstrate conformity for CO; and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors, direct PM_{2.5}, and PM_{2.5} precursors for transportation conformity purposes in the nine-county DVRPC planning area; and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the areas where there are existing SIP MVEBs; and,

WHEREAS, DVRPC has completed the conformity analysis of the Plan and TIP according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors are less than the established MVEB test for the 1997, 2008, and 2015 ozone standard, and below the established MVEB test for PM_{2.5} and PM_{2.5} precursor NO_x in the relevant PM_{2.5} maintenance areas, and,

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, and all interested parties to participate and have their views considered in the development and adoption of this conformity determination;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission determines that the Draft *Connections 2050* Long-Range Plan, the DVRPC FY2021 TIP for Pennsylvania and the Draft FY2022 TIP for New Jersey conform to the relevant State Implementation Plans, all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 23rd day of September by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY22-001.

Renee Wise
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Renee Wise, Recording Secretary

RESOLUTION

By the Board of the Delaware Valley Regional Planning Commission

**ADOPTION OF THE CONNECTIONS 2050 PLAN FOR GREATER PHILADELPHIA,
AS THE LONG-RANGE PLAN FOR THE DVRPC REGION**

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, the DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia, Camden, and Trenton metropolitan area as required by Title 23 Section 134 and Title 49 Section 1607 of the U.S. Code; and,

WHEREAS, such MPOs are required at a minimum to update long-range, regional transportation plans every four years, keeping with the planning requirements set forth in Title 23 Part 450 Subpart C of the Code of Federal Regulations; and,

WHEREAS, new forecasts of population and employment, regional indicators, and external forces and future scenarios have been considered in the preparation of the *Connections 2050* Plan; and,

WHEREAS, DVRPC has undertaken a comprehensive, cooperative, and continuing planning effort to develop the *Connections 2050* Plan, which is built upon principles of equity, sustainability, and resiliency that are applied to the Plan's focus areas of land use and communities, the environment, transportation; and the economy, and,

WHEREAS, the *Connections 2050* Plan puts forth a vision for a an equitable, resilient, and sustainable Greater Philadelphia region that: preserves and protects the natural environment; develops inclusive, healthy, and walkable communities; maintains a safe, multimodal transportation network that serves everyone; and grows an innovative and connected economy with broadly shared prosperity; and,

WHEREAS, the *Connections 2050* Plan identifies 15 key strategies to achieve the vision, which were developed with public input and align with the Plan's four focus areas—the environment, communities, transportation, and the economy—along with a fifth set based on regional planning practices; and,

WHEREAS, transportation funding constraints limit the region's ability to fully advance the goals of the *Connections 2050* Plan particularly to establish a multimodal transportation network that serves everyone; and,

WHEREAS, the *Connections 2050* Plan identifies both a set of transportation projects able to be funded with reasonably anticipated revenues, as well as an unfunded aspirational transportation vision; and,

WHEREAS, a demonstration of conformity has been conducted indicating that emissions of transportation-related pollutants will not exceed the applicable attainment budgets and interim regional emissions analysis, and DVRPC certifies that the *Connections 2050* Plan will conform to the purposes of the State Implementation Plans of Pennsylvania and New Jersey, and the Clean Air Act as amended under the Final Conformity Rule promulgated by the United States Environmental Protection Agency; and,

WHEREAS, copies of the draft *Connections 2050* Plan were released for public comment from July 28 through August 30 of 2021 with public meetings held on August 11 and 18, 2021; and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations;

NOW, THEREFORE, BE IT RESOLVED, that the *Connections 2050 Plan for Greater Philadelphia*, the Long-Range Plan for the Greater Philadelphia region, is adopted.

Adopted this 23rd day of September 2021
By the Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY22-002.

Renee Wise
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Renee Wise, Recording Secretary

B-FY22-002

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission (DVRPC)

**Adoption of the DVRPC FY2022 Transportation Improvement Program (TIP)
for New Jersey (FY22–FY25)**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine-county Philadelphia, Camden, and Trenton metropolitan areas as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that a MPO develop regional transportation plans and programs, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the United States Environmental Protection Agency (US EPA) as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, Delaware County has been designated as a nonattainment area for the 2012 annual fine particulate matter (PM_{2.5}) standard, and the nine-county planning area is part of two maintenance areas for the annual and 24-hour PM_{2.5} standards as required by the Clean Air Act as amended (CAAA) under the respective ozone, CO, and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the CAAA under the Final Conformity Rule (“Final Rule”) promulgated by the US EPA in November 1993 and amended in July 2004; and,

WHEREAS, the Final Conformity Rule requires that the MPO determines that the transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule; and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs and the Long-Range Plan according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct PM_{2.5} and PM_{2.5} precursors are less than the applicable established budgets for the respective analysis year and that the region is no longer required to demonstrate conformity for CO; and

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and

WHEREAS, the projects included in this TIP have been drawn from a Long-Range Plan developed in accordance with this certified planning process and which plan has been found to conform to all applicable state and federal laws and rules pertaining to air quality; and

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their reviews considered in the development and adoption of this TIP; and

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC *Connections 2050* Long-Range Plan, as well as local, county, regional, and state plans and policies; and

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Greater Philadelphia region to expect to receive; and

WHEREAS, the projects included in this TIP were selected by using a cooperative approach based on reaching consensus of the regional priorities for all transportation improvements; and

NOW, THEREFORE, BE IT RESOLVED, that the DVRPC adopts the FY2022 TIP for New Jersey (FY22–FY25) as the region’s official selection of transportation projects for federal funding.

BE IT FURTHER RESOLVED that DVRPC determines that the FY2022 TIP for New Jersey (FY22–FY25) conforms to the State Implementation Plan of New Jersey and is consistent with the Final Conformity Rule.

Adopted this 23rd day of September 2021 by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution **B-FY22-003**.

Renee Wise

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Renee Wise, Recording Secretary



APPENDIX B

Financial Tables Used in Developing the Program, Including the STIP Introduction

The full STIP is also available at
www.state.nj.us/transportation/capital.



FY 2022 – 2031
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
INTRODUCTION

a. Overview

This document is the Statewide Transportation Improvement Program (STIP) for the State of New Jersey for federal fiscal years (FY) 2022 (beginning October 1, 2021) through FY 2025 (ending September 30, 2025), with an additional six years for information, FY 2026 – FY 2031.

The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. Second, it serves as the reference document, required under federal regulations (23 CFR 450.216), for use by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in approving the expenditure of federal funds for transportation projects in New Jersey. The STIP is a valuable reference for implementing agencies such as the New Jersey Department of Transportation (NJDOT), New Jersey Transit Corporation (NJ TRANSIT), and all other parties interested in transportation issues in the state.

Federal legislation requires that each state develop one multimodal STIP for all areas of their state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as three regional Transportation Improvement Programs (TIPs), which are developed by three Metropolitan Planning Organizations (MPOs) covering the state. Those three TIPs contain local and state highway projects, statewide line items and programs, and public transit and authority-sponsored projects.

This STIP conforms to, and in many cases exceeds, the specific requirements of the federal regulations:

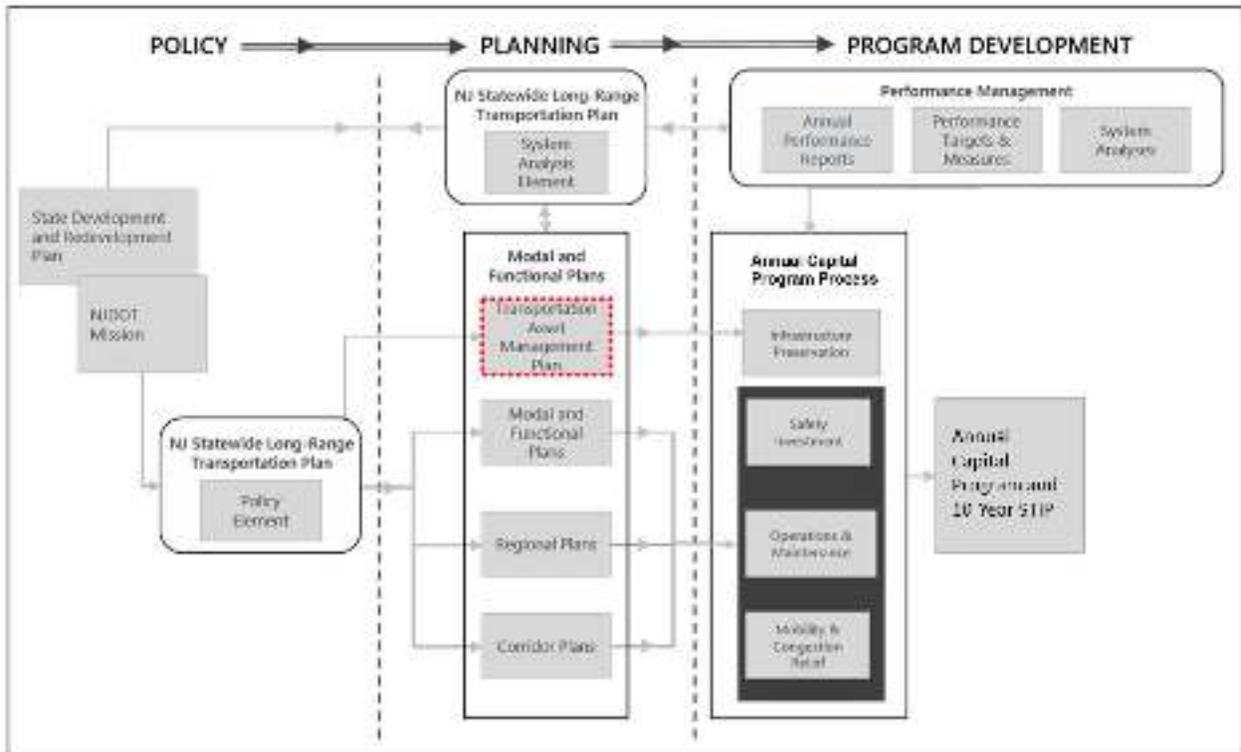
1. It lists the priority projects programmed for the first four (4) years of the planning period. It also includes a priority list of projects to be funded over an additional six (6) years.
2. It is fiscally constrained for the entire 10 years (A detailed discussion of fiscal constraint is found in subsection “i”).
3. It contains all regionally significant projects, regardless of funding source.
4. It contains all projects programmed for federal funds.
5. It contains, for information, state-funded projects and programs.
6. It contains expansive descriptive information.

Finally, the STIP is a 10-year plan that is fiscally constrained based on federal estimated resources increasing annually for the NJDOT and remaining at the previous STIP level of funding for NJ TRANSIT. State resources — consisting of the Transportation Trust Fund (TTF) — are assumed to remain flat.

b. Performance-based Planning and Asset Management

The NJDOT implemented an Asset Management policy detailing the agency’s objectives and measures. This policy is the official institutional approach to managing infrastructure assets and making capital investment decisions related to these assets. This approach serves to support and complement the 10-year Statewide Capital Investment Strategy (SCIS), the 10-year STIP, the annual Transportation Capital Program, and the biennial Study and Development Program. The diagram below (Figure 1) displays the relationship between the NJDOT’s various planning documents and the development of the STIP.

Figure 1



The NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset management offers an alternative to focusing solely on problem spots and/or the worst conditions. The NJDOT defines asset management as, “the systematic process of maintaining, upgrading, and operating physical assets cost-effectively”.

Performance-based Planning and Performance Management are terms used in relation to the broader use of performance to manage and improve the transportation system. Asset Management focuses on the subset of Performance-based Planning and Performance Management related to physical assets. However, the NJDOT has used, and is continuing to use, a Performance-based Planning approach to make capital investment choices. The NJDOT continues to seek out, and utilize, the best data and predictive models, to make the most effective, efficient and informed investment choices.

In 2017, NJDOT updated its Transportation Asset Management Policy to adopt transportation asset management as the official institutional approach to preserve the Department's infrastructure assets. The policy reflects the Department's commitment to apply a performance-based approach to managing transportation system performance outcomes. Transportation Asset Management is the application of this approach to manage the condition of infrastructure assets.

In 2018, NJDOT prepared the Initial New Jersey Transportation Asset Management Plan (TAMP), which has been certified by the FHWA. In July 2020, FHWA issued its 2020 consistency determination, affirming that NJDOT developed and implemented the NJ TAMP consistent with federal requirements. The TAMP documents the risk-based approach for management of the National Highway System and State Highway System assets in NJ, identifies State of Good Repair Objectives for assets, and outlines investment strategies that will help achieve these objectives. The TAMP represents National Highway System (NHS) assets, regardless of ownership. In New Jersey, the NHS is owned by NJDOT, as well as multiple transportation authorities and commissions, counties and municipalities. The NJDOT has continuously engaged with the state's three MPOs during the TAMP development process, enabling the Department to inform, collaborate, and coordinated with all NHS owners to obtain condition data and investment information.

NJDOT has submitted Performance Measure (PM) targets to FHWA for Safety (PM1), Infrastructure (PM2), and System Performance (PM3). PM1 requires State DOTs to set targets for safety-related performance measures. Since 2017, Safety Performance target setting, and reporting is performed annually. PM2 sets targets for pavement condition and bridge condition on the NHS, including the Interstate. PM3 assesses the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, as well as freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP). Performance Measures and Targets are summarized in Figures 2 and 3.

Figure 2 Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition		62.1%		50.0%	
Percentage of Pavements of the Interstate System in Poor Condition		1.8%		2.5%	
Percentage of Pavements of the Non-Interstate NHS in Good Condition	41.9%	44.4%			
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)		33.0%	25.0%	25.0%	
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	26.5%	26.9%			
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)		10.7%	2.5%	2.5%	15.0%
Percentage of NHS Bridges Classified as in Good Condition	21.7%	22.1%	19.4%	18.6%	21.3%
Percentage of NHS Bridges Classified as in Poor Condition	6.5%	6.8%	6.5%	6.5%	6.8%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	82.1%	80.6%	82.0%	82.0%	
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		86.2%		84.1%	
Truck Travel Time Reliability (TTTR) Index	1.82	1.89	1.90	1.95	
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1		22.3%		22.0%	
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 2		14.6%		17.2%	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	51.6%	51.6%	51.6%	51.7%	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 2	27.9%	28.2%	28.0%	28.1%	
Total Emission Reductions: PM2.5	9.572	162.020	4.290	8.520	
Total Emission Reductions: NOx	244.301	1500.520	114.401	231.850	
Total Emission Reductions: VOC	44.493	157.750	17.682	36.324	
Total Emission Reductions: PM10					
Total Emission Reductions: CO	67.376	707.710	31.927	63.010	

Figure 3 Summary of Safety Performance Measures and Targets

PERFORMANCE MEASURE	TARGET 2017-2021 - 5 YEAR ROLLING AVERAGE	BASELINE 2015-2019 - 5 YEAR ROLLING AVERAGE
NUMBER OF FATALITIES	574.0	582.6
RATE OF FATALITIES PER 100 MILLION VMT	0.740	0.756
NUMBER OF SERIOUS INJURIES	2124.8 ¹	1469.2
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	2.724 ¹	1.900
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	588.5 ¹	463.7
PERFORMANCE MEASURE	TARGET 2021 ANNUAL	BASELINE 2019 ANNUAL
NUMBER OF FATALITIES	560	562
RATE OF FATALITIES PER 100 MILLION VMT	0.716	0.718
NUMBER OF SERIOUS INJURIES	2700	2768
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	3.452	3.538
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	697	713

The targets displayed in Figure 3 were established after careful consideration of previous trends, recently built projects, and the current socioeconomic environment. Targets are based on five year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey’s safety vision is to achieve zero deaths on all public roads.

The Department is planning to invest in safety, making progress toward achieving the performance targets that have been set. The New Jersey Strategic Highway Safety Plan (SHSP) guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on New Jersey’s public roadways. Total investment in safety includes programs and projects such as Safety Betterments, Highway Safety Improvement Program, Rail-Highway Grade Crossing Program, Safe Routes to School Program, Route 15 and Berkshire Valley Road (CR 699), and Route 28, Route 287 to County Route 525 (Thompson Avenue). Approximate investments in safety (in millions) are listed in Figure 4:

Figure 4 Safety

FY2022	FY2023	FY2024	FY2025
\$110	\$90	\$115	\$170

Of the investments displayed in Figure 4, Figure 5 represents Highway Safety Improvement Program (HSIP) investments (in millions) specifically.

Figure 5 HSIP

FY2022	FY2023	FY2024	FY2025
\$48	\$41	\$49	\$67

The Department is planning to invest in bridge assets identified in the TAMP, making progress toward achieving the performance targets that have been set. Total investment in bridge assets include programs and projects such as the Bridge Deck/Superstructure Replacement Program, Bridge Preventative Maintenance, Delaware and Raritan Canal Bridges, Route 47, Bridge over Big Timber Creek, Route 71, Bridge over NJ Transit, and Route 80, Bridges over Howard Boulevard. Approximate investments in bridge assets (in millions) are listed in Figure 6:

Figure 6 Bridge Assets

FY2022	FY2023	FY2024	FY2025
\$645	\$750	\$450	\$730

The Department is planning to invest in road assets identified in the TAMP, making progress toward achieving the performance targets that have been set. Total investment in road assets include programs and projects such as Pavement Preservation, Resurfacing Program, Route 9, Indian Head Road, Route 42, Kennedy Avenue to Atlantic City Expressway, and Route 20, Paterson Safety, Drainage, and Resurfacing. Approximate investments in road assets (in millions) are listed in Figure 7:

Figure 7 Road Assets

FY2022	FY2023	FY2024	FY2025
\$510	\$450	\$290	\$350

The Department is planning to invest in system performance (congestion relief), making progress toward achieving the performance targets that have been set. Total investment in system performance includes programs and projects such as Intelligent Traffic Signal Systems, Statewide Traffic Operations and Support Program, Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange (Contract B), and Route 295/42, Missing Moves, Bellmawr. Approximate investments in system performance (in millions) are listed in Figure 8:

Figure 8 System Performance

FY2022	FY2023	FY2024	FY2025
\$325	\$330	\$300	\$335

In the short term, the Department will monitor progress toward achievement of the two- and four-year performance targets to assess how the STIP is implementing the TAMP. In addition, the information compiled through each year’s review of investment information to support the annual consistency determination will demonstrate how the Department is implementing the TAMP. With this information, the Department will determine whether adjustments to planned investments in the STIP will be needed to implement the TAMP.

c. Public Participation Process

New Jersey is completely covered by its three MPOs: the Delaware Valley Regional Planning Commission (DVRPC); the South Jersey Transportation Planning Organization (SJTPO); and the North Jersey Transportation Planning Authority (NJTPA). This STIP incorporates their three separate TIPs without modification.

Each MPO has a public participation process for their regional transportation plan, TIP and conformity determination. The state makes copies of the STIP available at each MPO public meeting, and representatives from the NJDOT and NJ TRANSIT are present to answer questions and concerns raised by the public about the programs. The duration of the public comment period for each TIP and the STIP is 30 days. MPOs collect public comments on behalf of the state, and responses are prepared collaboratively.

d. Environmental Justice, Title VI of Civil Rights Act of 1964 and Americans with Disabilities Act of 1990/ Section 504

To ensure and enhance equity in the delivery of projects, programs, and services, Title VI Nondiscrimination strategies are incorporated throughout the NJDOT planning and funding processes. To further assure public awareness, inclusion and meaningful access to services and activities, these nondiscrimination practices involve the application of Americans with Disabilities Act/ Section 504 of the Rehabilitation Act, Environmental Justices and Limited English Proficiency initiatives.

Overall, equity will be achieved by creating transportation decisions that meet the needs of all people; addressing underserved populations and designing facilities to fit more harmoniously into these communities; measuring equity by improving data collection, monitoring, and analyses; avoiding disproportionately high and adverse impacts on disadvantaged groups; and identifying and addressing concerns early and often in the planning and project development process.

Telecommunications Relay Service (TRS) is also available for anyone with hearing and speech disability/ impairments. This includes Text, Telephone, Hearing Carry-Over, American Standard Code for Information, Interchange, Voice Carry-Over, Speech to Speech, and Tele-Braille.

e. Statewide Transportation Plan

The federal statewide planning rule requires that the STIP contain projects consistent with the Statewide Long Range Transportation Plan (SLRTP), *Transportation Choices 2030*. The SLRTP is a comprehensive plan developed by NJDOT and NJ TRANSIT that includes goals, policies, strategies, and actions providing strategic direction in the formulation of the STIP and guide investment prioritization for New Jersey's transportation system. The projects and programs in this STIP are consistent with New Jersey's LRTP, *Transportation Choices 2030*.

f. Conformity for MPO Plans and Programs

The MPO Regional Transportation Plans are subject to conformity analysis in order to demonstrate that each plan conforms to the State Implementation Plan (SIP). Each MPO TIP must be consistent with their conforming plan, such that the regional emission analysis performed on the plan applies to their TIP. This determination means that the implementation of projects and programs in the MPO TIPs will have a positive impact, in the aggregate, on air quality. Since the

STIP contains the three MPO TIPs without modification, the implementation of the STIP conforms to the regional transportation plans and will also have a positive impact on air quality.

g. Congestion Management Process

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles are supported by a fully operational congestion management process, in place at each MPO.

h. Development of the STIP

This STIP is the product of months of staff work, and deliberations, involving the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, other transportation providing agencies, the public, and elected officials at the state, county, and municipal levels. The main decision-making forums for selecting projects for this program were the state's three MPOs:

- NJTPA, covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties;
- DVRPC, covering Burlington, Camden, Gloucester, and Mercer counties;
- SJTPO, covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building this STIP began in the fall of 2020, with intensive staff work by the NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional TIPs of each of the three MPOs were subjected to rigorous screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by the NJDOT and the MPOs. Each project was then assigned a priority-ranking, based on the extent to which it would advance identified regional and statewide objectives. Such objectives are set forth in; the STIP, the LRTP, the three MPO Regional Transportation Plans, and air quality objectives. The NJDOT and NJ TRANSIT developed and circulated revenue projections, for planning purposes, to each of the MPOs, based on the best current assessment of available state, federal, and other funds. The NJDOT and each of the three MPOs entered intensive discussions to negotiate a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. These negotiated project lists were used as the basis for publishing the *Transportation Capital Program Fiscal Year 2022* by the NJDOT in June 2021, and for preparing TIPs for further analysis by each of the MPOs. Projects in the STIP and three MPO's TIPs are consistent with the three MPO Regional Transportation Plans.

i. STIP Modifications and Amendments

The STIP may be modified or amended according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes among the three MPOs, NJDOT and NJ TRANSIT. The MOU was fully executed in October 2012. STIP changes, once approved by the MPOs in concert with either NJDOT or NJ TRANSIT, are forwarded to the FHWA and/or the FTA for

approval. The modified and amended STIP is available for viewing through the *eSTIP* application, which is available on the NJDOT website.

j. Financial Plan

Federal law and regulations require that the STIP be fiscally constrained for the first four years. Specifically, “planned federal aid expenditures” cannot exceed “projected revenues.” The major sources of funding identified in this document are: the FHWA, the FTA, and the TTF. The NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, DVRPC, SJTPO, FHWA, and FTA) have developed an estimate of \$15,109.66 million in available state, federal and other revenues to support the state’s transportation budget during the four fiscal years from 2022 through 2025. (For planning purposes, state revenues are estimated based on state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1.)

In addition, the NJDOT and NJ TRANSIT have incorporated an additional six (6) years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$38,179.30 million. This amount constitutes the funding expected to be available to support the whole FY 2022 - FY 2031 STIP. These revenue estimates were developed cooperatively by the NJDOT, NJ TRANSIT, and New Jersey’s three MPOs, in full consultation with the FHWA and the FTA, at a meeting held on January 7, 2021.

Tables 1 through 5 list these amounts by year and by funding category, and compares them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing these tables.

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on the *Fixing America’s Surface Transportation (FAST) Act* (Pub. L. No. 114-94) federal-aid apportionment tables, or equivalent data, obtained from the FHWA, the FTA, and the Federal Aviation Administration (FAA), as appropriate.
2. NJDOT’s Cost Estimating Guideline (February 2019) provides the methodology for developing, documenting and reviewing construction cost estimates throughout the project development process. Various cost estimating methods are used including historical bid-based estimating, historical percentages estimating, conceptual estimating, cost-based (Scratch) estimating, risk-based estimating, similar project estimating, and cost-based estimating. All NJDOT projects are to include inflation when providing future year construction cost estimates at 3%. The NJDOT uses AASHTOWare Project software for preparing construction cost estimates to produce more accurate and consistent estimates during the Final Design phase.
3. Funds in the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives program (TA) categories are broken down into the allocations and minimums required by federal law.

