



Highlights

of the **DVRPC FY2022 TIP** for **NEW JERSEY**
(FY22-FY25)





The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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

Introduction

The Highlights of the DVRPC FY2022 Transportation Improvement Program (TIP) for New Jersey (FY22–FY25) document aims to briefly describe and “highlight” the region’s TIP