4. "High Priority" funds and "demo" funds are shown only as authorized by federal legislation. These Congressional earmark projects are shown with the fund type "DEMO" in the STIP.
5. The state will provide \$2,000 million in FY 2022 and FY 2023 to support the capital program. For programming purposes, it is assumed that the NJDOT's share of state funds, or TTF, is \$1,240.0 million in FY 2022 and FY 2023. NJ TRANSIT's share of the TTF is \$760.0 million in FY 2022 and FY 2023.
6. The following transfers are programmed between the NJDOT and NJ TRANSIT:
 - a. For FYs 2022-2025, \$75 million of FHWA Congestion Management Air Quality (CMAQ) funds are to be transferred annually for use by NJ TRANSIT;

Because New Jersey is classified as a "non-attainment" area with regard to air quality, certain project funding must meet a federal standard of "available or committed" revenue in FY 2022 and FY 2023 to be considered fiscally constrained. Such projects are those which are funded with federal resources, and all other "projects of regional significance" regardless of funding source. All federal funds in FY 2022 and FY 2023 are based on the current federal-aid apportionment tables' allocations, or equivalent data obtained from the FHWA, the FTA and the FAA, as appropriate, and are therefore considered available. All TTF funding for FY 2022 was appropriated July 1, 2021. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2022 - FY 2023 period. New Jersey's transportation authorities also use their own revenues to fund various projects classified as "projects of regional significance." These projects are listed in Section VIII. In addition, the state of New Jersey has made a significant commitment to public transportation through continued operating support from the state's General Fund.

With two notable exceptions, federal and state funds are not "allocated" to—that is, required to be spent within the boundaries of—the state's three MPOs. The first exception is for Surface Transportation Block Grant Program (STBGP) funds, some of which are required under a formula in federal regulations to be allocated to specific geographic areas. These allocated funds are shown in the following tables as "CRRSAA-DVRPC", "CRRSAA-NJTPA", "CRRSAA-SJTPO", "HWIZ005-DVRPC", "HWIZ005-NJTPA", "HWIZ005-SJTPO", "HWIZ905-DVRPC", "HWIZ905-NJTPA", "HWIZ905-SJTPO", "HWIZ910-DVRPC", "HWIZ910-NJTPA", "HWIZ910-SJTPO", "STBGP-ALLEN", "STBGP-NY/NWK", "STBGP-PGH/NWB", "STBGP-PHILA", "STBGP-TRENTON", "STBGP-AC", and "TA-ALLEN", "TA-NY/NWK", "TA-PGH/NWB", "TA-PHILA", "TA-TRENTON", "TA-AC". The second exception is Trust Fund state-aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the three regional TIPs, the STIP, and legislative approval of the annual Transportation Capital Program. On a statewide basis, the cost of projects programmed for a particular fiscal year must equal the planned resources for that year. Each project must also be assigned to a funding category that is appropriate for the project, and for which adequate funding is available. From year to year there may be significant variations in the amount of funds actually programmed within an MPO area, as needs and specific project implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of

the NJDOT, NJ TRANSIT, local government representatives, other agencies (all of whom are members of the MPOs), the State Legislature, citizens' groups, and the general public.

For the purpose of defining a project line item estimate in the STIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as: inspection, testing, equipment and salary costs.

The current STIP and Capital Program provides funding for the NJDOT and NJ TRANSIT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. This funding is provided from both federal-aid and state TTF sources, and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading of "Program Implementation Costs, NJDOT". For NJ TRANSIT, TTF funding is allocated to specific programs.

Table 6 shows the overall distribution of funds within the STIP, by MPO. Tables 7 through 10 provide detailed breakdowns of expenditures, by funding category, for each of the three MPOs, and for statewide programs.

k. Advance Construction Projects

Advance Construction (AC) is a procedure to advance a federally funded project phase into the current fiscal year and implement that phase with non-federal funds. The use of AC is subject to the availability of non-federal funds (e.g., state funds) in the year in which the project is to be implemented, and the availability of federal funds in the year in which the AC project is to be converted to a regular federal-aid project. AC projects are to be listed individually in the TIPs and STIP in both the year that the project is to be implemented and the year in which the conversion is to take place. Appropriate notification will be provided in the TIPs and STIP so it is clearly understood that these "other funds" are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years. The MPOs and the state agree that the inclusion of an AC project in the TIP/STIP, in the year the project is to be implemented, signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

l. Multi-Year Funding

Multi-year funding is an innovative financing technique to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, the NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the STIP.

The remaining balance of funds, for that particular phase of work, will appear in the STIP in the fiscal year that the NJDOT intends to request federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federally funded project will be submitted to the FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will be maintained at all times throughout this process.

In the event that sufficient federal funding is not available in any fiscal year to complete a multi-year funded phase of work, the NJDOT will take full responsibility to fund that portion of the phase of work, in accordance with applicable federal and New Jersey State law. In the event that state or other funding would not be available to complete a project, the project may be terminated or placed on hold until such time as funding is made available. In such cases, the NJDOT would need to comply with applicable federal and New Jersey State law, including, where applicable, providing a revised air quality conformity determination to the FHWA/FTA, and reimbursing the FHWA/FTA for any federal funds expended on the project.

Table 11 shows current, and future, fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT-led construction projects, ranging from \$6.735 million to \$669.161 million in value. The federal multi-year construction level peaks in FY 2031, with \$372.3 million of payments due. Table 12 shows current, and future, fiscal year funding needed to complete multi-year state funded highway projects. The individual project pages in the STIP contain specific information for these projects, such as: a detailed project description, project funding source and a total estimated project cost. Table 13 shows current, and future, fiscal year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

m. Non-Federal Match – Toll Credit

Toll Credits were created in the *Transportation Equity Act for the 21st Century* (TEA-21), and are to be used as credits toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges and/or tunnels that serve interstate commerce. The federal government has allowed state and local governments to use toll credits as part of the local matching funds regarding transit grants. This allowance results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes of transportation in that corridor, be they automobiles, transit buses, or a rail system.

New Jersey estimates that it will begin federal FY 2022 with a balance of \$6,318 million in available toll credits. Both the NJDOT and NJ TRANSIT use approximately \$350 million in toll credits each year, and earn \$650 million in additional toll credits annually. By the end of federal FY 2025, an estimated balance \$7,460 million in toll credits is expected to be available. Figure 9 illustrates toll credit availability for soft match for fiscal years 2022 through 2025.

Figure 9

Toll Credits Availability for Soft Match * (\$ in millions)				
	FFY 2022	FFY 2023	FFY 2024	FFY 2025
Toll Credit Starting Balance	\$6,318	\$6,556	\$6,860	\$7,160
New Toll Credits Earned	\$650	\$650	\$650	\$650
Toll Credits Used for Soft Match	(\$388)	(\$350)	(\$350)	(\$350)
Toll Credit Ending Balance	\$6,556	\$6,860	\$7,160	\$7,460

* Projected amounts for the NJDOT and NJ TRANSIT, assuming federal apportionments remain flat and requests for new toll credits remain steady.

With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey expects to have sufficient toll credits to continue to utilize the soft match of federal funds over the entire 10-year plan.

n. Maintaining the Federal Aid Highway System

The FHWA and the FTA expect states to adequately maintain facilities on the designated federal-aid system. In New Jersey, the federal-aid system includes transportation facilities under the jurisdiction of many agencies, including: the NJDOT, NJ TRANSIT, counties, certain municipalities and authorities. Federal law enacted on July 6, 2012 in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and as subsequently amended by the Fixing America’s Surface Transportation Act (FAST Act) enacted on December 4, 2015, creates a performance-based approach to the management of federal highway programs. MAP-21 and FAST Act focus on national transportation goals, increasing transparency and accountability for federal highway programs, and improving transportation investment decision making.

The NJDOT inspects all bridges in New Jersey over 20 feet in length every two years. Standards for measuring the condition of bridges have been established nationally, and the program carried out by the NJDOT provides a very good assessment of the health of all the state’s bridges greater than twenty-feet long, regardless of owner. Under MAP-21 legislation, it is expected that states will be charged with meeting or making progress toward a minimum performance level of 90% sufficiency for bridges on the National Highway System (NHS). Bridges on the NHS include not only NJDOT owned bridges, but also bridges owned by counties and other jurisdictions.

There are 6,766 highway carrying bridges over 20 feet long in the state. The NJDOT and county and municipal governments own the largest portion of this population, followed by the New Jersey Turnpike Authority (NJTA) and NJ TRANSIT. Statewide, there are 479, or 7.08%, “structurally deficient” or “poor” bridges, with the remaining 92.92% of bridges classified as “structurally acceptable” or “good or fair” condition. It is important to note that a “structurally deficient” bridge does not equate to an unsafe bridge. If any bridge were deemed unsafe, the state would take immediate action to bring the bridge to a safe condition or close the bridge to traffic.

Annual average investments, of approximately \$700 million, over the next ten years are planned for bridge rehabilitation and replacement projects. This work includes, but is not limited to, re-decking, seismic retrofitting, security measures, cleaning and repainting of structural steel, substructure repairs and other improvements. Additionally, preservation and maintenance funding will be provided for bridge repairs.

Performance at this investment level is expected to reduce the growth rate of the structural deterioration backlog; and maintain the present system condition level. Capital maintenance investments are also designated to improve the structural integrity of state- owned bridge assets.

The 2019 state’s road network consists of approximately 38,950 centerline miles of pavement. The NJDOT, the NJTA, and the SJTA maintain approximately 2,707 centerline miles, with the remaining pavement under the responsibility of counties, municipalities and other jurisdictions. Pavement system assets are placed into sub classes defined by the condition levels of “Good,” “Fair,” and “Deficient (Poor).” Approximately 70% of the NJDOT’s, the NJTA’s and the SJTA’s pavement lane miles are in an acceptable condition (Good and Fair).

County-owned roads make up a large portion of the federal-aid system (47%). Each county is responsible for managing its own network of roads, which include facilities both on and off the federal-aid system, and each county may have its own way to measure performance and set condition targets. A similar situation applies to the toll facilities.

To get an adequate picture of the condition of the state’s pavement on the federal-aid system, a consistent standard of measure(s) will be used across all jurisdictions. Under MAP-21 legislation, four measures of pavement condition have been established.

Bridges and pavements make up the largest investments on the federal-aid system, but it is important to recognize that there are other assets that need to be maintained, such as signing, lighting, guiderail and other roadway appurtenances. These assets are in a very good state of repair, and the NJDOT does not expect them to degrade significantly over the next 10 years. The NJDOT makes a concerted effort to address any items that are in a state of disrepair as quickly as possible.

o. Maintaining the Transit System

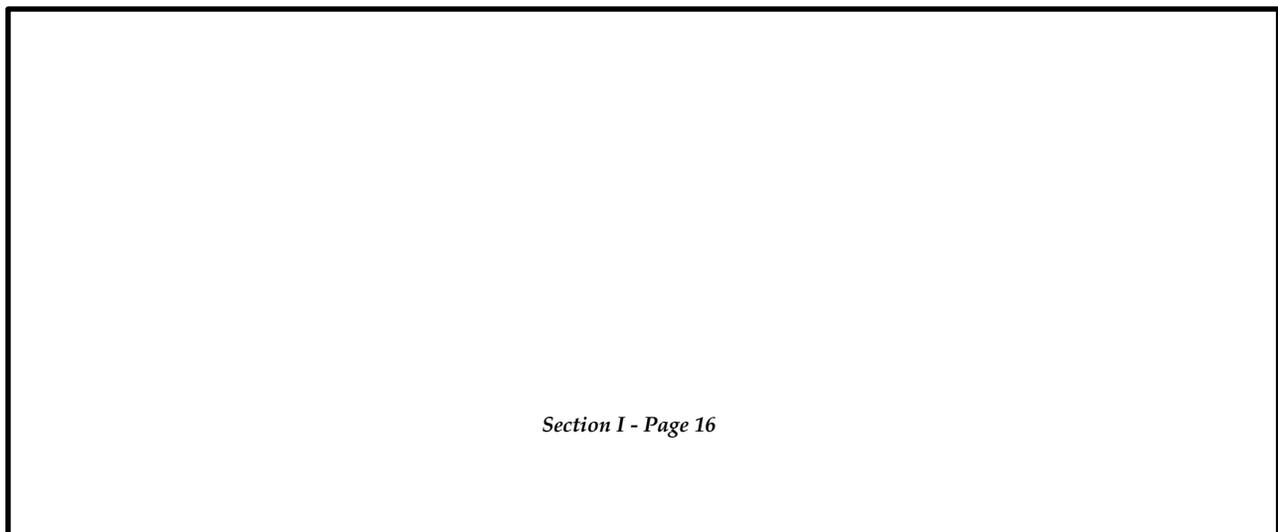
Transit asset management (TAM) is the strategic and systemic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a State of Good Repair. In short, TAM uses asset condition to guide the optimal prioritization of funding at transit properties.

Based on the mandate in MAP-21 (and continued in the FAST Act), FTA developed a rule establishing a strategic and systemic process of operating, maintaining, and improving public transit capital assets effectively through their entire life cycle. The TAMP Final Rule 49 USC 625 became effective October 1, 2016. The TAM rule develops of framework for transit agencies to monitor and manage public transportation assets, increase reliability and performance, and establish performance measures. NJ TRANSIT has completed their TAM plan and it has been submitted to FTA.

p. How to use this document

The individual descriptions, found in Sections III through VII, provide detailed information for each project or program in the 10-year plan. The top portion for each project/program lists the project/program name (route and section) and the location of the project/program. The Project ID reference number is assigned at project inception and remains with that project until its completion. These are the same reference numbers used by the MPOs in their TIPs. Specific information contained within the detailed project/program description includes; county, municipality, MPO jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, asset management category, air quality code used in the conformity determination process, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section XIII of this document. The anticipated funding schedule for each project/program is displayed in the columns at the bottom of each project page. The phases of work and types of funds are further defined in the Glossary. See Figure 10 on the following page.

Figure 10



FY 2020-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation Project Descriptions
(\$ millions)

Route 45, Bridge over Woodbury Creek			DBNUM: 14948 / MPC: 149480										
<ul style="list-style-type: none"> ➊ Initiated by the Bridge Management System, the project will replace the structurally deficient and functionally obsolete bridge with a precast concrete Northeast Fairway Tie (NEXT) beam structure. ➋ COUNTY: Gloucester ➌ MUNICIPALITY: Woodbury City ➍ MILEPOSTS: 26.21 ➎ FINANCIAL PLAN REQUIREMENT: ➏ AIR QUALITY CODE (NON-EXEMPT/EXEMPT): S19 (Example) ➐ ASSET MANAGEMENT CATEGORY: Infrastructure Preservation (Bridge Assets Bridge Rehab and Replacement) 													
			<ul style="list-style-type: none"> ➑ LEGISLATIVE DISTRICT: 5 ➒ SPONSOR: NJDOT ➓ STRUCTURE NO.: 0510150 										
MPO	Phase	Fiscal	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
DVRPC	DES	NHTF	51,000										51,000
DVRPC	ROW	NJ277		52,500									52,500
DVRPC	CON	NHTF			56,900								56,900

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- 1) **Project Name** (Route and Section).
- 2) **Unique Project Code**, assigned at inception.
- 3) Detailed **project description**.
- 4) **County(ies)** where project is located.
- 5) **Municipality(ies)** where project is located.
- 6) **Mileposts**, indicate project limits on State and County roadways.
- 7) **Financial Plan Requirement**, annual plan required for federally funded projects with a total cost between \$100 and \$500 million.
- 8) **Air Quality Code**, alphanumeric coding scheme developed for projects and programs which is applied by the MPOs as part of the conformity determination and exempt eligibility identification. See Glossary for more details.
- 9) **Asset Management Category**, classification of the project according to the type of work to be done. See Glossary for more details.
- 10) **Legislative District**, assigned based on project location.
- 11) **Sponsor**, organization sponsoring the project.
- 12) **Structure Number**, Unique number assigned to a bridge.
- 13) **MPO**, Metropolitan Planning Organization(s) which serve as the forum for cooperative transportation decision making for metropolitan planning areas as required by federal regulations. There are three MPOs in New Jersey: DVRPC, NJTPA, and SJTPO.
- 14) **Phase of Work**, classification which indicates the stage of development of a project as it moves through the project delivery process. See Glossary for more details.
- 15) **Fund**, funding categories, assigned depending on the type of work. See glossary for more details.
- 16) **Fiscal Year**, planned spending (in millions) per fiscal year, phase, and fund source.

Table 1
Expenditures
NJDOT & NJ TRANSIT
(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<u>NJDOT</u>											
Federal	\$1,235.9	\$1,158.9	\$1,096.5	\$1,090.6	\$1,108.6	\$1,123.4	\$1,140.3	\$1,158.1	\$1,176.0	\$1,194.8	\$11,483.1
Other	\$0.0	\$4.0	\$20.9	\$22.4	\$90.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$138.0
Transportation Trust Fund	\$1,240.0	\$1,240.0	\$640.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$11,751.0
<u>Subtotal NJDOT</u>	\$2,475.9	\$2,402.9	\$1,757.4	\$2,346.0	\$2,432.2	\$2,356.5	\$2,373.3	\$2,391.1	\$2,409.0	\$2,427.8	\$23,372.1
<u>NJ Transit</u>											
Federal	\$740.0	\$715.5	\$715.5	\$715.5	\$709.0	\$615.5	\$615.5	\$615.5	\$615.5	\$615.5	\$6,673.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Other	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$48.3	\$483.2
Transportation Trust Fund	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$767.0	\$7,649.0
<u>Subtotal NJ Transit</u>	\$1,550.2	\$1,525.7	\$1,525.7	\$1,532.7	\$1,526.2	\$1,432.7	\$1,432.7	\$1,432.7	\$1,432.7	\$1,432.7	\$14,824.4
<u>Total</u>	\$4,026.2	\$3,928.7	\$3,283.2	\$3,878.8	\$3,958.4	\$3,789.2	\$3,806.1	\$3,823.8	\$3,841.7	\$3,860.5	\$38,196.5

Table 2
NJDOT Resources
(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i>Federal</i>											
FHWA: CMAQ	\$34.8	\$36.0	\$37.2	\$38.4	\$39.6	\$40.8	\$42.0	\$43.3	\$44.5	\$45.8	\$402.4
FHWA: CRRSAA-DVRPC	\$0.0	\$2.1	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.3
FHWA: CRRSAA-NJTPA	\$44.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$44.0
FHWA: CRRSAA-SJTPO	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: CRRSAA-Statewide	\$110.3	\$81.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$192.0
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$10.5	\$12.3	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23.7
FHWA: HWIZ005-DVRPC	\$4.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.4
FHWA: HWIZ005-NJTPA	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FHWA: HWIZ005-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ905-DVRPC	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6
FHWA: HWIZ905-NJTPA	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ905-SJTPO	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ910-DVRPC	\$1.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: HWIZ910-NJTPA	\$0.0	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
FHWA: HWIZ910-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ919-DVRPC	\$0.0	\$0.3	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: HWIZ919-NJTPA	\$0.0	\$0.0	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: HWIZ919-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: NHFP	\$39.4	\$42.4	\$45.6	\$49.1	\$52.9	\$56.9	\$61.3	\$65.9	\$71.0	\$76.4	\$560.8
FHWA: NHPP	\$572.6	\$579.2	\$585.9	\$592.7	\$599.6	\$606.5	\$613.5	\$620.6	\$627.8	\$635.1	\$6,033.5
FHWA: Off System Bridge	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$32.5	\$325.0
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: Rail-Hwy Crossing	\$11.9	\$4.0	\$4.0	\$4.0	\$4.0	\$4.1	\$4.1	\$4.1	\$4.1	\$4.1	\$48.5
FHWA: Safety	\$58.7	\$59.3	\$60.0	\$60.7	\$61.3	\$62.0	\$62.7	\$63.4	\$64.1	\$64.8	\$617.0
FHWA: SPR/PL	\$35.5	\$35.8	\$36.2	\$36.5	\$36.9	\$37.2	\$37.6	\$38.0	\$38.3	\$38.7	\$370.7
FHWA: STBGP-DVRPC	\$24.4	\$24.8	\$25.1	\$25.4	\$25.8	\$26.1	\$26.5	\$26.8	\$27.2	\$27.6	\$259.8

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
FHWA: STBGP-NJTPA	\$104.7	\$106.1	\$107.6	\$109.0	\$110.5	\$112.0	\$113.5	\$115.0	\$116.6	\$118.1	\$1,113.1
FHWA: STBGP-SJTPO	\$4.2	\$4.2	\$4.3	\$4.4	\$4.4	\$4.5	\$4.5	\$4.6	\$4.7	\$4.7	\$44.6
FHWA: STBGP-Statewide	\$106.5	\$108.1	\$109.3	\$111.0	\$112.2	\$113.9	\$115.2	\$116.9	\$118.3	\$120.0	\$1,131.4
FHWA: TA	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$172.3
FTA: SPR/PL	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$43.4
<i>Subtotal Federal</i>	<i>\$1,228.0</i>	<i>\$1,156.9</i>	<i>\$1,091.1</i>	<i>\$1,090.6</i>	<i>\$1,106.6</i>	<i>\$1,123.4</i>	<i>\$1,140.3</i>	<i>\$1,158.1</i>	<i>\$1,176.0</i>	<i>\$1,194.8</i>	<i>\$11,465.9</i>
<i>Other</i>											
Other Funds	\$0.0	\$4.0	\$4.5	\$6.0	\$82.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$96.9
Other Funds DVRPC	\$0.0	\$41.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$41.1
<i>Subtotal Other</i>	<i>\$0.0</i>	<i>\$45.0</i>	<i>\$4.5</i>	<i>\$6.0</i>	<i>\$82.4</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$138.0</i>
<i>TTF</i>											
State: TTF	\$1,240.0	\$1,240.0	\$640.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$11,751.0
<i>Subtotal TTF</i>	<i>\$1,240.0</i>	<i>\$1,240.0</i>	<i>\$640.0</i>	<i>\$1,233.0</i>	<i>\$11,751.0</i>						
<i>NJDOT Total</i>	<i>\$2,468.0</i>	<i>\$2,442.0</i>	<i>\$1,735.6</i>	<i>\$2,329.6</i>	<i>\$2,422.0</i>	<i>\$2,356.5</i>	<i>\$2,373.3</i>	<i>\$2,391.1</i>	<i>\$2,409.0</i>	<i>\$2,427.8</i>	<i>\$23,354.9</i>

Table 3
NJDOT Expenditures
(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i>Federal</i>											
FHWA: CMAQ	\$26.8	\$22.8	\$32.9	\$26.9	\$30.1	\$27.9	\$29.9	\$27.9	\$29.0	\$28.8	\$282.9
FHWA: CRRSAA-DVRPC	\$0.0	\$2.1	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.3
FHWA: CRRSAA-NJTPA	\$44.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$44.0
FHWA: CRRSAA-SJTPO	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: CRRSAA-Statewide	\$110.3	\$81.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$192.0
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$19.9	\$14.3	\$6.3	\$0.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$42.5
FHWA: HWIZ005-NJTPA	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FHWA: HWIZ005-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ905-DVRPC	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6
FHWA: HWIZ905-NJTPA	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ905-SJTPO	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ910-DVRPC	\$1.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: HWIZ910-NJTPA	\$0.0	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
FHWA: HWIZ910-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ919-DVRPC	\$0.0	\$0.3	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: HWIZ919-NJTPA	\$0.0	\$0.0	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: HWIZ919-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: NHFP	\$39.4	\$43.3	\$37.4	\$50.7	\$52.9	\$56.9	\$61.3	\$65.9	\$71.0	\$76.4	\$555.1
FHWA: NHPP	\$570.7	\$555.4	\$508.6	\$537.8	\$597.5	\$657.2	\$652.6	\$677.7	\$687.1	\$698.1	\$6,142.8
FHWA: Off System Bridge	\$12.3	\$70.1	\$67.2	\$55.2	\$14.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$256.8
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: Rail-Hwy Crossing	\$11.9	\$4.0	\$4.0	\$4.0	\$4.0	\$4.1	\$4.1	\$4.1	\$4.1	\$4.1	\$48.5
FHWA: Safety	\$48.1	\$40.8	\$49.1	\$66.9	\$42.5	\$42.7	\$42.7	\$42.7	\$42.7	\$42.7	\$460.8
FHWA: SPR/PL	\$35.5	\$35.8	\$36.2	\$36.5	\$36.9	\$37.2	\$37.6	\$38.0	\$38.3	\$38.7	\$370.7
FHWA: STBGP-DVRPC	\$27.1	\$27.7	\$27.8	\$28.3	\$28.5	\$29.0	\$29.2	\$29.7	\$29.9	\$30.5	\$287.8
FHWA: STBGP-NJTPA	\$104.7	\$106.1	\$107.6	\$109.0	\$110.5	\$112.0	\$113.5	\$115.0	\$116.6	\$118.1	\$1,113.1

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
FHWA: STBGP-SJTPO	\$4.2	\$4.2	\$4.3	\$4.4	\$4.4	\$4.5	\$4.5	\$4.6	\$4.7	\$4.7	\$44.6
FHWA: STBGP-Statewide	\$147.3	\$122.2	\$172.6	\$143.8	\$157.9	\$117.5	\$130.5	\$118.1	\$118.2	\$118.2	\$1,346.4
FHWA: TA	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$17.2	\$172.3
FTA: SPR/PL	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$43.4
<i>Subtotal Federal</i>	<i>\$1,235.9</i>	<i>\$1,158.9</i>	<i>\$1,096.5</i>	<i>\$1,090.6</i>	<i>\$1,108.6</i>	<i>\$1,123.4</i>	<i>\$1,140.3</i>	<i>\$1,158.1</i>	<i>\$1,176.0</i>	<i>\$1,194.8</i>	<i>\$11,483.1</i>
<i>Other</i>											
Other Funds	\$0.0	\$4.0	\$4.5	\$6.0	\$82.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$96.9
Other Funds DVRPC	\$0.0	\$0.0	\$16.4	\$16.4	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$41.1
<i>Subtotal Other</i>	<i>\$0.0</i>	<i>\$4.0</i>	<i>\$20.9</i>	<i>\$22.4</i>	<i>\$90.6</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$138.0</i>
<i>TTF</i>											
State: TTF	\$1,240.0	\$1,240.0	\$640.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$1,233.0	\$11,751.0
<i>Subtotal TTF</i>	<i>\$1,240.0</i>	<i>\$1,240.0</i>	<i>\$640.0</i>	<i>\$1,233.0</i>	<i>\$11,751.0</i>						
<i>NJDOT Total</i>	<i>\$2,475.9</i>	<i>\$2,402.9</i>	<i>\$1,757.4</i>	<i>\$2,346.0</i>	<i>\$2,432.2</i>	<i>\$2,356.5</i>	<i>\$2,373.3</i>	<i>\$2,391.1</i>	<i>\$2,409.0</i>	<i>\$2,427.8</i>	<i>\$23,372.1</i>

Table 6
Distribution of Funds by Metropolitan Planning Organization (MPO)
NJDOT
(\$ millions)

MPO	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total	Subtotal(%)	Total(%)
<i>MPO Distribution</i>													
DVRPC	\$317.9	\$426.5	\$326.8	\$274.1	\$246.3	\$226.9	\$222.7	\$130.1	\$135.6	\$124.1	\$2,431.0	20.8%	10.4%
NJTPA	\$930.2	\$771.6	\$727.4	\$794.3	\$797.5	\$735.5	\$784.3	\$940.0	\$942.5	\$984.3	\$8,407.6	72.0%	36.0%
SJTPO	\$87.9	\$76.8	\$125.4	\$94.9	\$78.0	\$84.8	\$96.7	\$62.7	\$65.7	\$62.8	\$835.8	7.2%	3.6%
<i>Subtotal MPO</i>	\$1,336.0	\$1,274.9	\$1,179.6	\$1,163.3	\$1,121.8	\$1,047.2	\$1,103.6	\$1,132.8	\$1,143.8	\$1,171.3	\$11,674.4	100.0%	49.9%
<i>Statewide Distribution</i>													
Statewide	\$1,139.9	\$1,128.0	\$577.9	\$1,182.8	\$1,310.3	\$1,309.2	\$1,269.7	\$1,258.3	\$1,265.2	\$1,256.5	\$11,697.8	100.0%	50.1%
<i>Subtotal Statewide</i>	\$1,139.9	\$1,128.0	\$577.9	\$1,182.8	\$1,310.3	\$1,309.2	\$1,269.7	\$1,258.3	\$1,265.2	\$1,256.5	\$11,697.8	100.0%	50.1%
Total	\$2,475.9	\$2,402.9	\$1,757.4	\$2,346.0	\$2,432.2	\$2,356.5	\$2,373.3	\$2,391.1	\$2,409.0	\$2,427.8	\$23,372.1		100.0%

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Delaware Valley Regional Planning Commission (DVRPC)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<u>NJDOT</u>											
FHWA: CMAQ	\$4.0	\$1.8	\$3.8	\$1.9	\$4.0	\$2.0	\$4.0	\$2.0	\$4.0	\$2.0	\$29.5
FHWA: CRRSAA-DVRPC	\$0.0	\$2.1	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.3
FHWA: CRRSAA-Statewide	\$76.0	\$81.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$157.7
FHWA: High Priority	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4
FHWA: HWIZ905-DVRPC	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6
FHWA: HWIZ910-DVRPC	\$1.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: HWIZ919-DVRPC	\$0.0	\$0.3	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
FHWA: NHFP	\$0.0	\$43.3	\$37.4	\$50.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$131.4
FHWA: NHPP	\$113.1	\$164.8	\$131.6	\$105.8	\$93.4	\$127.9	\$121.5	\$30.4	\$33.7	\$23.7	\$945.8
FHWA: Off System Bridge	\$0.2	\$30.4	\$26.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$57.0
FHWA: Rail-Hwy Crossing	\$1.5	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$1.0	\$9.9
FHWA: Safety	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.0
FHWA: SPR/PL	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.4
FHWA: STBGP-DVRPC	\$27.1	\$27.7	\$27.8	\$28.3	\$28.5	\$29.0	\$29.2	\$29.7	\$29.9	\$30.5	\$287.8
FHWA: STBGP-Statewide	\$9.1	\$3.2	\$2.3	\$5.0	\$46.2	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$75.8
FHWA: TA	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.2
FTA: SPR/PL	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.0
Other Funds DVRPC	\$0.0	\$0.0	\$16.4	\$16.4	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$41.1
Transportation Trust Fund	\$75.7	\$62.3	\$63.2	\$57.4	\$57.4	\$57.4	\$57.4	\$57.4	\$57.4	\$57.4	\$602.9
<u>Total NJDOT</u>	\$317.9	\$426.5	\$326.8	\$274.1	\$246.3	\$226.9	\$222.7	\$130.1	\$135.6	\$124.1	\$2,431.0

Table 7

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Delaware Valley Regional Planning Commission (DVRPC)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$3.8	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$30.1
FHWA: STP-Enhancement	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$2.3
FTA: Section 5307	\$39.4	\$37.4	\$44.5	\$47.3	\$47.9	\$46.3	\$46.3	\$46.3	\$46.3	\$46.3	\$448.0
FTA: Section 5310	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$17.8
FTA: Section 5311	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.2
FTA: Section 5337	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$11.5	\$114.9
FTA: Section 5339	\$4.8	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$48.9
Casino Revenue	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$52.0
Match Funds	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
NJ Turnpike Funds	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.0
Transportation Trust Fund	\$97.4	\$103.6	\$100.8	\$97.0	\$98.7	\$102.1	\$101.6	\$117.0	\$117.0	\$117.0	\$1,052.1
<i>Total NJ Transit</i>	<i>\$164.1</i>	<i>\$168.4</i>	<i>\$172.8</i>	<i>\$175.6</i>	<i>\$178.4</i>	<i>\$180.3</i>	<i>\$179.8</i>	<i>\$195.1</i>	<i>\$195.1</i>	<i>\$195.1</i>	<i>\$1,804.7</i>
<i>Total</i>	<i>\$482.0</i>	<i>\$594.9</i>	<i>\$499.6</i>	<i>\$449.7</i>	<i>\$424.7</i>	<i>\$407.2</i>	<i>\$402.4</i>	<i>\$325.2</i>	<i>\$330.7</i>	<i>\$319.2</i>	<i>\$4,235.7</i>

Table 8

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North Jersey Transportation Planning Authority (NJTPA) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$10.8	\$6.6	\$14.0	\$7.2	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$83.6
FHWA: CRRSAA-NJTPA	\$44.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$44.0
FHWA: CRRSAA-Statewide	\$26.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$26.3
FHWA: High Priority	\$15.2	\$13.5	\$6.3	\$0.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$36.9
FHWA: HWIZ005-NJTPA	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
FHWA: HWIZ905-NJTPA	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ910-NJTPA	\$0.0	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
FHWA: HWIZ919-NJTPA	\$0.0	\$0.0	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.3
FHWA: NHFP	\$39.4	\$0.0	\$0.0	\$0.0	\$52.9	\$56.9	\$61.3	\$65.9	\$71.0	\$76.4	\$423.7
FHWA: NHPP	\$317.1	\$256.2	\$266.2	\$240.7	\$201.8	\$219.6	\$249.6	\$412.0	\$407.9	\$442.7	\$3,013.8
FHWA: Off System Bridge	\$2.1	\$30.6	\$6.0	\$35.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$74.1
FHWA: Rail-Hwy Crossing	\$6.1	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.9	\$2.9	\$2.9	\$2.9	\$31.7
FHWA: Safety	\$23.1	\$17.9	\$26.3	\$45.0	\$17.0	\$17.0	\$17.0	\$17.0	\$17.0	\$17.0	\$214.4
FHWA: SPR/PL	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$98.9
FHWA: STBGP-NJTPA	\$104.7	\$106.1	\$107.6	\$109.0	\$110.5	\$112.0	\$113.5	\$115.0	\$116.6	\$118.1	\$1,113.1
FHWA: STBGP-Statewide	\$34.9	\$26.3	\$39.9	\$30.4	\$3.0	\$2.0	\$14.9	\$2.0	\$2.0	\$2.0	\$157.4
FHWA: TA	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$6.1	\$60.8
FTA: SPR/PL	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$31.7
Other Funds	\$0.0	\$4.0	\$4.5	\$6.0	\$82.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$96.9
Transportation Trust Fund	\$286.2	\$287.8	\$228.4	\$298.5	\$298.5	\$298.5	\$298.5	\$298.5	\$298.5	\$298.5	\$2,892.2
<i>Total NJDOT</i>	\$930.2	\$771.6	\$727.4	\$794.3	\$797.5	\$735.5	\$784.3	\$940.0	\$942.5	\$984.3	\$8,407.6

Table 8

Page 2 of 2

North Jersey Transportation Planning Authority (NJTPA)

Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$75.0	\$75.0	\$75.0	\$70.5	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$713.5
FHWA: STP-Enhancement	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.0
FTA: Section 5307	\$260.4	\$262.7	\$253.6	\$249.4	\$248.8	\$251.2	\$251.2	\$251.2	\$251.2	\$251.2	\$2,530.9
FTA: Section 5309	\$125.0	\$100.0	\$100.0	\$100.0	\$93.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$518.5
FTA: Section 5310	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$54.1
FTA: Section 5311	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.1
FTA: Section 5337	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$182.1	\$1,820.9
FTA: Section 5339	\$14.6	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$14.9	\$148.7
Casino Revenue	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$158.4
Match Funds	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.3
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
NJ Turnpike Funds	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$225.0
Transportation Trust Fund	\$643.6	\$628.0	\$631.6	\$644.1	\$642.0	\$637.2	\$637.5	\$617.4	\$617.4	\$617.4	\$6,316.2
<i>Total NJ Transit</i>	<i>\$1,349.9</i>	<i>\$1,312.1</i>	<i>\$1,306.5</i>	<i>\$1,310.3</i>	<i>\$1,300.3</i>	<i>\$1,204.4</i>	<i>\$1,204.6</i>	<i>\$1,184.5</i>	<i>\$1,184.5</i>	<i>\$1,184.5</i>	<i>\$12,541.6</i>
Total	\$2,280.1	\$2,083.7	\$2,033.9	\$2,104.5	\$2,097.8	\$1,939.9	\$1,988.9	\$2,124.5	\$2,127.0	\$2,168.9	\$20,949.2

Table 9

Page 1 of 2

South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$1.9	\$1.7	\$1.7	\$1.8	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$18.5
FHWA: CRRSAA-SJTPO	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8
FHWA: High Priority	\$3.3	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.1
FHWA: HWIZ005-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ905-SJTPO	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
FHWA: HWIZ910-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: HWIZ919-SJTPO	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
FHWA: NHPP	\$20.9	\$18.3	\$7.5	\$33.6	\$25.3	\$33.8	\$45.7	\$11.3	\$14.1	\$11.1	\$221.6
FHWA: Off System Bridge	\$0.0	\$0.3	\$25.6	\$5.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.7
FHWA: Rail-Hwy Crossing	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.8
FHWA: Safety	\$2.0	\$1.8	\$1.7	\$1.9	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$19.4
FHWA: SPR/PL	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.7
FHWA: STBGP-SJTPO	\$4.2	\$4.2	\$4.3	\$4.4	\$4.4	\$4.5	\$4.5	\$4.6	\$4.7	\$4.7	\$44.6
FHWA: STBGP-Statewide	\$11.0	\$9.0	\$44.4	\$9.5	\$7.0	\$6.3	\$6.4	\$6.7	\$6.8	\$6.9	\$114.0
FHWA: TA	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$2.4
FTA: SPR/PL	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$4.6
Transportation Trust Fund	\$39.0	\$38.7	\$38.1	\$35.7	\$35.4	\$34.2	\$34.2	\$34.2	\$34.2	\$34.2	\$357.6
<i>Total NJDOT</i>	\$87.9	\$76.8	\$125.4	\$94.9	\$78.0	\$84.8	\$96.7	\$62.7	\$65.7	\$62.8	\$835.8

Table 9

Page 2 of 2

South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds - NJDOT & NJ TRANSIT (Note: Does not include expenditures from "Statewide" Programs within region) (\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$0.0	\$0.0	\$0.0	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$6.4
FHWA: STP-Enhancement	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.7
FTA: Section 5307	\$10.7	\$10.4	\$12.3	\$13.7	\$13.8	\$13.0	\$13.0	\$13.0	\$13.0	\$13.0	\$125.8
FTA: Section 5310	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.4
FTA: Section 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.8
FTA: Section 5337	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$24.3
FTA: Section 5339	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$14.9
Casino Revenue	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$15.8
Match Funds	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
Transportation Trust Fund	\$18.9	\$28.4	\$27.6	\$25.9	\$26.3	\$27.7	\$27.9	\$32.7	\$32.7	\$32.7	\$280.7
<i>Total NJ Transit</i>	\$36.2	\$45.3	\$46.5	\$46.9	\$47.6	\$48.1	\$48.4	\$53.1	\$53.1	\$53.1	\$478.1
<i>Total</i>	\$124.1	\$122.1	\$171.8	\$141.7	\$125.6	\$132.9	\$145.1	\$115.8	\$118.8	\$115.9	\$1,313.9

Table 10
Statewide Programs
Distribution of Funds - NJDOT
(\$ millions)

Funding Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$10.1	\$12.7	\$13.5	\$15.9	\$16.7	\$16.5	\$16.5	\$16.5	\$15.6	\$17.4	\$151.4
FHWA: CRRSAA-Statewide	\$8.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.0
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA: NHPP	\$119.5	\$116.1	\$103.3	\$157.7	\$277.0	\$275.9	\$235.9	\$224.1	\$231.4	\$220.6	\$1,961.6
FHWA: Off System Bridge	\$10.0	\$8.8	\$9.2	\$14.0	\$14.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$94.1
FHWA: Other Funds	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$13.8
FHWA: Rail-Hwy Crossing	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.0
FHWA: Safety	\$20.0	\$18.2	\$18.0	\$16.9	\$20.5	\$20.7	\$20.7	\$20.7	\$20.7	\$20.7	\$197.0
FHWA: SPR/PL	\$22.0	\$22.3	\$22.7	\$23.0	\$23.4	\$23.7	\$24.1	\$24.5	\$24.8	\$25.2	\$235.7
FHWA: STBGP-Statewide	\$92.3	\$83.7	\$86.0	\$98.9	\$101.7	\$107.2	\$107.3	\$107.3	\$107.3	\$107.3	\$999.1
FHWA: TA	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$9.5	\$94.9
Transportation Trust Fund	\$839.1	\$851.3	\$310.3	\$841.4	\$841.7	\$842.9	\$842.9	\$842.9	\$842.9	\$842.9	\$7,898.3
<i>Total NJDOT</i>	<i>\$1,139.9</i>	<i>\$1,128.0</i>	<i>\$577.9</i>	<i>\$1,182.8</i>	<i>\$1,310.3</i>	<i>\$1,309.2</i>	<i>\$1,269.7</i>	<i>\$1,258.3</i>	<i>\$1,265.2</i>	<i>\$1,256.5</i>	<i>\$11,697.8</i>

Table 11

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NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)MPO Phase Fund	Prior FYs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total	
Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit (DBNUM: 12318; UPC: 123180)													
NJTPA CON NHPP		\$15.000	\$16.100									\$31.100	
Route 295/42, Missing Moves, Bellmawr (DBNUM: 355A; UPC: 950541)													
DVRPC CON NHFP-HWY	\$138.000											\$138.000	
DVRPC CON NHPP		\$60.000										\$60.000	
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)													
DVRPC CON NHFP-HWY		\$43.339	\$37.382	\$50.677								\$131.398	
DVRPC CON NHPP		\$66.661	\$45.368	\$59.765	\$17.250							\$189.044	
US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55 (DBNUM: D2211; UPC: 223140)													
DVRPC CON STBGP-PHILA		\$3.000	\$6.200									\$9.200	
Federal Multi-year Funding Total		\$280.9	\$180.4	\$334.8	\$275.5	\$245.4	\$103.1	\$155.6	\$111.7	\$219.4	\$196.6	\$372.3	\$2,475.6

Table 13

NJ TRANSIT Federal Equipment Lease Payments (\$ millions)

Project Name (ID #)	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Portal Bridge North (DBNUM: T538)											
<i>Note:</i>											
	\$45.246	\$45.246	\$45.243	\$45.244	\$45.244	\$45.243	\$45.243	\$45.243	\$45.243	\$45.243	\$452.439
Rail Rolling Stock Procurement (DBNUM: T112)											
<i>Note:</i>											
	\$82.676	\$82.678	\$82.674	\$82.676	\$82.674	\$82.675	\$10.070				\$506.123
Transit Rail Initiatives (DBNUM: T300)											
<i>Note:</i>											
		\$14.600	\$26.300	\$26.300	\$26.300	\$26.300	\$82.564	\$23.300	\$44.000	\$44.000	\$313.664

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II New
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New York

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212 636 2170
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October 17, 2018

Mr. Kevin Corbett
Executive Director
New Jersey Transit Corporation (NJ Transit)
One Penn Plaza East, 4th Floor
Newark, NJ, 07105

Re: Federal Transit Administration (FTA) Fiscal Year 2018 Combined Triennial and State Management Review – Final Report

Dear Mr. Corbett:

I am pleased to provide you with a copy of this FTA report as required by 49 U.S.C. Chapter 53 and other Federal requirements. The enclosed final report documents the FTA's Combined Triennial and State Management Review of NJ Transit in Newark, New Jersey. Although not an audit, the Combined Triennial and State Management Review is the FTA's assessment of NJ Transit's compliance with Federal requirements, determined by examining a sample of award management and program implementation practices. As such, the Combined Triennial and State Management Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with award requirements.

Baseline Review

The Combined Triennial and State Management Review focused on NJ Transit's compliance in 20 areas. No deficiencies were found with the FTA requirements in 16 areas. Deficiencies were found in the Procurement, Americans with Disabilities Act - General, Equal Employment Opportunity, and Charter Bus areas. NJ Transit had no repeat deficiencies from the 2015 State Management nor Triennial Review. Subsequent to the site visit, NJ Transit provided corrective action responses to address the deficiencies noted in the Procurement area. The corrective actions provided were sufficient to close the deficiencies: *lobbying certifications not included in procurement solicitations or signed by contractors or subcontractors (P12-2) and contract files lacking signed Buy America certifications (P12-4).*

Integrity Monitoring

In addition to this year's Combined Triennial and State Management Review, FTA concurrently assessed NJ Transit's implementation of its Integrity Monitoring (IM) Program. The IM Program is required because NJT is receiving more than \$100 million in Federal Hurricane Sandy Disaster Relief Appropriations Act funds.

FTA Fiscal Year 2018 Combined Triennial and State Management Review – Final Report

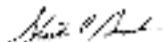
Mr. Kevin Corbett, Executive Director

Page 2 of 2

The FTA will provide any corrective actions or recommendations to improve NJ Transit's IM Program under a separate transmittal.

Thank you for your cooperation and assistance during this Combined Triennial and State Management Review. If you need any technical assistance or have any questions, please do not hesitate to contact Ms. Faye Ellison, Program Manager, at 212-668-2172 or faye.ellison@dot.gov or Mr. Jun Yan, Regional Engineer, at 212-668-2176 or jun.yan@dot.gov.

Thank you,

 Digitally signed by
STEPHEN C GOODMAN
Date: 2018.10.17
17:50:54 -04'00'

Stephen Goodman, P.E.
Regional Administrator

cc: Diane Gutierrez-Scaccetti, Commissioner New Jersey Department of Transportation (via email); Jack Dean, Director NJT (via email); Darreyl Davis, FTA (via email); Faye Ellison, FTA (via email); Jun Yan, FTA (via email); Lynn Bailey, FTA RCRO (via email); James Buckley, Milligan & Company, LLC (via email)



APPENDIX C

Executive Summary of the Documentation of the Conformity Finding

Visit www.dvrpc.org/airquality/conformity
to view the full document.



Executive Summary

Where is Transportation Conformity required?

Nonattainment

Areas: a region that currently does not meet the NAAQS.

Maintenance Areas: a region that **previously** violated air quality standards but currently meets them and has an approved Clean Air Act (CAA) section 175(a) maintenance plan.

Overview

Transportation conformity is the process by which metropolitan planning organizations (MPOs) or departments of transportation (DOTs) demonstrate that transportation projects included in a region's Long-Range Plan (Plan) or Transportation Improvement Program (TIP) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS).

A transportation conformity demonstration is required at least once every four years or when an MPO: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. This conformity demonstration is required due to amendments to the *Connections 2045* Long-range Plan, a new Fiscal Year (FY) 2021 TIP for Pennsylvania, and the addition of regionally significant and nonexempt projects to the FY2020 TIP for New Jersey.

The Delaware Valley Regional Planning Commission (DVRPC) region includes a complex combination of nonattainment and maintenance areas for ozone and fine particulate matter (PM_{2.5}). The region's ozone nonattainment area encompasses the entire nine-county DVRPC region, while the PM_{2.5} maintenance areas encompass various portions of the region. The region is required to demonstrate transportation conformity for each of these standards in each of the appropriate geographic areas

covered by the nonattainment and maintenance areas.

This transportation conformity demonstration shows that the Draft Amended *Connections 2045* Long-Range Plan, Draft FY2021-2024 Pennsylvania TIP, and FY2020-2023 New Jersey TIP are following, or "conforming to," the State Implementation Plans (SIP) to meet the NAAQS.

This Executive Summary highlights DVRPC's conformity demonstration for:

Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington–Atlantic City PA–NJ–MD–DE Ozone Nonattainment Area; and

Direct PM_{2.5} and precursor NO_x meeting the 1997 Annual, 2006 24-Hour, and 2012 Annual PM_{2.5} NAAQS requirements in:

- the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE Annual and 24-Hour PM_{2.5} Maintenance Area,
- the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT Annual and 24-Hour PM_{2.5} Maintenance Area, and
- the Delaware County, PA Annual PM_{2.5} Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC Plan and Pennsylvania and New Jersey TIPs with all applicable SIPs and NAAQS requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org/airquality/conformity.

Analysis Approach

Regional Emissions Analysis of Plan and TIP Projects

The federal Final Conformity Rule requires that all regionally significant and nonexempt projects that are funded in the Plan and TIP must be included in the regional Transportation Demand Model (TDM). Emissions from those modeled projects are then quantified using the latest United States Environmental Protection Agency (US EPA)-approved emissions modelling system. DVRPC uses the Motor Vehicle Emissions Simulator 2014b (MOVES 2014b) emissions model to demonstrate transportation conformity in order to meet this requirement.

Conformity Test

Modeled emissions results from the projects in the Plan and TIPs are then compared to Motor Vehicle Emissions Budgets (MVEBs) contained in the SIPs to meet the NAAQS. When modeled emissions are less than the SIP budgets, the transportation conformity requirements have been met. This process is referred to as the “budget test.”

New Jersey and Pennsylvania have approved SIP MVEBs for the 1997 Eight-Hour Ozone Standard, 1997 and 2012 Annual, and 2006 24-Hour PM_{2.5} standards in both states. These budgets are used to demonstrate conformity for all of the current NAAQS requirements.

Analysis Years

When performing the budget test, DVRPC identifies a series of analysis years. Analysis years are benchmarks for the projects that are included in the TDM and emissions analysis. All projects that are expected to be open to traffic by the beginning of that analysis year are included in that year’s emissions analysis. The Final Conformity Rule includes guidance on the selection of analysis years. Analysis years must include: SIP budget years, the final year of the Plan, and interim analysis years that are no more than 10 years apart.

MVEBs are established in each state’s SIP for specific years. The MVEBs set the emissions limits moving forward until the next SIP budget year. For example, the 2017 PM_{2.5} SIP budgets in Pennsylvania establish emissions limits for all projects that are open to traffic after 2017 but before the new SIP budget year of 2025. The 2025 PM_{2.5} SIP budgets establish emissions limits for all projects that are open to traffic after 2025 and until such time as a new SIP budget is approved by the US EPA.

To demonstrate conformity for the ozone NAAQS, projected VOC and NO_x emissions in all analysis years must be below the SIP MVEBs for the given analysis years. VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a typical summer week workday.

To demonstrate conformity for the PM_{2.5} NAAQS, emissions are estimated for direct PM_{2.5} and the PM_{2.5} precursor chemical NO_x. The SIP budgets for PM_{2.5} are expressed in terms of annual emissions; therefore, conformity analyses are conducted for annual PM_{2.5} emissions.

In the DVRPC region, the analysis years are 2025, 2035, and 2045. Delaware County has additional SIP budget analysis years for annual PM_{2.5} and the PM_{2.5} precursor chemical NO_x. The additional Delaware County PM_{2.5} analysis years are 2022 and 2030.

For this conformity demonstration, the mobile source emissions analysis years are identified in Table 1.

Table 1: Mobile Source Analysis Years

Year	Ozone	PM _{2.5}	Note
2022		√	PM _{2.5} SIP budget year (Delaware County only)
2025	√	√	Interim Year and PM _{2.5} SIP budget year
2030		√	PM _{2.5} SIP budget year (Delaware County only)
2035	√	√	Year within 10 years of previous analysis
2045	√	√	DVRPC Plan horizon year

Source: DVRPC, 2020.

Findings

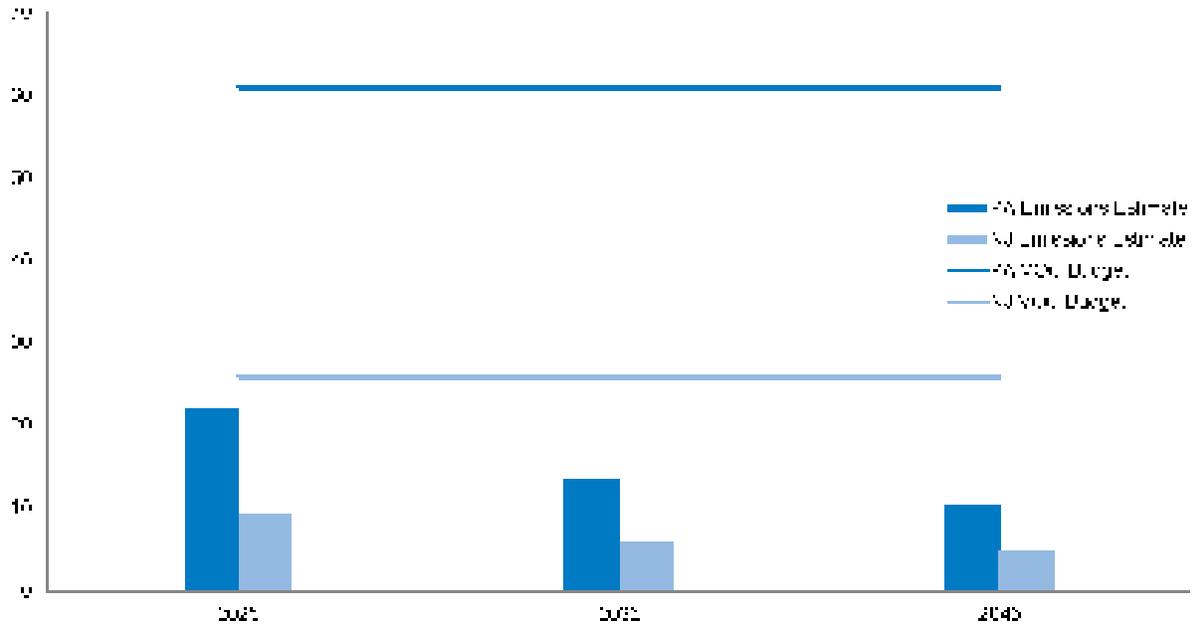
The DVRPC Plan and the TIPs are found to be in conformity with the current New Jersey and Pennsylvania SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and PM_{2.5} do not exceed the respective budgets established by the state departments of environmental protection (state DEP) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

The transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- that the Plan and the TIPs are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the Plan and the TIPs do not interfere with the timely implementation of transportation control measures (TCMs) [40 CFR 93.113]; and
- that the Plan and the TIPs are consistent with the MVEBs in the applicable SIPs [40 CFR 93.118].

Figures 1 through 6 detail the emissions analysis results for transportation projects included in the Plan and TIPs for New Jersey and Pennsylvania. The data for these figures is detailed beginning on page 25. These estimates of emissions results confirm that the transportation projects in the Plan and TIPs conform to the respective SIP and Final Rule conformity requirements.

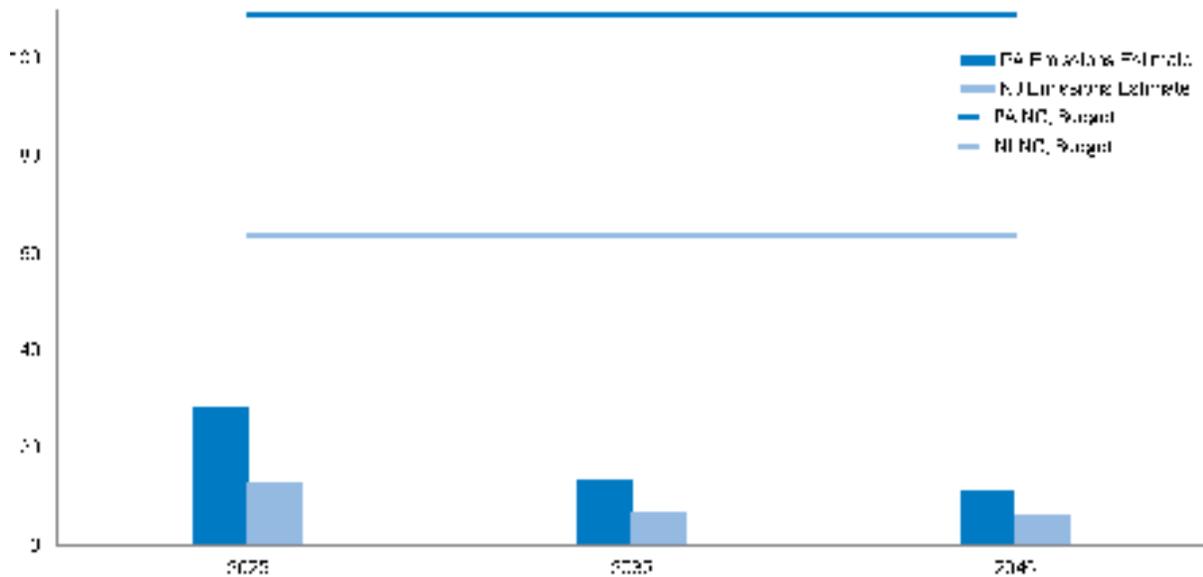
Figure 1: VOCs Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2020.

The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years.

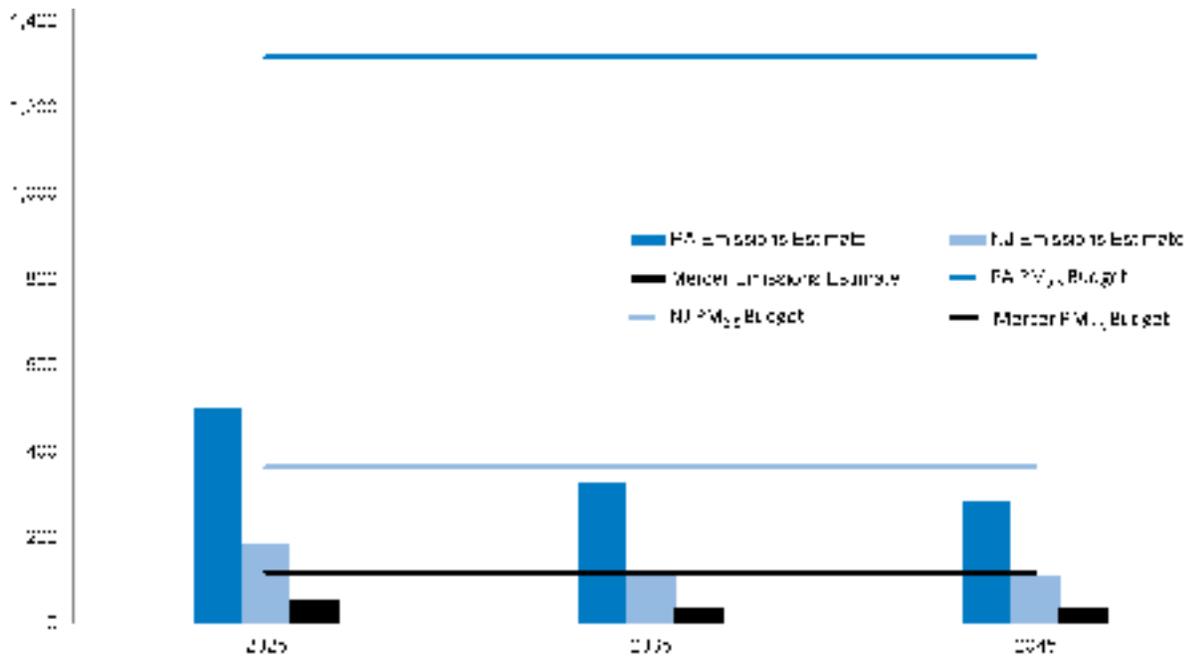
Figure 2: NO_x Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2020.

The most recent Eight-Hour Ozone SIP MVEBs will apply to all future analysis years.

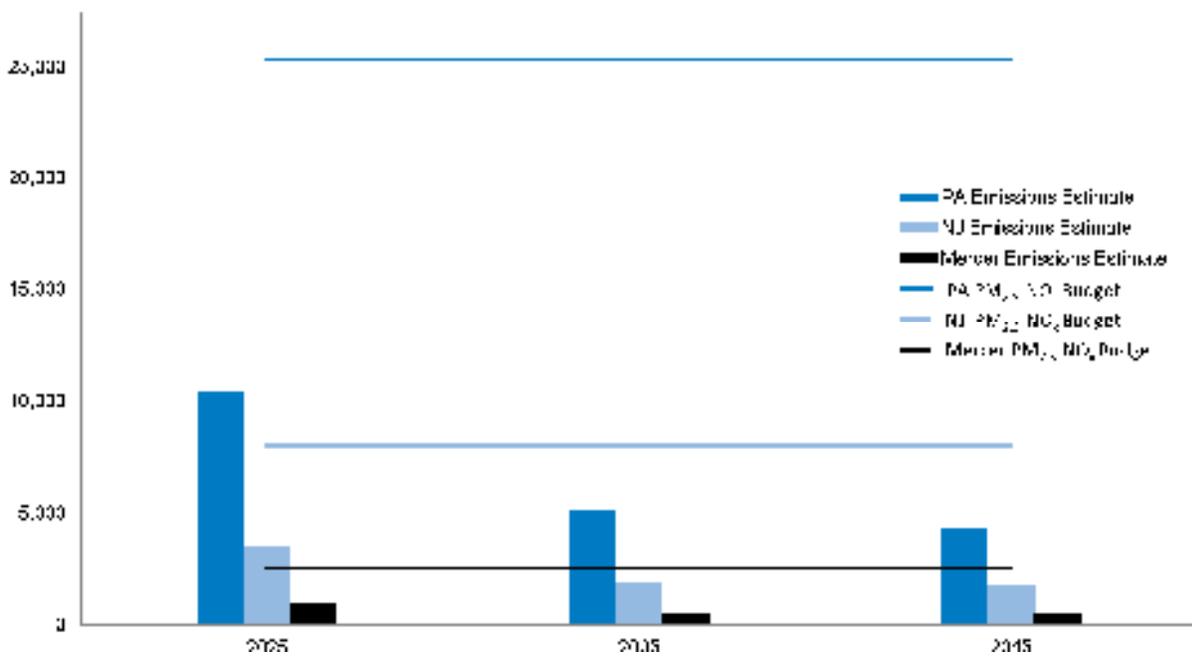
Figure 3: Annual and 24-Hour Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2020

The most recent MVEBs apply to all future analysis years.

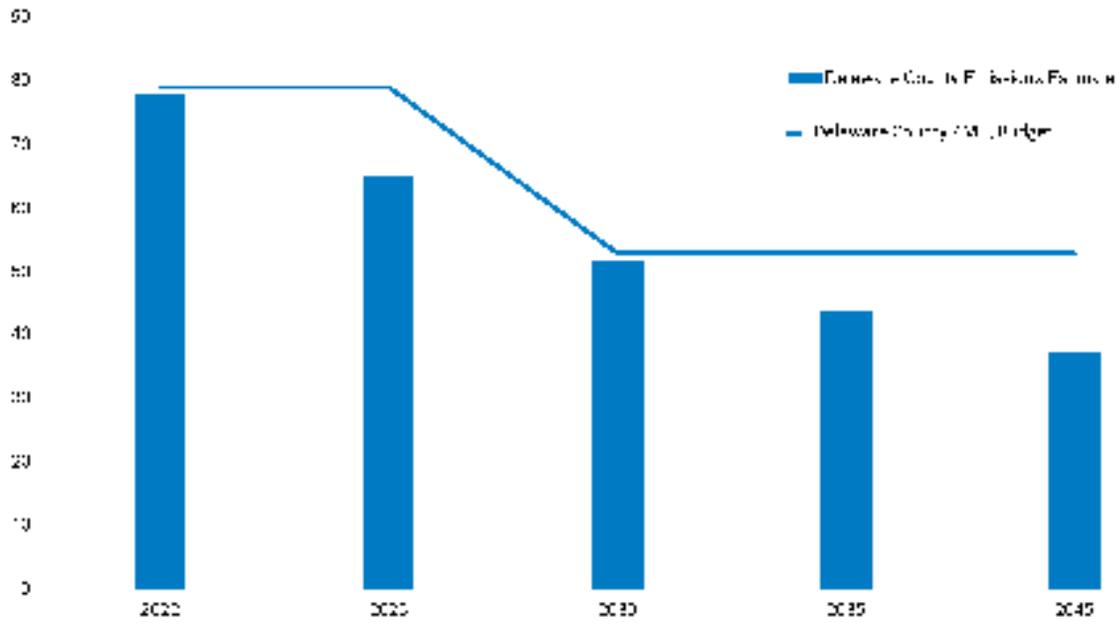
Figure 4: Annual and 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2020.

The most recent MVEBs apply to all future analysis years.

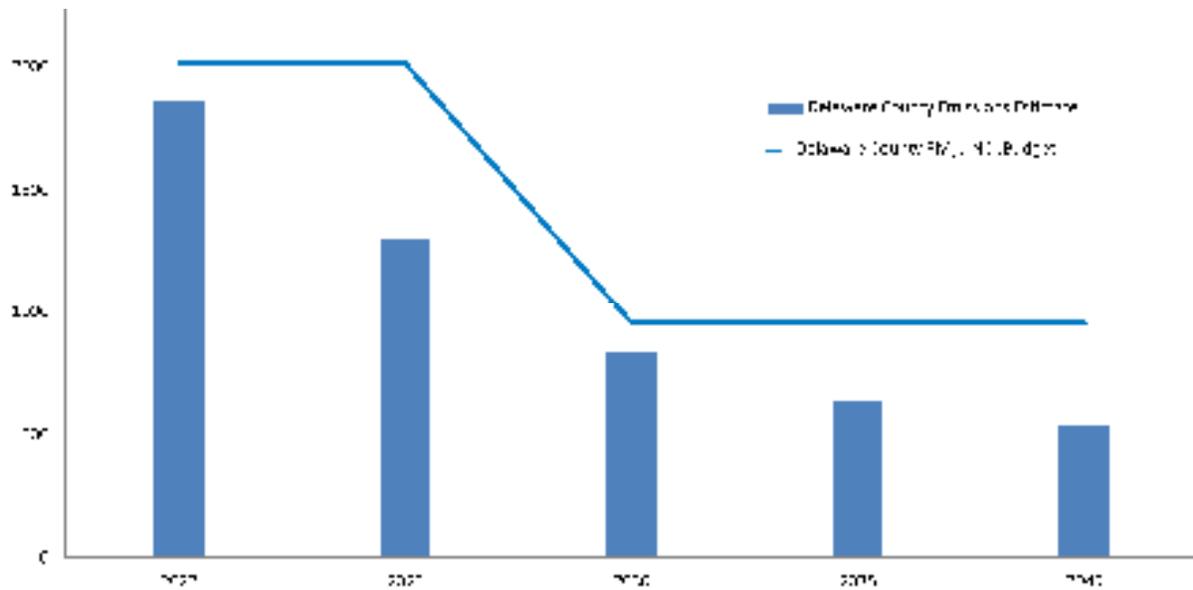
Figure 5: Delaware County Annual Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2020.

The most recent MVEBs apply to all future analysis years.

Figure 6: Delaware County Annual NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2020.

The most recent MVEBs apply to all future analysis years.

These findings demonstrate transportation conformity of the DVRPC Draft Amended *Connections 2045* Long-Range Plan, FY2020 New Jersey TIP, and Draft FY2021 Pennsylvania TIP, with the state SIPs and the Final Rule requirements under CAA, including:

- the 1997, 2008, and 2015 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City, PA–NJ–MD–DE Ozone Nonattainment Area;
- the 1997 Annual and 2006 24-Hour PM_{2.5} NAAQS in the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Maintenance Area;
- the 1997 Annual and 2006 24-Hour PM_{2.5} NAAQS in the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Maintenance Area; and
- the 2012 Annual PM_{2.5} Delaware County, Maintenance Area.

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APPENDIX D

Memorandum of Understanding on Procedures to Amend and Modify the TIP



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MEMORANDUM OF UNDERSTANDING

Statewide Procedures for TIP/STIP Revisions

Among the

**Delaware Valley Regional Planning Commission,
North Jersey Transportation Planning Authority,
South Jersey Transportation
Planning Organization,
New Jersey Transit Corporation,
and New Jersey Department of Transportation**

PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

DEFINITIONS

For the purposes of this MOU the following meanings will apply:

Advance Construction – A technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

e-STIP¹ – A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

Fiscal Constraint – A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Flexing Funds – The transfer of federal funds between the federal highway and transit programs (i.e., from Title 23 of the highway program to transit projects and from Title 49 of the transit program to highway projects) pursuant to the provisions of the Intermodal

¹ Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP is capable of processing such actions in a manner acceptable to FTA Region 2.

Surface Transportation Efficiency Act of 1991 (ISTEA) and subsequent Transportation Equity Act for the 21st Century (TEA-21).

Interagency Consultation Group (ICG) – A group of stakeholders consisting of state and federal agency representatives empowered to guide the transportation conformity process, review and approve the conformity demonstration’s assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation—including both the FHWA and the Federal Transit Administration (FTA)—the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection, the NJDOT, NJ TRANSIT, and an MPO. This group works cooperatively to insure the MPO’s conformity demonstrations and processes are following federal guidance and meeting federal requirements.

Memorandum of Understanding (MOU) – An official agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) – A federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region’s current and future needs.

Program Line Item – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

Project – A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

Project Sponsor – The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

Regional Transportation Plan – A federally mandated long-range transportation plan prepared by an MPO for its region.

Statewide Transportation Improvement Program (STIP) – A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Sub-region – The jurisdictions that comprise an MPO.

Transportation Improvement Program (TIP) – A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

Unobligated Prior Year Balance – The portion of the funds authorized by a federal agency that has not been obligated by the grantee and is determined by deducting the cumulative obligations from the cumulative funds authorized.

AGREEMENT

In adopting a TIP, the parties to this MOU (DVRPC, NJTPA, SJTPO, the NJDOT, and NJ TRANSIT) agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to the FHWA and the FTA for joint approval. The approved STIP serves as the reference document required under federal regulations (23 CFR § 450.216) for use by the FHWA and the FTA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 CFR § 450.326 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 CFR Part 450 and 49 CFR Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.

A. AMENDMENTS

The parties agree that a TIP/STIP amendment shall be required under the following circumstances. There are two classes of amendments:

1. Major Amendment

Any TIP/STIP action which affects air quality conformity and would require a new regional conformity determination is a Major Amendment. This type of amendment requires the approval of the FHWA and the FTA. The MPO, in consultation with the ICG as necessary, will determine if the change to or addition of a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127) (unless it is deemed “Not Regionally Significant (NRS)” or can be subject to a project level analysis that would not change the conformity finding);
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR §§ 93.126 and 93.127); or
- c) Change the project completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.

2. Minor Amendment

Any TIP/STIP amendment which does not affect air quality conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. A Minor Amendment, like a Major Amendment, requires the approval of the FHWA and the FTA. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances;
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP;
- c) When there is an addition of a development phase to a project that results in moving all major phases of work (e.g., Construction and Right-of-Way for the NJDOT) out of the TIP/STIP;

- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds;
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT; or
- f) When any phase of work of a project has a cost increase of more than \$15,000,000.

If none of these conditions exist, and the action does not affect conformity, then the change qualifies as a Modification and section B applies.

3. Procedures

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary technical and policy level approvals. The Project Sponsor shall provide documentation with a clear explanation justifying the amendment. The Project Sponsor shall also provide the necessary project data required for the TIP/STIP listing including the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination, if required.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/State Implementation Plan (SIP) conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 CFR Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS. The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, the NJDOT shall forward the conformity determination for its projects to the FHWA and the FTA and apply for a joint conformity finding to be made by the FHWA and the FTA after consultation with the USEPA. Following FHWA/FTA approval, the NJDOT will notify the MPO of the approval. NJ TRANSIT shall follow the same procedures for its projects and programs.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as

delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to the NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for review and approval. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for review and approval.

B. MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications (of which there are three classes as defined below).

1. Modifications Not Requiring Further MPO Action Beyond This MOU (Informational Modifications)

The parties agree that changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount less than or equal to \$500,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount less than or equal to \$1,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount less than or equal to \$5,000,000.
- d) When the cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- e) When there is additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$250,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered

during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.

- f) When either the NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- g) When the NJDOT and NJ TRANSIT modify and use statewide Program Line Item funds throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).
- h) When the Project Sponsor can apply federal Advance Construction procedures to a project in the TIP/STIP, provided the federal funding is shown for the project in the TIP/STIP.
- i) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).

2. Modifications That May Be Approved by Administrative Action (Administrative Modifications)

The parties agree that, under the following circumstances, changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected sub-regions may approve the action administratively.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by an amount more than \$500,000 but less than or equal to \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by an amount more than \$1,000,000 but less than or equal to \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- e) When a phase of work of a project is moved among the constrained years of the TIP/STIP.

- f) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- g) When the Project Sponsor chooses to apply federal Advance Construction procedures to a project listed in the current year of the TIP/STIP for which federal funding has not been provided in any future year.
- h) When changing a federally funded, NRS project to non-federal funding.
- i) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
 - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
 - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
 - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- j) When federal unobligated prior year balances are added to a federally-funded project or program.
- k) When other modifications, not defined in this sub-section, are identified as an administrative action.
- l) When the Executive Director of the MPO determines that administrative action is appropriate.

3. Modifications Requiring Committee Action (*Committee Modifications*)

The parties agree that the following circumstances require action by the MPO at the Committee level. Additionally the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the cost of a Concept Development or Preliminary Engineering phase of work of a project increases by more than \$1,000,000.
- b) When the cost of a Final Design, Right-of-Way, or Utility phase of work of a project increases by more than \$4,000,000.
- c) When the cost of a Construction phase of work of a project increases by more than \$7,500,000 but not more than \$15,000,000.

- d) When the cost of a Program Line Item increases by more than \$10,000,000.
- e) When breaking out a new Project from the MPO's Local CMAQ Initiatives Line Item. The act of flexing those CMAQ funds to FTA for breakout Projects from the Local CMAQ Initiatives Line Item and listing them in the transit program does not require processing of an additional Project action.
- f) When the Executive Director of the MPO determines that Committee action is appropriate.

4. Procedures

TIP/STIP modifications shall be processed via e-STIP with a completed package containing the following documents: (a) a document acknowledging Board approval, requesting approval from the FHWA or the FTA for the amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements); (b) the TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and (c) the revised TIP/STIP page(s). Upon receipt of this approval package from the MPO the NJDOT shall submit the STIP amendment via e-STIP to the FHWA for concurrence. NJ TRANSIT shall submit the STIP amendment via e-STIP to the FTA for concurrence.

C. FISCAL CONSTRAINT BANK

The federal statewide and metropolitan planning rules (23 CFR Part 450 and 49 CFR Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

1. Addition of Funds

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.

- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

2. Procedures

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A., B.2., or B.3.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (as per section A.) or modifications (as per section B.2. or B.3.), the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply these same procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.

D. PUBLIC PARTICIPATION

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. The NJDOT shall provide access to public participation by linking to the MPO's website sites via e-STIP. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.

E. PROJECT REPORTING

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS). Project-specific information from the PRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be the NJDOT's responsibility to keep the information in the PRS current. It will be the responsibility of the MPOs to reformat the data into reports they deem usable.

The NJDOT Division of Capital Program Management will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

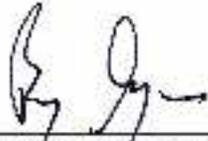
The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include local elected officials and staff, MPO staff, NJDOT and/or NJ TRANSIT project management staff, capital programming staff, and NJDOT and/or NJ TRANSIT liaison staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and shall supplement information provided to the MPO in the reporting requirements enumerated above.

The NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. The NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.

F. DISPUTE RESOLUTION

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) days after meeting, or may mutually agree to extend the time for resolution.

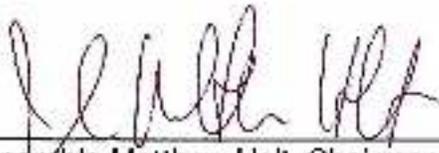
We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).



Barry Seymour, Executive Director
Delaware Valley Regional Planning Commission

9/27/12

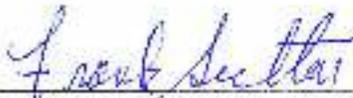
Date



Honorable Matthew Holt, Chairman
North Jersey Transportation Planning Authority

9/26/12

Date



Honorable Frank Sulton, Chairman
South Jersey Transportation Planning Organization

10-1-2012

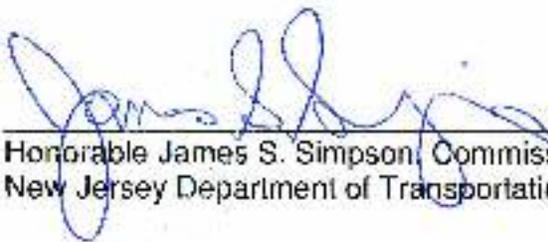
Date



James Weinstein, Executive Director
New Jersey Transit Corporation

10-9-2012

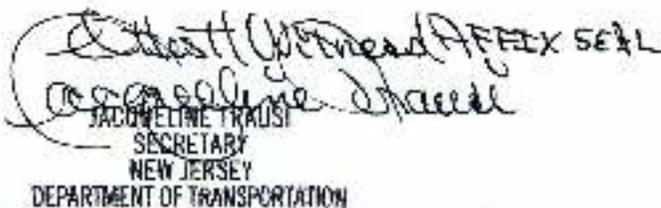
Date



Honorable James S. Simpson, Commissioner
New Jersey Department of Transportation

10/24/12

Date



JACQUELINE TRAUSI
SECRETARY
NEW JERSEY
DEPARTMENT OF TRANSPORTATION

October 24, 2012



APPENDIX E

DVRPC Local Program



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STBGP-PHILA and STBGP-TRENTON

DVRPC's Local Program is primarily funded with federal STBGP-PHILA and STBGP-Trenton for locally sponsored Highway projects or program line items. In this TIP, STBGP-PHILA and STBGP-Trenton have broken out from one fund source, STBGP-STU, which is shown in the current and prior TIPs. STBGP (formerly known as STP) stands for the Surface Transportation Block Grant Program, and STU stands for the urban allocation of these funds for DVRPC, an MPO region with a population over 200,000, per federal regulation. STBGP-PHILA reflects designated funds for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area, while STBGP-Trenton reflects funds designated for the "Trenton, NJ" Urbanized Area. These funds are typically used for locally generated projects, not for NJDOT state-sponsored projects.

MPOs Exchange with NJ TRANSIT (FY14-FY18)

An exchange of STBGP program funds for STATE funds among the three New Jersey MPOs (DVRPC, NJTPA, and SJTPO) and NJ TRANSIT first occurred in FY14. Between FY 14 and FY18, a total of \$448.438 million STBGP sub-allocated funding (federal funds dedicated for MPO assignment) have been made available for NJ TRANSIT's use from the MPOs. In return, an equal amount of State Transportation Trust Fund (TTF) funding was made available for MPO assignment. The Program Exchange for DVRPC from FY14 to FY18 entailed exchanging a total of \$58.438 million State TTF ("STATE-DVRPC") for an equal portion of DVRPC's STBGP-STU federal funds for local projects. At this time, all STATE-DVRPC funds have been fully programmed or encumbered on existing TIP projects.

This exchange did not result in any loss or gain of funds. Some of the historically funded STBGP-STU federal projects have advanced with state rather than federal funds. The state funds provided to DVRPC are not administered the same way as the existing state funded County and Local Municipal Aid Programs but instead more closely resemble the existing Federal Aid program. Local projects were evaluated to determine whether they should advance with state or federal funds, and the program exchange funding levels for the DVRPC region varied each year between FY14 and FY18 depending on the exact amount of STBGP sub-allocation, the annual state TTF appropriation, and on the evaluation of which funding type (federal or state) was most appropriate for a given project. Projects designated to be funded with state program exchange funds are noted as "STATE-DVRPC" in project records. A DVRPC Local Program Report is included in this section to identify anticipated funding sources for TIP projects.

An MOU (Memorandum of Understanding) was developed to outline the general parameters of the exchange of program funds among those agencies for implementing capital projects in the New Jersey TIPs for the New Jersey MPOs (DVRPC, SJTPO, and NJTPA) and the State Transportation Improvement Program (STIP). Benefits resulting from this exchange of program funds have been the following:

- More flexible schedules for state obligation and ability to "roll over" funds from one FY to the next. This is because TTF funds do not face the same expiration and obligation deadlines that federal funds do.
- Federal STBGP funds are beneficial for NJ TRANSIT's use in its capital program.
- Funding subregional projects with TTF funds eliminates the risk of federal inactivity. New Jersey's rate of inactivity is higher than most states.

YEAR OF EXPENDITURE (Y-O-E)

TIPs are federally required to show future construction cost estimates by using year-of-expenditure (Y-O-E) dollars. Y-O-E dollars are intended to demonstrate an adjustment for inflation for project costs from the present time to the expected year of construction. Programming estimated project costs in the DVRPC Local Program with Y-O-E dollars ensures that more accurate cost estimates are used in planning, programming and implementation of those projects. It also avoids underestimating project costs overtime. For the DVRPC Local Program in the TIP, a three percent inflation rate was applied to a project's base construction cost estimate to reflect its Y-O-E costs, if the project construction is programmed after the second year of the TIP (FY23-FY31) since the TIP is updated every two years, and there is frequent opportunity to update project costs.

The kinds of projects that are not adjusted for inflation are listed as follows:

- projects that are selected from a Competitive Program (e.g., DVRPC Regional Trails Program, DVRPC CMAQ Competitive Program);
- discretionary funded projects (e.g., "High-Priority," earmark);
- local match;
- capital maintenance projects that are "replacements in-kind," such as bus replacements/purchases, transit facilities maintenance, paving or reconstructing roads, or rehabilitating or replacing bridges with no increase in the capacity of the current system; for County Bus Purchases, the costs are based on NJ TRANSIT's last vehicle procurement, with a 5 percent increase to account for the anticipated chassis increase that occurs every year;
- costs for pre-construction phases;
- projects with their total construction cost cash-flowed over multiple years; and
- federal PL or PL-FTA funded projects.

DVRPC applied a three percent inflation rate during the development of the TIP and Long-Range Plan, which was informed by these four indices: the National Highway Construction Cost Index, the Producer Price Index for Construction Materials Special Index, the Consumer Price Index for all urban areas (CPI-U all urban areas), and the Consumer Price Index for the greater Philadelphia area (CPI-U Philadelphia-Wilmington-Atlantic City). Further, as project construction costs and schedule shift overtime, resulting in TIP modifications, Y-O-E cost will not be adjusted with every TIP modification throughout the life of the TIP.

Inflation is calculated by using the formula, $P_n = P (1+i)^n$, where

- P_n is the Total Inflated Estimated Cost shown in the TIP;
- P is the base estimated cost provided by the project sponsor;
- i is the 3 percent inflation rate;
- n is the difference between base year and program year; and
- $(1+i)^n$ is the inflation factor.

This formula reflects the new inflation prices from each previous value calculated. If the current estimated construction cost of a project is \$200,000, and construction is programmed in FY27, the base year is FY22; the future year is FY27. The initial cost (P) is \$200,000; inflation rate (i) is three percent (or 0.03); and (n) is 5 (FY27 minus FY22). Therefore, P_n is $\$200,000 (1+0.03)^5 = \$231,855$. DVRPC would program \$0.232 million (or \$232,000) for this project's construction phase in FY27 because the TIP shows project costs in millions. Note that in the DVRPC Regional Highway and NJDOT Statewide Program, NJDOT's construction cost estimates

are escalated to the mid-point of construction to address YOY dollars. NJDOT also uses the Cost Estimation System software to prepare more accurate and consistent construction cost estimates.

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DVRPC LOCAL PROGRAM BY COUNTY

Thursday, September 23, 2021

Burlington

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
D0302	Burlington County Roadway Safety Improvements														
EC	STBGP-PHILA	0.000	0.800		1.000		1.000		1.000		1.000		4.800	1.800	4.800
D1401	Burlington County ATMS Upgrade & CR 656 DMS Deployment														
CON	14-STATE-DVRPC	3.600											3.600	0.000	0.000
CON	17-STATE-DVRPC	0.115											0.115	0.000	0.000
D1510	Burlington County Bus Purchase														
EC	CMAQ	0.000	0.268		0.344		0.268		0.268		0.344		1.492	0.612	1.492
D1804	CR 537, CR 628, and CR 660 Guiderail Installation														
CON	14-STATE-DVRPC	0.138											0.138	0.000	0.000
CON	15-STATE-DVRPC	0.872											0.872	0.000	0.000
CON	16-STATE-DVRPC	0.266											0.266	0.000	0.000
CON	17-STATE-DVRPC	0.424											0.424	0.000	0.000
D2018	Bridge No. C4.13 over Parkers Creek on Centerton Road														
CON	STBGP-PHILA	0.000				6.303							6.303	6.303	6.303
DES	STBGP-PHILA	0.000			0.450								0.450	0.450	0.450
PE	STBGP-PHILA	0.000	0.450										0.450	0.450	0.450
D2206	County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623)														
CON	STBGP-PHILA	0.000		0.500									0.500	0.500	0.500
D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit)														
CON	STBGP-PHILA	0.000			4.707								4.707	4.707	4.707

Burlington

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
D9903	Smithville Road Bridge over Rancocas Creek, CR 684														
CON	16-STATE-DVRPC	4.836											4.836	0.000	0.000

Camden

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
D0410	Camden County Roadway Safety Improvements														
EC	STBGP-PHILA	0.000	0.300	0.600	0.300	0.700	0.300	0.700	0.300	0.700	0.300	0.700	4.900	1.900	4.900
D0601	Camden County Bus Purchase														
EC	CMAQ	0.000	0.876		0.876		0.876		0.876		0.876		4.380	1.752	4.380
D1402	Grove Street (CR 644), Reconstruction														
CON	15-STATE-DVRPC	0.996											0.996	0.000	0.000
D1505	ADA Improvements														
CON	14-STATE-DVRPC	4.962											4.962	0.000	0.000
CON	15-STATE-DVRPC	1.211											1.211	0.000	0.000
D1505A	ADA Improvements, Contract 1														
CON	STBGP-PHILA	0.000	3.750										3.750	3.750	3.750
D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)														
CON	CRRSAA-PHILA	0.000			8.155								8.155	8.155	8.155
CON	HWIZ919-PHILA	0.000			1.163								1.163	1.163	1.163
DES	STBGP-PHILA	0.000	0.755										0.755	0.755	0.755
D1913	Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout														
CON	HSIP	0.000			0.500								0.500	0.500	0.500
CON	STBGP-PHILA	0.000			1.018								1.018	1.018	1.018
DES	HSIP	0.000	0.172										0.172	0.172	0.172
D1914	Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)														

Camden

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
CON	STBGP-PHILA	0.000			9.835								9.835	9.835	9.835
DES	HSIP	0.000		0.738									0.738	0.738	0.738

D2020 New or Upgraded Traffic Signal Systems at Intersections, Phase 1

CON	STBGP-PHILA	0.000				2.476							2.476	2.476	2.476
DES	STBGP-PHILA	0.000		0.150									0.150	0.150	0.150
PE	STBGP-PHILA	0.000	0.250										0.250	0.250	0.250

D2021 New or Upgraded Traffic Signal Systems at Intersections, Phase 2

CON	STBGP-PHILA	0.000					3.014						3.014	0.000	3.014
DES	STBGP-PHILA	0.000			0.200								0.200	0.200	0.200
PE	STBGP-PHILA	0.000		0.300									0.300	0.300	0.300

D2022 New or Upgraded Traffic Signal Systems at Intersections, Phase 3

CON	STBGP-PHILA	0.000						3.940					3.940	0.000	3.940
DES	STBGP-PHILA	0.000				0.250							0.250	0.250	0.250
PE	STBGP-PHILA	0.000			0.350								0.350	0.350	0.350

D2208 CR 544 (Evesham Rd), NJ 41 to Schubert Ave

CON	STBGP-PHILA	0.000		3.027									3.027	3.027	3.027
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D2209 CR 758 (Coles Mill Rd), Farwood Rd to Grove St

CON	HWIZ910-PHILA	0.000	1.427										1.427	1.427	1.427
CON	STBGP-PHILA	0.000	0.473										0.473	0.473	0.473

DR2201 Walt Whitman Bridge NJ Corridor Resurfacing

CON	STBGP-PHILA	0.000	1.800										1.800	1.800	1.800
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Gloucester

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
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Gloucester

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
D0401	Gloucester County Roadway Safety Improvements														
EC	15-STATE-DVRPC	0.612											0.612	0.000	0.000
EC	STBGP-PHILA	0.000		1.000		1.000		1.000		1.000		1.000	5.000	2.000	5.000
D1203	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail														
CON	17-STATE-DVRPC	0.000		0.596									0.596	0.596	0.596
CON	18-STATE-DVRPC	0.000		3.304									3.304	3.304	3.304
ROW	16-STATE-DVRPC	1.000											1.000	0.000	0.000
D1508	Holly Avenue (CR 624), Lambs Road (CR 635) to Rt 47 (Delsea Drive)														
CON	15-STATE-DVRPC	0.587											0.587	0.000	0.000
D1509	CR 553/CR553 Alt, East Ave to Lambs Rd (CR 635) and Lambs Road, CR 635 to CR 553														
CON	14-STATE-DVRPC	3.750											3.750	0.000	0.000
CON	15-STATE-DVRPC	0.060											0.060	0.000	0.000
D1805	CR610 (Clayton-Williamstown Road), Scotland Run Avenue to CR 555 (Tuckahoe Road)														
CON	16-STATE-DVRPC	1.898											1.898	0.000	0.000
D1906	CR 581 (Commissioners Road), Bridge over Oldman's Creek														
CON	17-STATE-DVRPC	0.000	0.000	3.095									3.095	3.095	3.095
DES	17-STATE-DVRPC	0.000	0.300										0.300	0.300	0.300
PE	17-STATE-DVRPC	0.300											0.300	0.000	0.000
D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)														
CON	STBGP-PHILA	0.000					8.926						8.926	0.000	8.926
DES	STBGP-PHILA	0.000		0.500									0.500	0.500	0.500
PE	STBGP-PHILA	0.000	0.350										0.350	0.350	0.350
ROW	STBGP-PHILA	0.000			0.100								0.100	0.100	0.100

Gloucester

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
D2019	CR 712 (College Drive) at Alumni Drive Roundabout and Multi-purpose Trail (Circuit)														
CON	STBGP-PHILA	0.000	1.825										1.825	1.825	1.825
D2210	CR 654 (Hurffville-Cross Keys Rd), CR 630 (Egg Harbor Rd) to CR 651 (Greentree Rd)														
CON	STBGP-PHILA	0.000	2.000										2.000	2.000	2.000
D2211	US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55														
CON	STBGP-PHILA	0.000	3.000	6.200									9.200	9.200	9.200
D9807	Gloucester County Bus Purchase														
CON	CMAQ	0.000	0.179		0.162		0.162		0.162		0.162		0.827	0.341	0.827

Mercer

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
99362	Trenton Amtrak Bridges														
DES	15-STATE-DVRPC	2.800											2.800	0.000	0.000
PE	14-STATE-DVRPC	2.450											2.450	0.000	0.000
D0412	Mercer County Roadway Safety Improvements														
EC	STBGP-TRENTON	0.000				0.800		1.000		1.000		1.000	3.800	0.800	3.800
D0701	Princeton-Hightstown Road Improvements, CR 571														
CON	18-STATE-DVRPC	0.000	10.045										10.045	10.045	10.045
DES	15-STATE-DVRPC	0.800											0.800	0.000	0.000
DES	18-STATE-DVRPC	0.151											0.151	0.000	0.000
D0702	Mercer County Signal Project, CR 533														
CON	17-STATE-DVRPC	5.858											5.858	0.000	0.000
D1011	Mercer County Bus Purchase														
EC	CMAQ	0.000	0.915		0.842		0.664		0.842		0.842		4.105	1.757	4.105
D1507	Signal Upgrades														

Mercer

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
CON	17-STATE-DVRPC	0.812											0.812	0.000	0.000
D1511	Mercer County Guiderail Inventory and Condition Assessment														
PLS	14-STATE-DVRPC	1.100											1.100	0.000	0.000
D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek														
CON	OTHER-DVRPC	0.000			16.400	16.400	8.200						41.000	32.800	41.000
DES	STBGP-TRENTON	0.000	3.500										3.500	3.500	3.500
D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)														
CON	HSIP	0.000				3.000	3.000	0.956					6.956	3.000	6.956
DES	HSIP	0.000		0.450									0.450	0.450	0.450
D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave														
CON	STBGP-TRENTON	0.000						4.356	5.428	4.501	5.575	4.650	24.510	0.000	24.510
DES	STBGP-TRENTON	0.000			2.000								2.000	2.000	2.000
PE	STBGP-TRENTON	0.000	1.000										1.000	1.000	1.000
D2023	Circulation Improvements Around Trenton Transit Center														
CON	STBGP-TRENTON	0.000					5.285						5.285	0.000	5.285
DES	STBGP-TRENTON	0.000			0.140								0.140	0.140	0.140
PE	STBGP-TRENTON	0.000	0.160										0.160	0.160	0.160
D2205	D&R Greenway Connector, Wellness Loop to Union St./Cooper Field (Circuit)														
CON	HWIZ905-TRENTON	0.000	0.563										0.563	0.563	0.563
CON	STBGP-TRENTON	0.000	0.348										0.348	0.348	0.348
L064	Route 206, South Broad Street Bridge over Assunpink Creek														
CON	CRRSAA-TRENTON	0.000		2.102									2.102	2.102	2.102
CON	HWIZ910-TRENTON	0.000		0.368									0.368	0.368	0.368

Mercer

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
CON	HWIZ919-TRENTON	0.000		0.300									0.300	0.300	0.300
CON	STBGP-TRENTON	0.000		5.076	3.005	4.414							12.495	12.495	12.495

Various

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
01300	Transportation Systems Management and Operations (TSMO)														
EC	STBGP-PHILA	0.000	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.166	1.660	0.664	1.660
04314	Local Safety/ High Risk Rural Roads Program														
ERC	HSIP	0.000	2.828	1.812	2.500	0.000	0.000	2.044	3.000	3.000	3.000	3.000	21.184	7.140	21.184
06326	Local Concept Development Support														
PLS	STBGP-PHILA	0.000	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	7.000	2.800	7.000
10347	Local Aid Consultant Services														
EC	STBGP-PHILA	0.000		0.200		0.200		0.200		0.200		0.200	1.000	0.400	1.000
11383	Transportation Management Associations														
EC	STBGP-PHILA	0.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	20.000	8.000	20.000
D0204	Transportation and Community Development Initiative (TCDI) DVRPC														
EC	STBGP-PHILA	0.000	0.155	0.755	0.155	0.755	0.155	0.755	0.155	0.755	0.155	0.755	4.550	1.820	4.550
D026	DVRPC, Future Projects														
ERC	18-STATE-DVRPC	0.000	0.000										0.000	0.000	0.000
ERC	STBGP-PHILA	0.000	1.872	2.912	0.196	7.097	5.460	12.736	17.956	17.240	18.526	17.816	101.811	12.077	101.811
D0407	Ozone Action Program in New Jersey														
EC	CMAQ	0.000	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.400	0.160	0.400
D1601	New Jersey Regional Signal Retiming Initiative														
PLS	CMAQ	0.000	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	3.500	1.400	3.500
PLS	STBGP-PHILA	0.000	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.300	0.120	0.300

Various

PHASE	FUND	FY14-21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY14-31	FY22-25	FY22-31
D2004	Transportation Operations														
PLS	STBGP-PHILA	0.000	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	1.300	0.520	1.300
D2005	Regional Transportation Demand Management (TDM) Program														
PLS	CMAQ	0.000	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.500	0.200	0.500
PLS	LOCAL-DVRPC	0.000	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.130	0.052	0.130
DR2202	DRPA Systemwide Crash Cushion Attenuating Replacement														
CON	STBGP-PHILA	0.000		2.100									2.100	2.100	2.100
X065	Local CMAQ Initiatives														
EC	CMAQ	0.000	1.322	1.328	1.140	1.492	1.590	1.560	1.412	1.560	1.336	1.560	14.300	5.282	14.300
X30A	Metropolitan Planning														
PLS	18-STATE-DVRPC	1.500											1.500	0.000	0.000
PLS	PL	0.000	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538	2.538	25.380	10.152	25.380
PLS	PL-FTA	0.000	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	7.000	2.800	7.000
PLS	STBGP-PHILA	0.000	1.320	1.320	1.320	1.320	1.320	1.320	1.320	1.320	1.320	1.320	13.200	5.280	13.200



APPENDIX F

DVRPC TIP Benefit Evaluation Criteria



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DVRPC TIP Benefit Evaluation Criteria

Using evaluation criteria is one tool to effectively balance programming the region's needs and resources. The goal of the TIP-LRP Project Benefit Evaluation Criteria is to provide a universal, data-informed support tool to guide transportation project investment decisions. The criteria analyze how each proposed candidate TIP project aligns with the vision and goals of the *Connections 2050* Long-Range Plan for Greater Philadelphia and contributes to implementing the region's vision in the shorter-term TIP. The criteria also provide data to analyze how each candidate project supports the FHWA and FTA Transportation Performance Measures and related safety and asset management plans.

The Benefit Evaluation Criteria are intended to highlight some of the trade-offs that occur as the region strives to develop a balanced program of investments, including diverse project types and regional equity. The Benefit Evaluation Criteria can be used to evaluate a variety of modes (roadway, transit, bike, pedestrian, freight) and project types, and can be used in the New Jersey and Pennsylvania counties in the DVRPC region. The Benefit Evaluation Criteria draw from existing analytical processes already conducted by DVRPC, most notably the Congestion Management Process (CMP). FHWA requires a project evaluation process to guide selecting projects for the TIP.

The Benefit Evaluation Criteria analysis is one of many considerations that go into determining which projects are ultimately advanced into the TIP. There are many benefits that an individual project may have that are not fully captured in this analysis. Projects may have inaccurate, missing, or incomplete data largely due to the early stages of project development in which a project exists. Some other project selection considerations include geographic equity, regional and local priorities, political support, funding eligibility, performance-based planning and asset management, project readiness, and ability to leverage other investments. More specific project criteria will continue to be used to evaluate projects using special fund categories. Funding sources that have their own criteria developed for very specific analysis include Transportation Alternatives Set-Aside Program (TASA), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality (CMAQ). In these instances, the more specific project evaluation criteria will be used in conjunction with or in place of the TIP-LRP Project Benefit Evaluation Criteria. During the development of the TIP for Pennsylvania, only new candidate projects were assessed by DVRPC's universal Benefit Evaluation Criteria.

For this analysis, DVRPC used the revised TIP-LRP Project Benefit Evaluation Criteria adopted by the DVRPC Board on July 25, 2019. The Benefit Evaluation Criteria were developed with New Jersey and Pennsylvania members of a working subcommittee of the DVRPC Regional Technical Committee (RTC) and were designed to align directly with the multimodal goals of the LRP, as well as reflect the increasingly multimodal nature of projects in the TIP and LRP. The original and newly adopted Benefit Evaluation Criteria generally consider one of two key questions:

- Is this project located where we want to make investments?
- How beneficial or effective is this project?

The TIP Benefit Evaluation Criteria were developed to represent the following characteristics:

- align with the Long-Range Plan and other regional objectives;
- be relevant to different types of TIP projects;

- indicate differences between projects;
- avoid measuring the same goal(s) multiple times;
- cover the entire 9-county region;
- be more quantitative than qualitative;
- use readily available data with a strong likelihood of continued availability; and
- be simple and understandable.

The following briefly summarizes the criteria for project evaluation.

Safety

This criterion relates to the LRP goal of creating a safer transportation system. Projects score points by implementing FHWA-proven safety countermeasures or other safety strategies with specific crash reduction factors, addressing department of transportation (DOT)-identified high-crash locations and crashes in communities of concern, including high concentrations of low income, racial and ethnic minority, and disabled populations; or by implementing safety-critical transit projects that help meet safety performance measures identified by a Public Transportation Agency Safety Plan (PTASP).

Facility/Asset Condition and Maintenance

This criterion relates to the LRP goal of rebuilding and maintaining the region’s transportation infrastructure. Projects score by bringing a facility or asset into a state of good repair, extending the useful life of a facility or asset, or providing reduced operating/maintenance costs.

Reliability and Congestion

Increasing reliability and reducing congestion are goals in the LRP. Projects score based on location in a CMP congested corridor, implementing a CMP strategy appropriate for that corridor, or being located on a road with a high Planning Time Index (PTI); or transit facility with a low on-time performance.

Centers and the Economy

This criterion reflects the LRP’s core principle to create livable communities within more than 120 regional development centers and Freight Centers. Projects score based on location within a quarter mile of a Planning or Freight Center; or within a high, medium-high, or medium transit score area, providing a connection between two or more Centers; location in a municipality that meets Economic Development Administration funding eligibility requirements (per capita income or unemployment); location within a half mile of a major regional visitor attraction; or for being part of a major-county-identified economic development project.

Multimodal Use

This criterion looks at how much use the facility or asset receives in a multimodal manner, to determine the scale of the project’s impact on the transportation system. Projects score based on the total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips) and daily trucks using the facility or asset, and overall benefit to multimodal trip making.

Equity

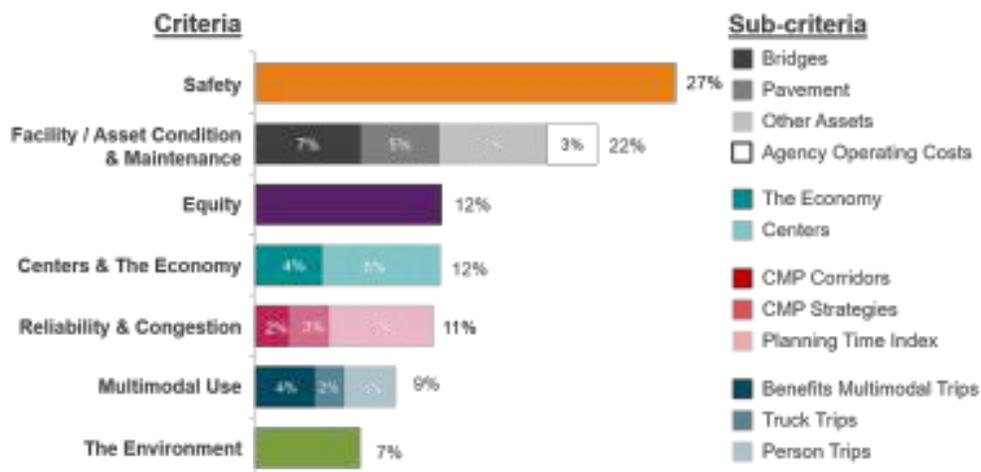
This criterion evaluates how the project serves under-represented and disadvantaged communities and other population groups with additional transportation needs. Projects score based on location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, including population assessment within the census tract; no score for projects that increase vehicle speeds above 30 miles per hour (mph) or traffic volumes in tracts with above-average or well-above-average IPD scores.

The Environment

This criterion relates to the LRP goal of limiting transportation impacts on the natural environment. Projects score by delivering high air quality benefits (per FHWA guidance) or incorporating environmentally friendly design principles.

After defining the Benefit Evaluation Criteria, a decision-making tool was used to weigh them, as shown in the criteria and sub-criteria weighting chart (Figure F-1). Each candidate project evaluated for the TIP received a total benefit score, equal to the sum of the weight multiplied by the rating for each criterion. The tool compared the project’s estimated total state and federal cost to the total score, as a benefit-cost ratio. The tool provided a ranking of projects with the highest total benefit points, benefit-cost ratios, and cost-benefit per total users. When candidate projects are added to the TIP as part of the update process, the RTC makes the recommendation, and ultimately the DVRPC Board makes the final decision to determine TIP project selections. Although no new candidate projects were added to the TIP due to funding limitations, all candidate projects were evaluated with the Benefit Evaluation Criteria to inform the decision-making process.

Figure F-1: Criteria and Sub-criteria Weighting



Source: DVRPC, 2021

TIP Evaluation Criteria and Measures

The following table details each of the proposed criteria rating scales, including “TIP+” criteria that apply only to LRP system expansion candidate projects.

Table F-1: TIP and TIP+ Criteria Rating Scale Summary

PARENT CRITERIA	CHILD CRITERIA	DATA SOURCE	RATING SCALE (EACH PARENT/CHILD CRITERIA CAN SCORE UP TO 1 POINT)
	Person Trips: 37%	Roadway Management System (RMS), Transit Ridership Data, Bike/Ped Counts	<p>Person Trips = Driver Trips + Passenger Trips + Transit Trips + Bike Trips + Ped Trips.</p> <p>Driver Trips = Facility Length (if ≥ 1) \times Annual Average Daily Traffic \div Average Trip Length [from most recent DVRPC Household Travel Survey].</p> <p>→ New facilities to use data from macro- or microsimulation results. If no results available, score = 0.</p> <p>Passenger Trips = Driver Trips \times (Average Vehicle Occupancy – 1) [from most recent DVRPC Household Travel Survey].</p> <p>Transit Trips = [for all bus and trolley routes along road segment] Σ Daily Transit Riders \times Average Transit Trip Length \div Transit Route Length.</p> <p>→ New facilities to use data from macro- or microsimulation results. If no results available, score = 0.</p> <p>Bike and Pedestrian Trips = Bike/Ped Counts along Road Segment. *</p> <p>→ Project with Highest Person Trips = 1 point; for all other projects Person Trips \div Highest Person Trips.</p>
	Daily Trucks: 21%	RMS	<p>TIP: 1 point if the average road segment has more than 1,000 trucks per day; 0.6 points if average segment has more than 500 trucks; 0.4 points if average segment has more than 250 trucks; 0.2 points if average segment has more than 100; and 0.1 points if average segment has more than 50 trucks.</p> <p>TIP+: 1 point if the average road segment has more than 5,000 trucks per day; 0.6 points if average segment has more than 2,500 trucks; 0.4 points if average segment has more than 1,000 trucks; 0.2 points if average segment has more than 250; and 0.1 points if average segment has more than 100 trucks.</p>
Multimodal Use: 9%	Benefits Multimodal Trips: 42%	Project Type and Description	<ul style="list-style-type: none"> <input type="checkbox"/> Significant Trip Length Reduction (new transit line, Circuit Trail Network, protected bike lane, more than two miles of bike lanes or sidewalks, new gridded road segments with three lanes or fewer and intersections spaced no more than every 600 feet, makes difficult to fill gap in ped/bike facility network, transit signal priority, doubling tracks/sidings, multimodal transfer hub) = 1 point. <input type="checkbox"/> Moderate Trip Length Reduction (shorter new bike/ped facilities, interconnected signal systems timed for speeds under 30 mph, transit station enhancements, new transit vehicles, real-time transit information, park-and-ride facilities, bikesharing programs, bike/ped safety, traffic calming, or pick-up and drop-off zones) = 0.85 points. <input type="checkbox"/> Slight Trip Length Reduction (access management/channelization, streetscapes, rehabilitation of existing bike/ped facilities, Americans with Disabilities Act improvements, or carsharing programs) = 0.7 points. <input type="checkbox"/> No Change (reconstruction, rehabilitation, and maintenance projects; safety improvements, roundabouts, roadway realignment, real-time traveler information, traffic monitoring, incident management/emergency response, or electric charging stations) = 0.5 points. <input type="checkbox"/> Slight Trip Length Increase (intersection improvements that increase crossing distance, interconnected signal systems timed for speeds above 30 mph, new transit parking facilities, intelligent transportation systems, center turn lanes, turning lanes, or minor SOV capacity-adding projects in CMP) = 0.3 points. <input type="checkbox"/> Moderate Trip Length Increase (minor roadway expansion projects in LRP, or active traffic management strategies) = 0.15 points. <input type="checkbox"/> Significant Trip Length Increase (major regional roadway expansion projects in LRP, major SOV capacity-adding projects in CMP, or flex lanes) = 0 points.

Table F-1 (Continued): TIP and TIP+ Criteria Rating Scale Summary

PARENT CRITERIA	CHILD CRITERIA	DATA SOURCE	RATING SCALE (EACH PARENT/CHILD CRITERIA CAN SCORE UP TO 1 POINT)
Equity: 12%	—	IPD	If project increases vehicle speeds above 30 mph or traffic volumes in tracts with above-average or well-above-average IPD Composite Value = 0 points. For all other projects, Equity Population Score = Σ [For all census tracts project is located in] Census Tract Population \times IPD CV \div 36. → Project with Highest Equity Population Score = 1 point; for all other projects: Equity Population Score \div Highest Equity Population Score.
Reliability and Congestion: 11%	CMP Strategies: 22%	CMP	CMP 1.0 points if project implements a Very Appropriate strategy in the project's primary CMP corridor (as identified by CMP Database); 0.5 points if it utilizes an Appropriate Strategy; and 0.25 points if the project incorporates an Appropriate Everywhere Strategy.
	CMP Corridors: 19%	CMP	CMP Corridor Score = (project length in priority corridor \times 100% + project length in congested corridor \times 75% + project length in emerging corridor \times 25%) \div total project length.
	Reliability: 59%	Level of Travel Time Reliability (LOTR)/ Transit On-Time Performance	<p>Roads and Surface Transit: PTI >3.0, 1 Point; PTI <1.5, 0 points; else Rating = (PTI – 1.5) \div 1.5.* [PTI = 95% travel time \div Free-Flow Travel Time].</p> <p>Transit Routes with dedicated Right-of-Way (ROW): On-Time Performance (OTP): If (OTP) <75%, 1 point; else 4 \times (1 – OTP).</p> <p>New or extended system expansion projects (instead of above scoring; widening existing roads can use "Roads and Surface" scoring above): How fully has the project been studied? Study must have "build" recommendation in order to score points below.</p> <p><input type="checkbox"/> Roads: Based on the respective PennDOT or NJDOT project database. This criterion gives credit for the highest authorized phase. Each preceding phase must also have been authorized (e.g., a project would not receive credit for authorized Utility or ROW unless it had previously been authorized for Final Design). Authorized for Construction = 1 point; Authorized for Utility or ROW = 0.75 points; Authorized for Final Design = 0.5 points; Authorized for Preliminary Engineering = 0.25 points; or Concept Development, Feasibility Study, or Corridor Plan with microsimulation = 0.125 points.</p> <p><input type="checkbox"/> Fixed Transit Routes: If the project has a completed Environmental Impact Statement = 1 point; a completed FTA Alternatives Analysis (Full Alternatives Analysis) = 0.75 points; a feasibility analysis or non-FTA alternatives analysis (Conceptual AA) = 0.5 points; a sketch-level planning study (Sketch Plan) = 0.25 points.</p>
Centers and the Economy: 12%	Economic Impacts: 36%	Project Sponsor, RTC, DVRPC	<p><input type="checkbox"/> Project is located in a municipality that meets Economic Development Administration funding eligibility requirements (per capita income or unemployment, consistent with Comprehensive Economic Development Strategy) = 0.67 points.</p> <p><input type="checkbox"/> Project is located within a half-mile of a major regional visitor attraction or major-county-identified economic development project = 0.33 points.</p>
	Centers: 64%	Connections 2045 Centers, Freight Centers, Transit Score Index	<p>Up to a max of 1 point:</p> <p>+ (100% \times Project length within quarter-mile or inside Planning or Freight Centers + 100% \times project length in high transit score areas + 75% \times project length in medium-high transit score areas + 50% \times project length in medium transit score areas)/total project length.</p> <p>+ 0.25 points if project improves or maintains a facility that links two or more regional Planning or Freight Centers.</p>

Table F-1 (Continued): TIP and TIP+ Criteria Rating Scale Summary

PARENT CRITERIA	CHILD CRITERIA	DATA SOURCE	RATING SCALE (EACH PARENT/CHILD CRITERIA CAN SCORE UP TO 1 POINT)
Facility/Asset Condition and Maintenance: 22%	Bridges: 31%	Bridge Asset Management System Rating	Bridge Improvement Score (BIS) = 1 × bridge deck area with deck/super/sub/culvert rating of 3 or less or a posted or weight-restricted bridge deck area + 0.8 × bridge deck area with deck/super/sub/culvert rating of 4 + 0.6 × (TIP) bridge deck area not in poor condition but will have its useful life extended or (TIP+) bridge deck area with a superstructure, substructure, or culvert rating of 5. → Highest BIS = 1 point; for all other projects BIS ÷ Highest BIS.
	Pavement: 23%	Pavement Asset Management System Rating	Pavement Improvement Score (PIS) = 1 × lane miles with an International Roughness Index (IRI) of ≥220 + 0.8 × lane miles with an IRI of ≥170 + 0.6 × (TIP) lane miles not in poor condition but will have useful life extended or (TIP+) lane miles with an IRI of ≥150. Local roads with Present Serviceability Rating (PSR) can be substituted for local road segments with no IRI data: 1 × lane miles with PSR ≤1.5 + 0.8 × PSR ≤2.0 + 0.6 × lane miles with PSR >2 but will have useful life extended. On 100-point scales, multiply PSR thresholds by 20. → Highest PIS = 1 point; for all other projects PIS ÷ Highest PIS.
	Other: 31%	Other Asset Management Systems (Incl. Transit)	<input type="checkbox"/> 1 point if the improvement brings the asset from a poor condition into a state of good repair. <input type="checkbox"/> 0.6 points if the project extends the useful life of a facility/asset not in poor condition.
	Agency Operating Costs: 15%		<input type="checkbox"/> PUBLIC AGENCY OPERATING COSTS: Project significantly increases agency operating costs (e.g., major new facilities) = 0 points; project somewhat increases agency operating costs (i.e., minor new facilities, such as signals) = 0.25 points; no change in agency operating costs = 0.5 points; project somewhat reduces agency operating costs (i.e., design cost savings, roundabouts in place of signals, stormwater infrastructure) = 0.75 points; project significantly reduces agency operating and maintenance costs (i.e., improved infrastructure condition, new transit route or transit improvements that increase farebox recovery rate above 100 percent) = 1 point.
The Environment: 7%	—	Project Sponsor/ Project Scope	UP TO A MAX OF 1 POINT: <input type="checkbox"/> OXIDES OF NITROGEN (NOx) MEDIAN COST-EFFECTIVENESS FOR EMISSION REDUCTIONS: 1) 1.0 point for idle reduction programs, heavy vehicle diesel engine replacements, park-and-ride facilities or programs, transit service expansion, bike/ped improvements; or incident management programs, intermodal freight improvements, employee transit benefits, transit amenity enhancements, carsharing programs, and extreme-temperature cold-start technologies. 3) 0.75 points for traditional ridesharing programs (not Transportation Network Companies) and intersection improvements, subsidized transit fares, bikesharing programs, and electric charging stations. 5) 0.5 points for roundabouts. <input type="checkbox"/> GREEN DESIGN: 0.5 POINTS FOR INCORPORATING ANY ITEM FROM ONE OF THE BULLETS BELOW (UP TO 1 POINT): <input type="checkbox"/> Green design: bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins. <input type="checkbox"/> Green or recycled materials: use of warm-mix asphalt, long-life pavement materials, pervious pavement, or smog-absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.); or project supports or enhances recycling efforts. <input type="checkbox"/> Reduced environmental impact: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhanced habitat connectivity or wildlife crossings, rehabilitating assets/facilities instead of replacing.

* Where data is available.

Table F-1 (Continued): TIP and TIP+ Criteria Rating Scale Summary

PARENT CRITERIA	CHILD CRITERIA	DATA SOURCE	RATING SCALE (EACH PARENT/CHILD CRITERIA CAN SCORE UP TO 1 POINT)
<p>Safety: 27%</p>	<p>—</p>	<p>New Jersey Department of Transportation (NJDOT) and Pennsylvania Department of Transportation (PennDOT) Crash Databases, Crash Modification Factors Clearinghouse (CMF), FHWA-Proven Safety Counter-measure</p>	<p>UP TO A MAX OF 1 POINT:</p> <p>A. SAFETY STRATEGY (HIGHEST SCORING PROJECT COMPONENT BELOW):</p> <ul style="list-style-type: none"> <input type="checkbox"/> FHWA-proven safety countermeasure and four- or five-star rating CMF clearinghouse crash reduction factor (CRF) >30 = 0.6 points: roundabouts, corridor access management, extend yellow change intervals, or dedicated left- and right-turn lanes at intersections. <input type="checkbox"/> Four- or five-star rating CMF clearinghouse CRF >30 = 0.5 points: upgrade railroad (RR) crossing signs to flashing lights, install gates at RR crossings with signs, install a traffic signal or convert to all-way stop control, change to protected left turn, improve angle of channelized right-turn lane, install automated speed enforcement or red-light cameras, install speed humps, reduce/decrease lane width, provide intersection illumination, traffic calming, widen narrow shoulders, or install a "Vehicles Entering When Flashing" system. <input type="checkbox"/> FHWA-proven safety countermeasure and four- or five-star rating CMF clearinghouse CRF >15 = 0.4 points: median and pedestrian crossing islands in urban and suburban areas, road diets, longitudinal rumble strips and stripes on two-lane roads, pedestrian hybrid beacons, median barrier, or backplates with retroreflective borders. <input type="checkbox"/> Four- or five-star rating CMF clearinghouse CRF >15 = 0.3 points: improve roadway lighting (including light-emitting diode [LED] upgrade), install intersection conflict warning systems, install variable speed limits, reduce posted speed limit/mean speed, implement automated speed enforcement system, install advanced yield or stop markings and signs, or increase all red clearance intervals. <input type="checkbox"/> FHWA-proven safety countermeasure and four- or five-star rating CMF clearinghouse CRF >0 = 0.2 points: safety edge, walkways, enhanced delineation and friction for horizontal curves, or roadside design improvement at curves. <input type="checkbox"/> Four- or five-star rating CMF clearinghouse CRF >0 = 0.1 points: install adaptive traffic signal control, resurface pavement, provide flashing beacons at stop-controlled intersections, install red-light indicator lights, median treatment for ped/bike safety, install dynamic speed feedback sign, implement systemic signing and marking improvements at stop-controlled intersections, install pedestrian countdown timer; improve signal visibility (increased signal lens size, new backplates, reflective tape to existing backplates, box span signals, or additional signal heads). <input type="checkbox"/> Transit projects = 0.4 points for greater safety benefit. <p>B. LOCATION/CRITICALITY (TIP: ONLY SCORES IF POINTS AWARDED FOR "A" ABOVE, UP TO A MAX OF 0.4 POINTS FOR ROAD PROJECTS; TIP+: SCORES REGARDLESS OF WHETHER OR NOT POINTS AWARDED FOR "A" ABOVE):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pennsylvania Roads = Project is located on a Highway Safety Network Screening segment with an expected crash (XS) reduction rating greater than 4 or project located in census tracts identified through DVRPC's Crashes and Communities of Concern analysis = 0.4 points; project is located on a Highway Safety Network Screening segment with an XS reduction rating greater than 0.8, or project is located on and clearly responds to a DOT-identified high-crash location issue, or project is located in current city of Philadelphia High-Injury Network = 0.2 points; project is located on a Highway Safety Network Screening segment with an XS reduction rating greater than 0, or project is located on a DOT-identified high-crash location = 0.1 points. <input type="checkbox"/> New Jersey Roads = Project is located on a New Jersey HSIP Eligible State or Local Road (Intersections, Ped. Intersections, High-Risk Rural Roads, Ped Corridors) with a state rating to be determined, DVRPC rating of 100 or less or a county rating of 20 or less; or comes from a Road Safety Audit, Congestion and Crash Site Analysis Program locations, or project located in census tracts identified through DVRPC's Crashes and Communities of Concern analysis = 0.4 points; project is located on a New Jersey HSIP Eligible State or Local Road = 0.2 points. <input type="checkbox"/> Transit = If project is a safety-critical project that helps meet safety performance measures identified by PTASP = 0.6 points.

Source: DVRPC, 2021

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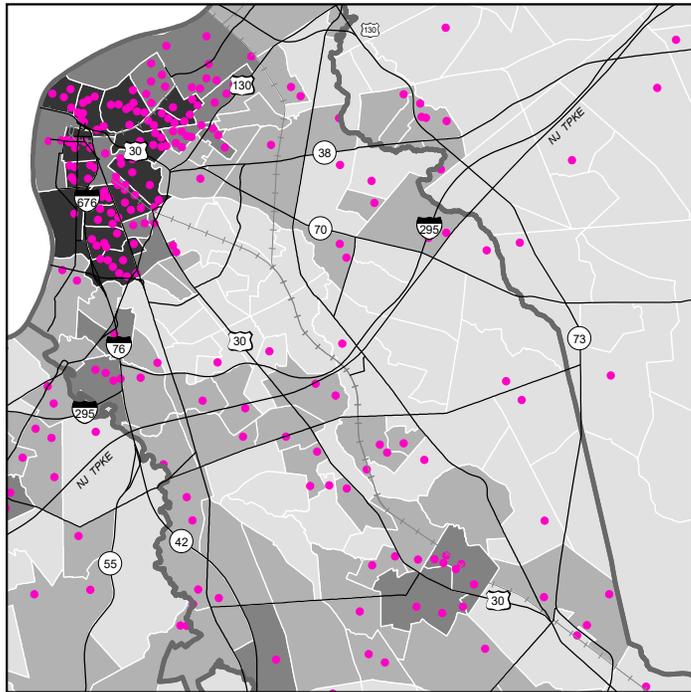
APPENDIX G

Environmental Justice Appendix



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Equity Analysis: Concentrations of Low Income Populations



Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

• Low-Income Populations (1 Dot = 250 Persons) Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

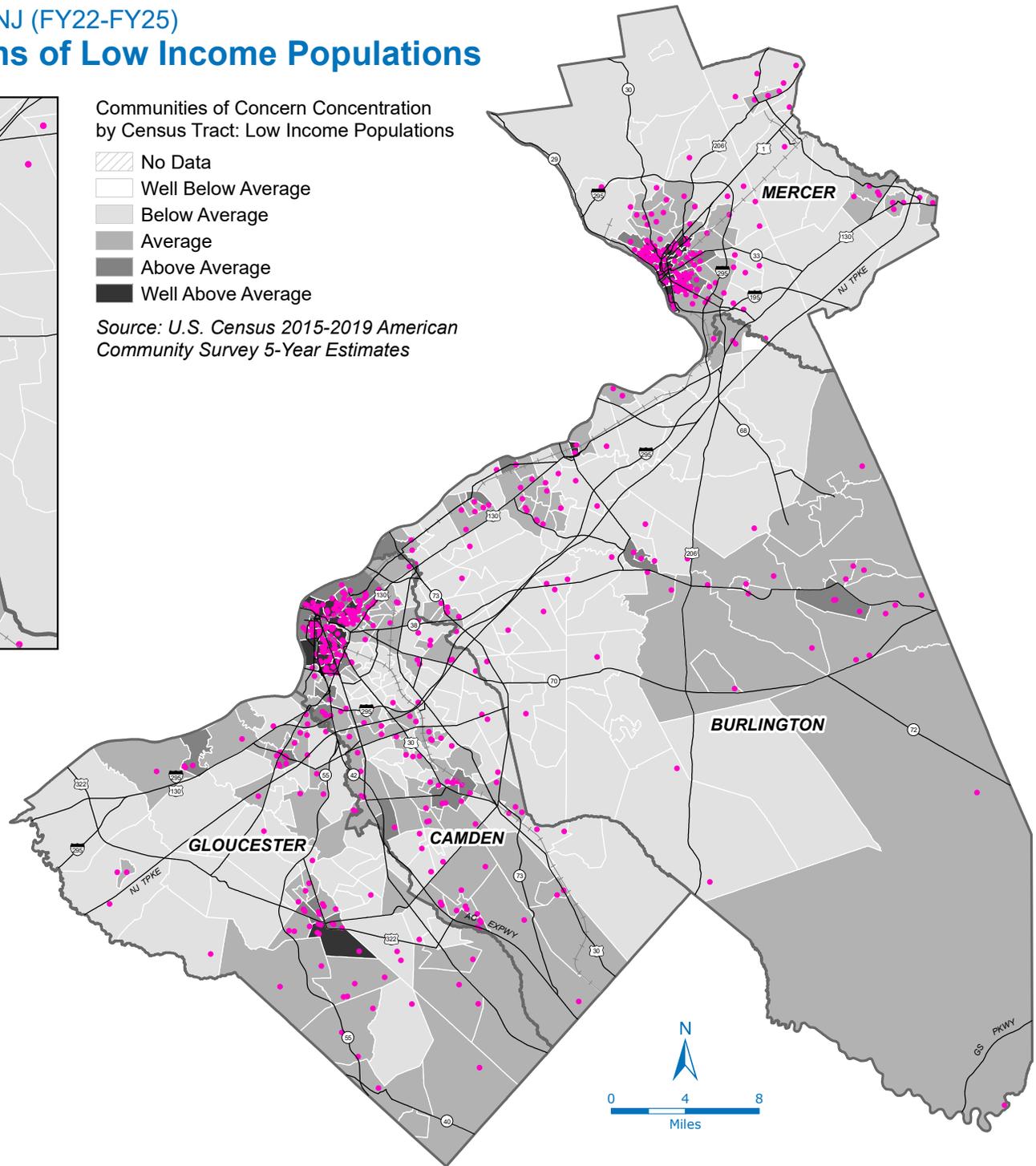
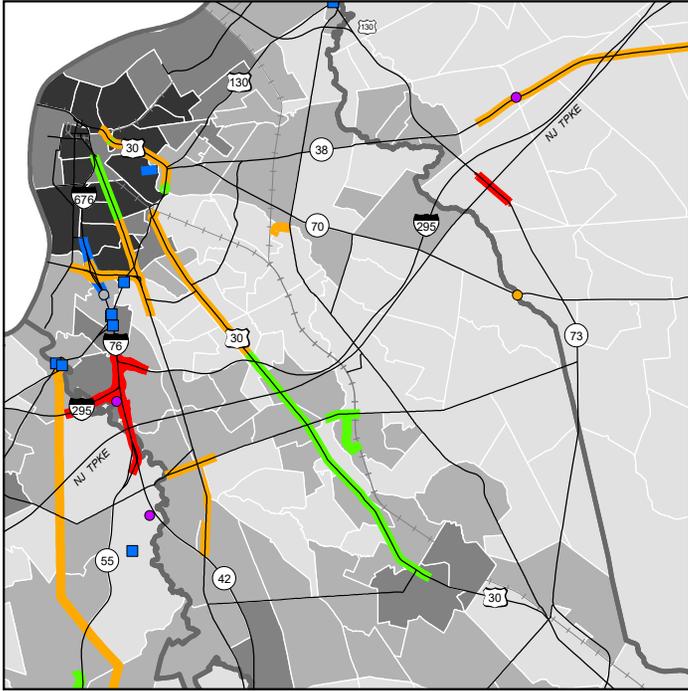


Figure G-1

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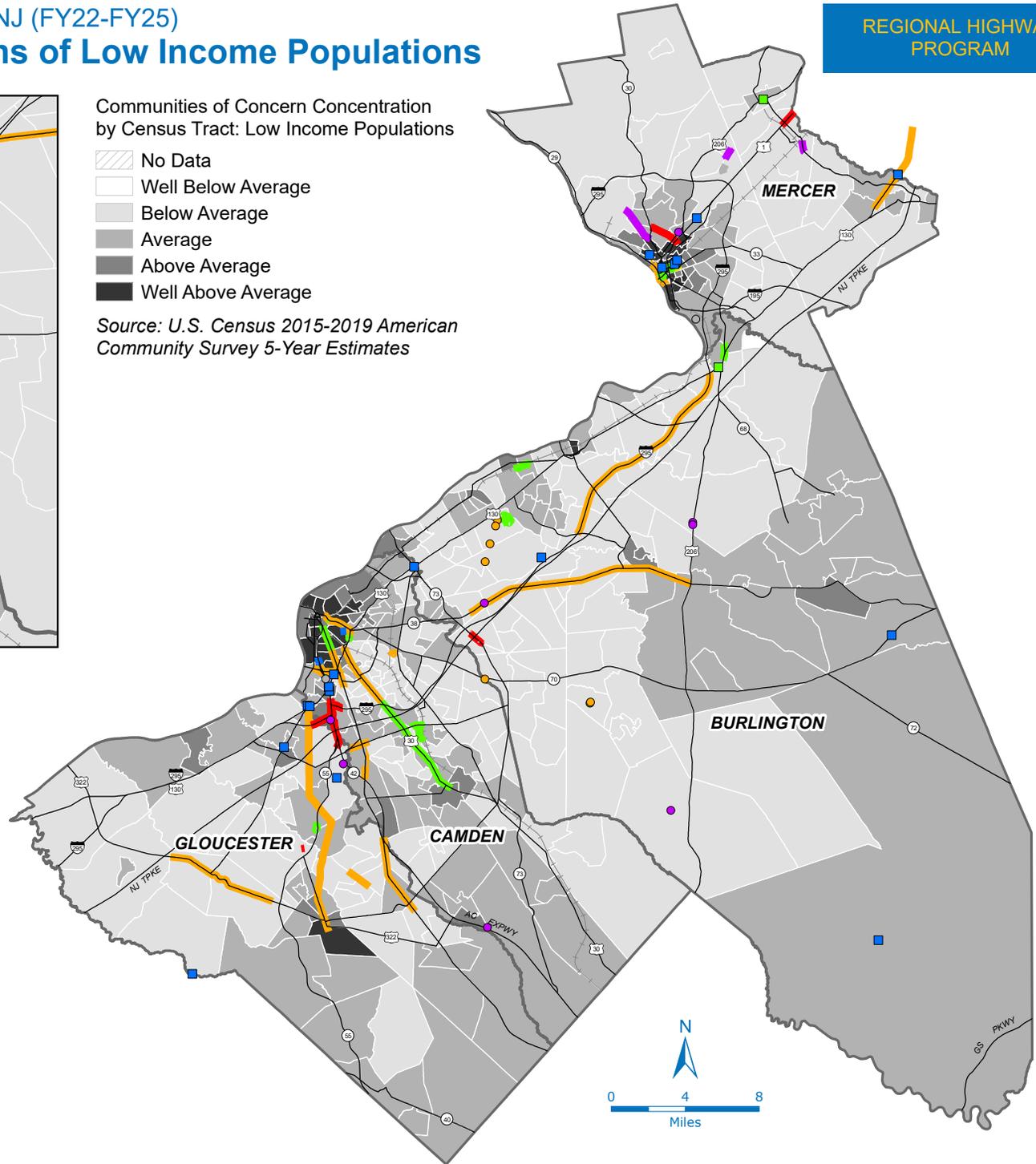
Equity Analysis: Concentrations of Low Income Populations



Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



DVRPC FY2022 TIP for NJ (FY22-25)*

- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Roadway New Capacity
- Roadway Rehabilitation
- Streetscape
- Other

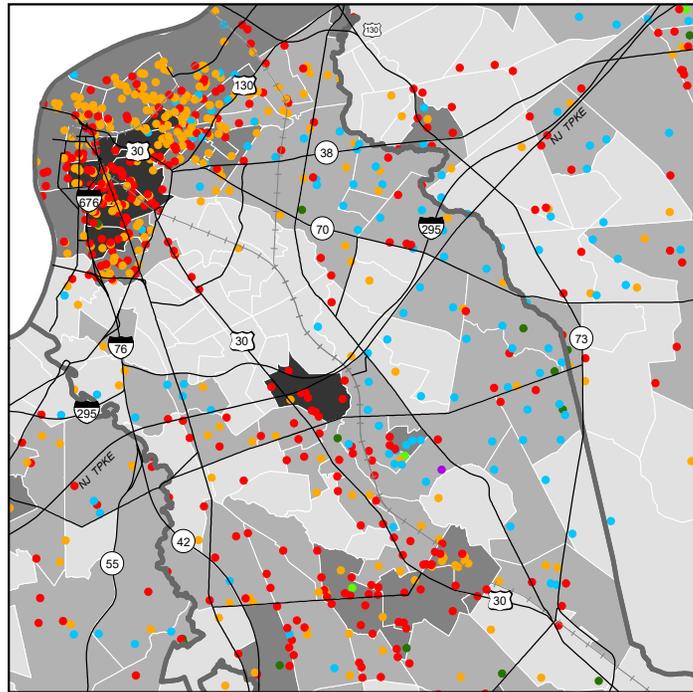
* Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.



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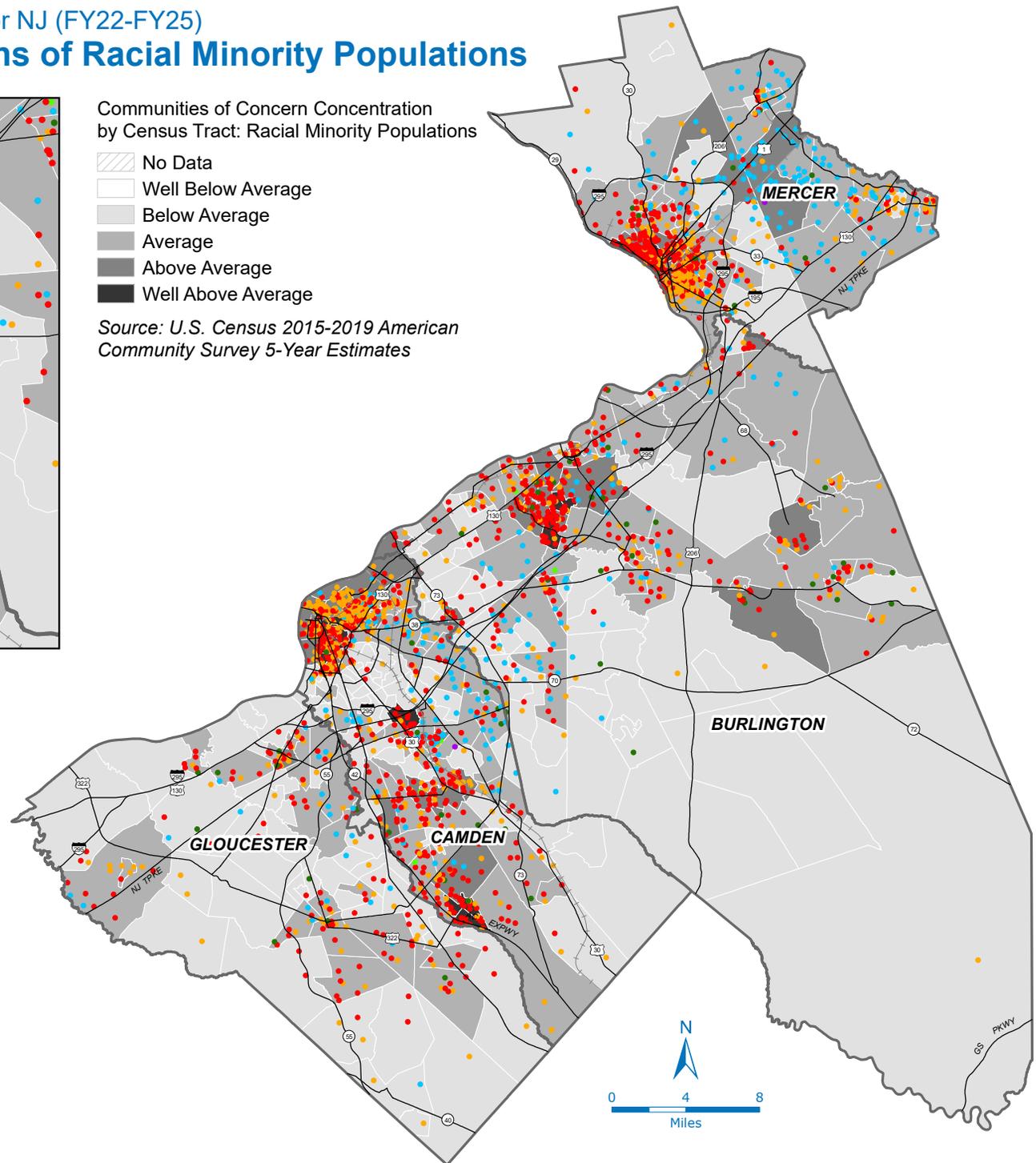
Equity Analysis: Concentrations of Racial Minority Populations



Communities of Concern Concentration by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



Minority Populations (1 Dot = 250 Persons)

- Black or African American, Non-Hispanic
- Asian alone, Non-Hispanic
- Hispanic
- American Indian and Alaska Native, Non-Hispanic
- Native Hawaiian and Other Pacific Islander, Non-Hispanic
- Two or more races, Non-Hispanic
- Some other race, Non-Hispanic

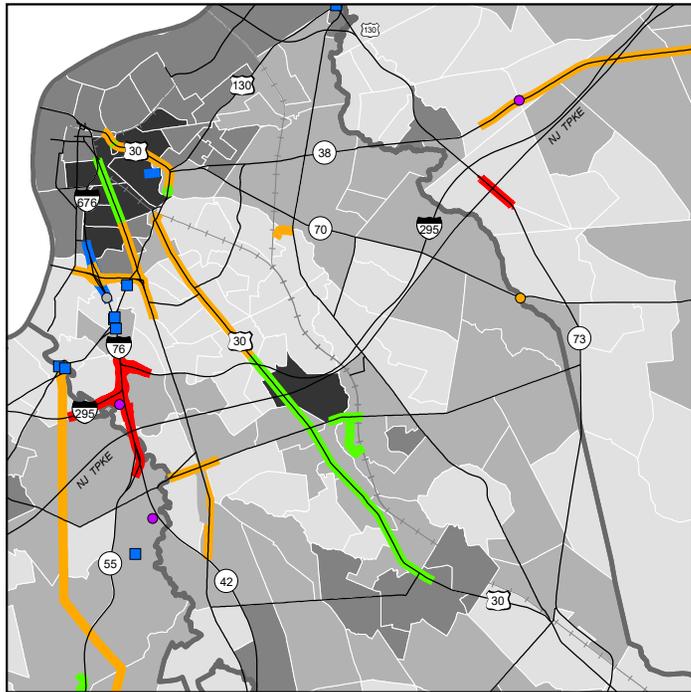
Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates



Figure G-4

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Equity Analysis: Concentrations of Racial Minority Populations



Communities of Concern Concentration by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

DVRPC FY2022 TIP for NJ (FY22-25)*

- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Roadway New Capacity
- Roadway Rehabilitation
- Streetscape
- Other

* Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.

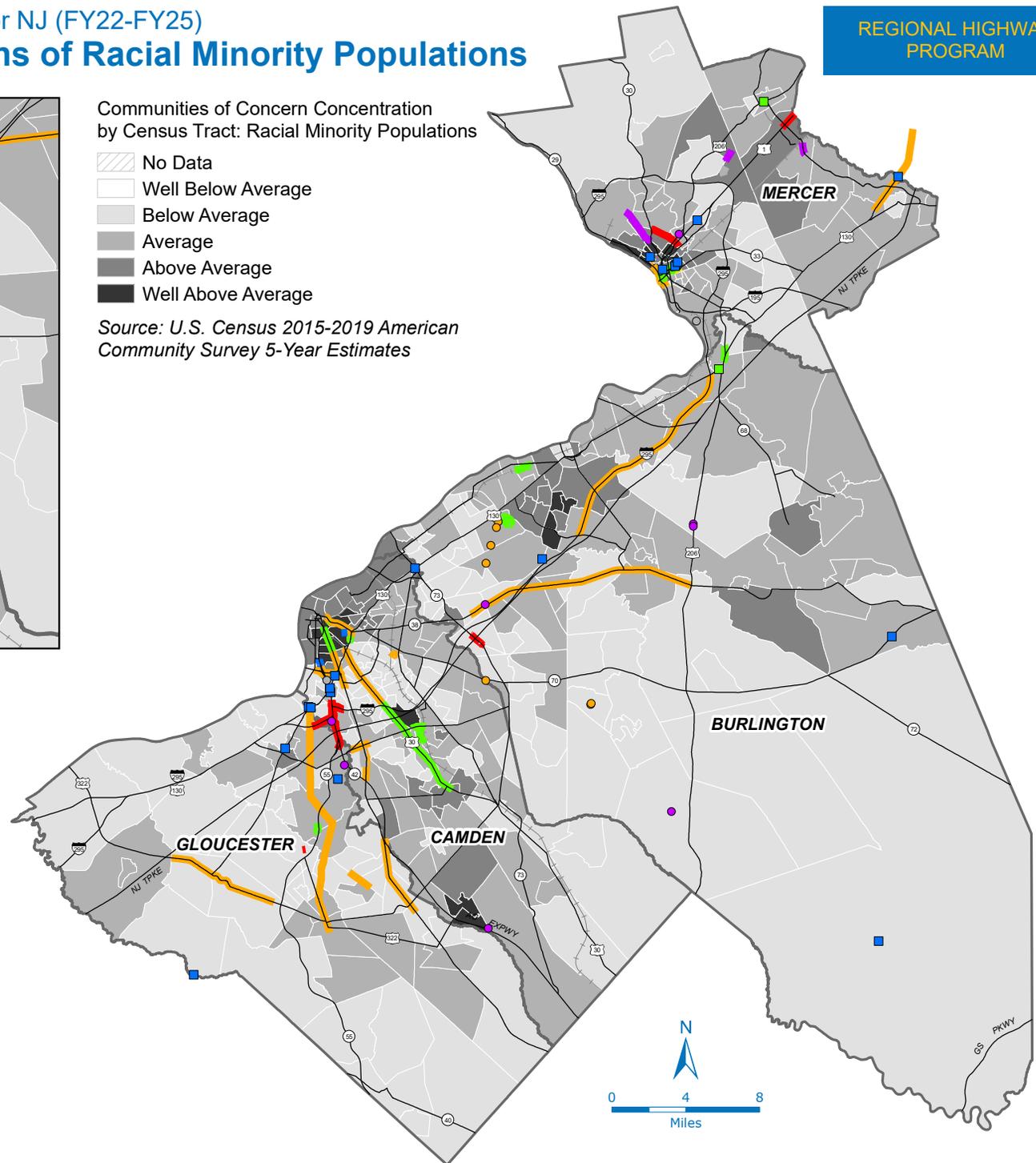
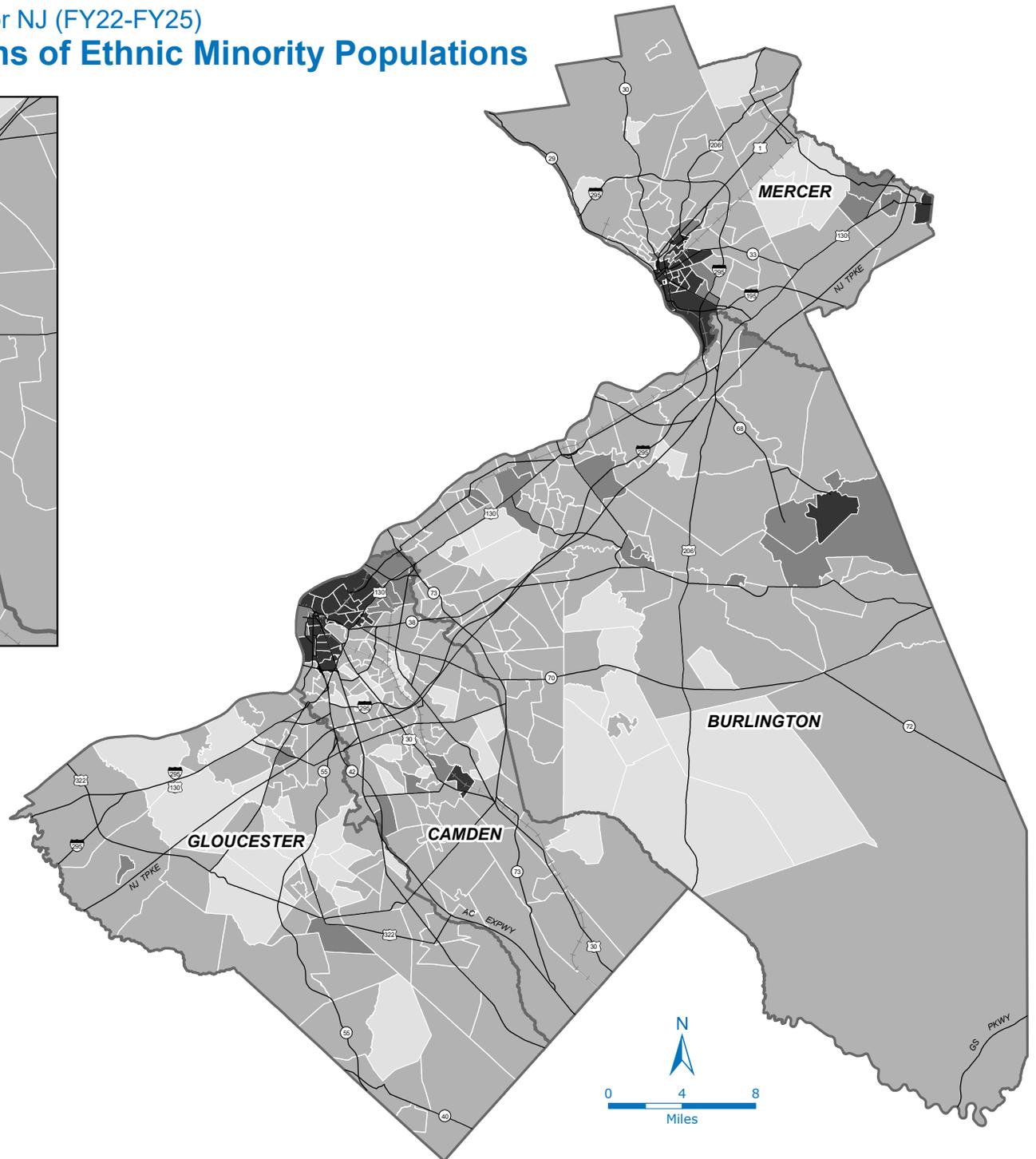


Figure G-5

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Equity Analysis: Concentrations of Ethnic Minority Populations



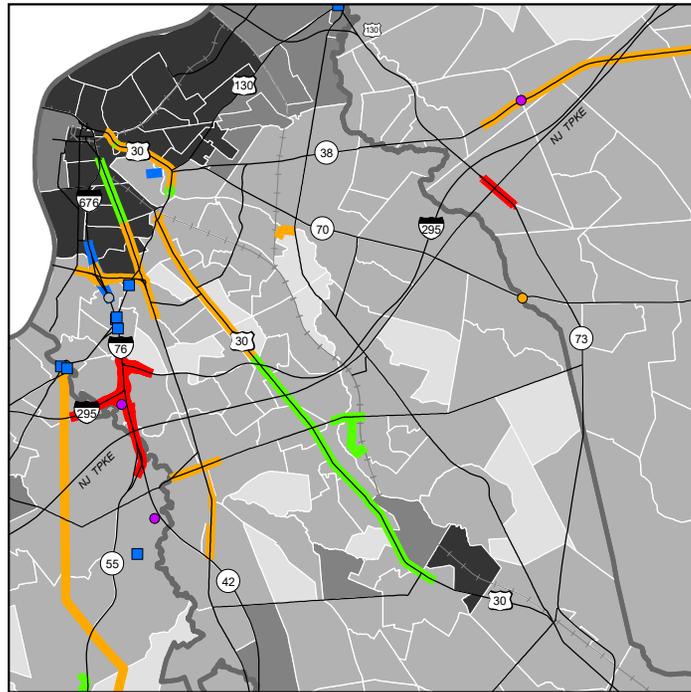
Communities of Concern Concentration
by Census Tract: Ethnic Minority Populations

-  No Data
-  Well Below Average
-  Below Average
-  Average
-  Above Average
-  Well Above Average

Source: U.S. Census 2015-2019 American
Community Survey 5-Year Estimates

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Equity Analysis: Concentrations of Ethnic Minority Populations



Communities of Concern Concentration by Census Tract: Ethnic Minority Populations

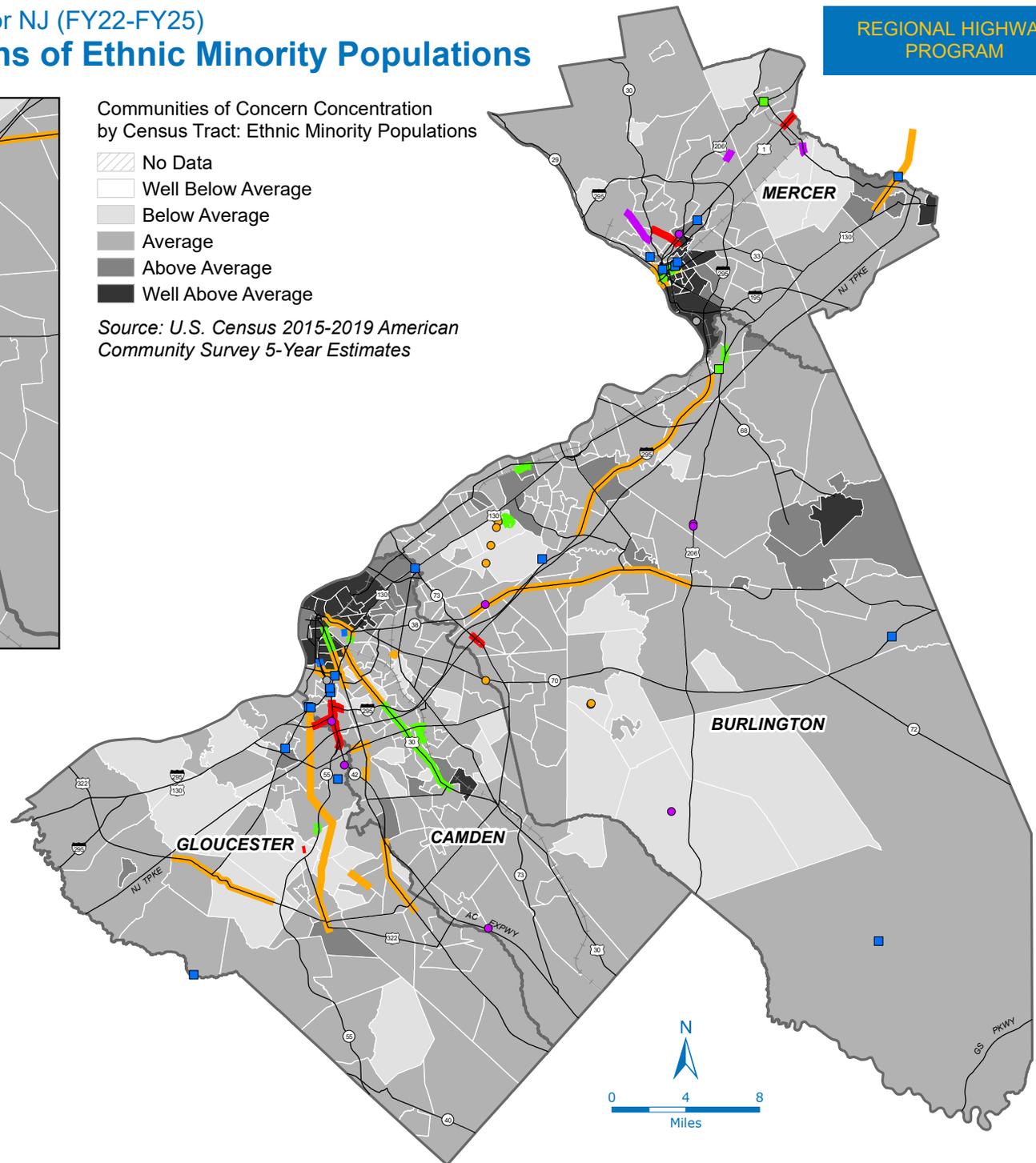
- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

DVRPC FY2022 TIP for NJ (FY22-25)*

- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Roadway New Capacity
- Roadway Rehabilitation
- Streetscape
- Other

* Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.



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Equity Analysis: Concentrations of Ethnic Minority Populations



Communities of Concern Concentration by Census Tract: Ethnic Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2015-2019 American Community Survey 5-Year Estimates

DVRPC FY2022 TIP for NJ (FY22-25)*

Transit Project

* Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.

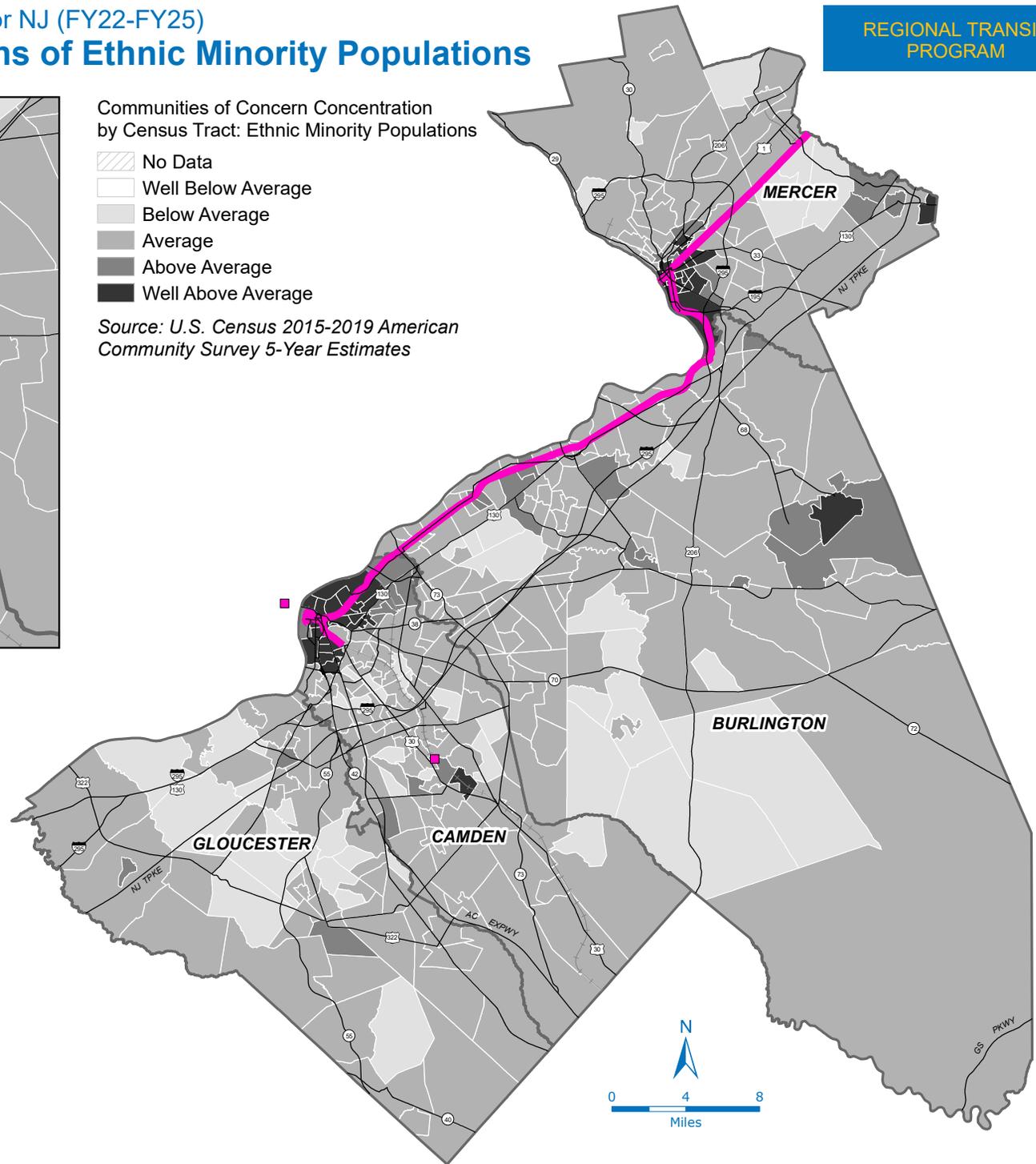
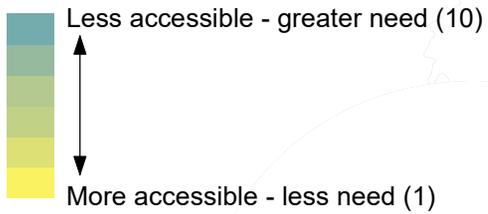
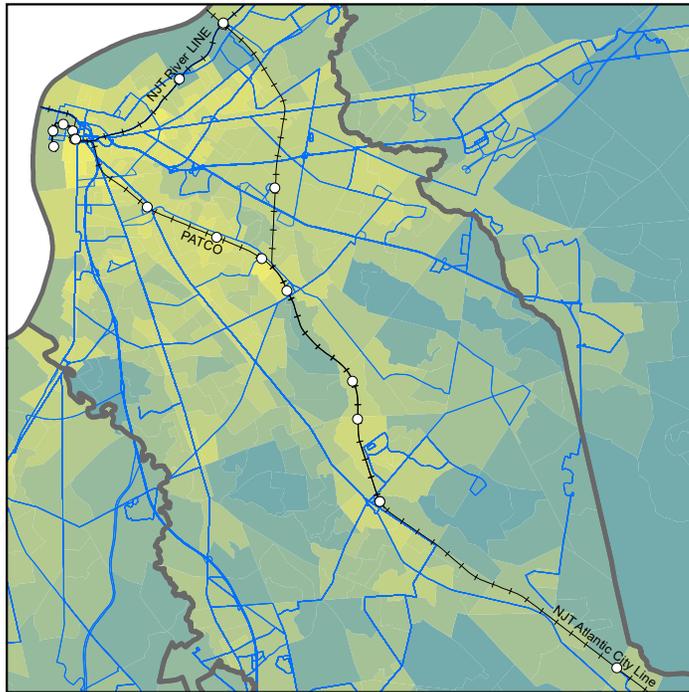


Figure G-9

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Transit Accessibility in the DVRPC New Jersey Region



Source: DVRPC's Equity Through Access Map Toolkit, 2017 - www.dvrpc.org/ETA
Accessibility data was derived from DVRPC's transit journey time skim matrix at the TAZ-level and assigned to its related block group.

- NJ Transit Bus Route
- +○+ Passenger Rail Line/Station

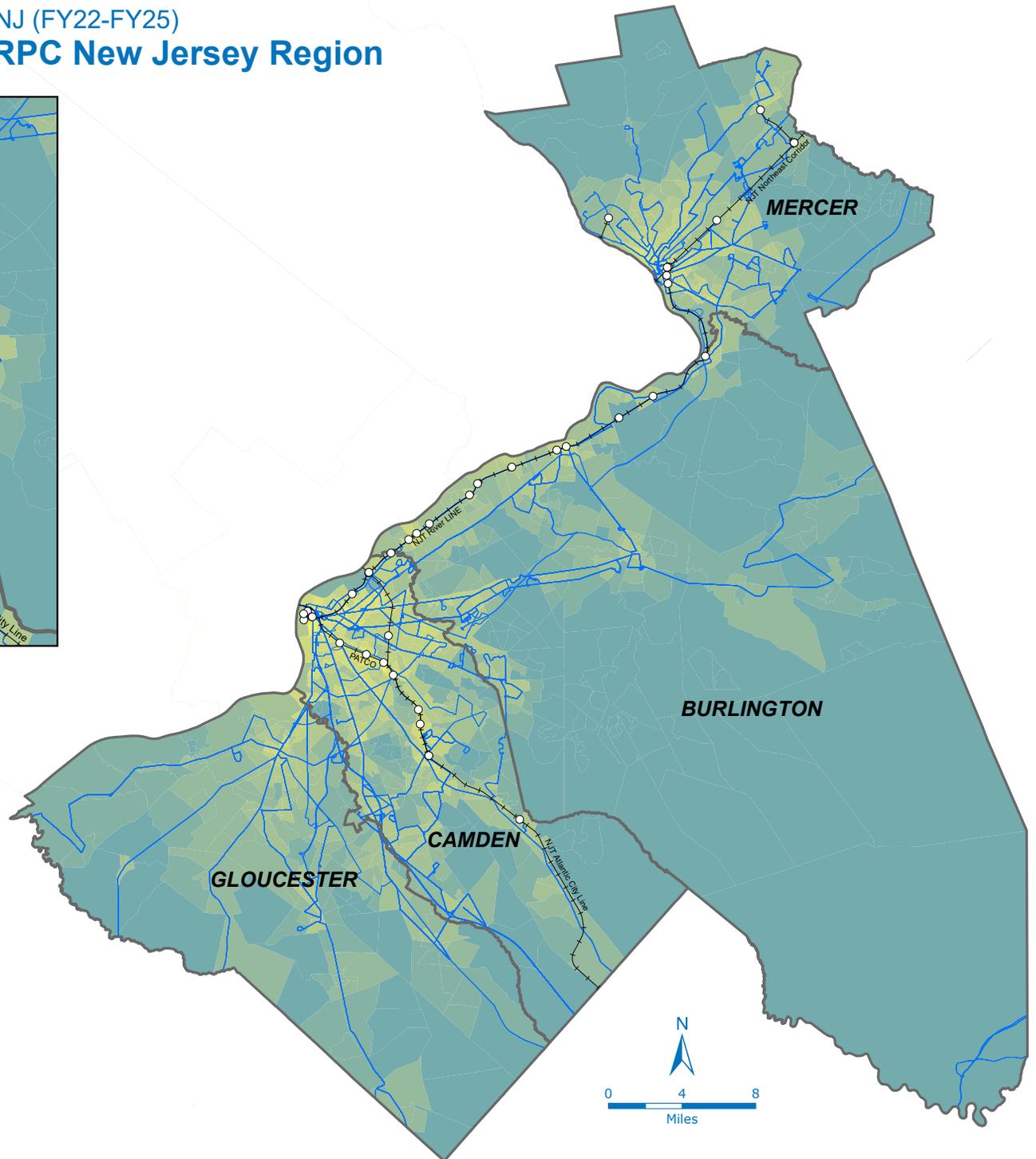


Figure G-10

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Table G-1: Unmappable TIP Projects

Program	DB #	Project Title	County
Highway	03304	Bridge Deck/Superstructure Replacement Program	Various
Highway	99327A	Resurfacing, Federal	Various
Highway	X35A1	Rail-Highway Grade Crossing Program, Federal	Various
Highway	X41C1	Local County Aid, DVRPC	Various
Highway	X98C1	Local Municipal Aid, DVRPC	Various
Highway (Local)	D0302	Burlington County Roadway Safety Improvements	Burlington
Highway (Local)	D1510	Burlington County Bus Purchase	Burlington
Highway (Local)	D0410	Camden County Roadway Safety Improvements	Camden
Highway (Local)	D0601	Camden County Bus Purchase	Camden
Highway (Local)	D1505A	ADA Improvements, Contract 1	Camden
Highway (Local)	D2020	New or Upgraded Traffic Signal Systems at Intersections, Phase 1	Camden
Highway (Local)	D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2	Camden
Highway (Local)	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3	Camden
Highway (Local)	D0401	Gloucester County Roadway Safety Improvements	Gloucester
Highway (Local)	D9807	Gloucester County Bus Purchase	Gloucester
Highway (Local)	D0412	Mercer County Roadway Safety Improvements	Mercer
Highway (Local)	D1011	Mercer County Bus Purchase	Mercer
Highway (Local)	01300	Transportation Systems Management and Operations (TSMO)	Various
Highway (Local)	06326	Local Concept Development Support	Various
Highway (Local)	10347	Local Aid Consultant Services	Various
Highway (Local)	11383	Transportation Management Associations	Various
Highway (Local)	D0204	Transportation and Community Development Initiative (TCDI) DVRPC	Various
Highway (Local)	D026	DVRPC, Future Projects	Various
Highway (Local)	D0407	Ozone Action Program in New Jersey	Various
Highway (Local)	D1601	New Jersey Regional Signal Retiming Initiative	Various
Highway (Local)	D2004	Transportation Operations	Various
Highway (Local)	D2005	Regional Transportation Demand Management (TDM) Program	Various
Highway (Local)	DR2202	DRPA Systemwide Crash Cushion Attenuating Replacement	Various
Highway (Local)	X30A	Metropolitan Planning	Various
Transit (DRPA/PATCO)	DR2007	PATCO Viaduct Preservation Project	Camden
Transit (DRPA/PATCO)	D1305	Pedestrian Bridge and Tunnel Rehabilitation	Various
Transit (DRPA/PATCO)	D1911	PATCO Track Resurfacing & Rail Profile Grinding	Various
Transit (DRPA/PATCO)	D1912	Rehabilitation of PATCO Bridges	Various
Transit (DRPA/PATCO)	DR019	Smoke and Fire Control	Various
Transit (DRPA/PATCO)	DR034	Preventive Maintenance	Various
Transit (DRPA/PATCO)	DR036	Transit Enhancements	Various
Transit (DRPA/PATCO)	DR1501	PATCO Interlocking & Track Rehabilitation	Various
Transit (DRPA/PATCO)	DR1802	Subway Structures Renovation	Various
Transit (DRPA/PATCO)	DR1803	PATCO Station Platform Rehabilitation	Various
Transit (DRPA/PATCO)	DR2006	PATCO Stations Modernizations	Various
Transit (NJ TRANSIT)	T05	Bridge and Tunnel Rehabilitation	Various
Transit (NJ TRANSIT)	T06	Bus Passenger Facilities/Park and Ride	Various
Transit (NJ TRANSIT)	T08	Bus Support Facilities and Equipment	Various
Transit (NJ TRANSIT)	T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	Various
Transit (NJ TRANSIT)	T106	Private Carrier Equipment Program	Various
Transit (NJ TRANSIT)	T111	Bus Acquisition Program	Various
Transit (NJ TRANSIT)	T112	Rail Rolling Stock Procurement	Various
Transit (NJ TRANSIT)	T120	Small/Special Services Program	Various
Transit (NJ TRANSIT)	T121	Physical Plant	Various
Transit (NJ TRANSIT)	T122	Miscellaneous	Various
Transit (NJ TRANSIT)	T13	Claims support	Various
Transit (NJ TRANSIT)	T135	Preventive Maintenance-Bus	Various
Transit (NJ TRANSIT)	T143	ADA--Platforms/Stations	Various
Transit (NJ TRANSIT)	T150	Section 5310 Program	Various
Transit (NJ TRANSIT)	T151	Section 5311 Program	Various
Transit (NJ TRANSIT)	T16	Environmental Compliance	Various
Transit (NJ TRANSIT)	T199	Job Access and Reverse Commute Program	Various
Transit (NJ TRANSIT)	T20	Immediate Action Program	Various
Transit (NJ TRANSIT)	T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	Various
Transit (NJ TRANSIT)	T300	Transit Rail Initiatives	Various

Table G-1: Unmappable TIP Projects

Program	DB #	Project Title	County
Transit (NJ TRANSIT)	T34	Rail Capital Maintenance	Various
Transit (NJ TRANSIT)	T37	Rail Support Facilities and Equipment	Various
Transit (NJ TRANSIT)	T39	Preventive Maintenance-Rail	Various
Transit (NJ TRANSIT)	T42	Track Program	Various
Transit (NJ TRANSIT)	T43	High Speed Track Program	Various
Transit (NJ TRANSIT)	T50	Signals and Communications/Electric Traction Systems	Various
Transit (NJ TRANSIT)	T500	Technology Improvements	Various
Transit (NJ TRANSIT)	T508	Security Improvements	Various
Transit (NJ TRANSIT)	T509	Safety Improvement Program	Various
Transit (NJ TRANSIT)	T515	Casino Revenue Fund	Various
Transit (NJ TRANSIT)	T53E	Locomotive Overhaul	Various
Transit (NJ TRANSIT)	T55	Other Rail Station/Terminal Improvements	Various
Transit (NJ TRANSIT)	T68	Capital Program Implementation	Various
Transit (NJ TRANSIT)	T88	Study and Development	Various

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KEY WORDS	Air Quality, Bike and Pedestrian, Bridges, CMAQ, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, Construction, Coronavirus Response and Recovery Supplemental Appropriations Act, CRRSAA, DRPA/PATCO, Environmental Justice, FAST Act, FASTLANE, Federal Transit Administration, Federally Funded Projects, Final Design, Fixing America’s Surface Transportation Act, Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies, FTA, GARVEE, Goods Movement, Highways, Highway Safety Improvement Program, HSIP, Indicators of Potential Disadvantage, Infrastructure Capital, Infrastructure Investment and Jobs Act, IIJA, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Highway Freight Network, National Highway Freight Program, National Highway Performance Program, New Jersey Department of Transportation, NHFN, NHFP, NHPP, NJ TRANSIT, Performance-Based Planning and Programming, Performance Measures, Preliminary Engineering, Public Involvement, Railway-Highway Grade Crossing, Right-of-Way, Safe Routes to School, SAFETEA-LU, STBGP, STP, Surface Transportation Program, Surface Transportation Block Grant Program, Targets, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives Set-A-Side Program, Transportation Equity Act for the 21st Century, Transportation Improvement Program
ABSTRACT	The Transportation Improvement Program (TIP) document contains a listing of multimodal projects in the DVRPC New Jersey region and the NJDOT-managed Statewide Program of projects throughout the State of New Jersey that will seek federal and state funding in federal FYs 2022, 2023, 2024, and 2025. This volume also contains the following appendices: (A) Board Resolutions; (B) Financial Tables Used in Developing the Program, Including the Statewide TIP (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) DVRPC TIP Project Benefit Evaluation Criteria, and (G) Environmental Justice Appendix. Appendix H, Summary of the TIP Public Involvement Process, Public Comments, Agency Responses, and List of Recommended Changes, is shown in the Addendum (#22001D).

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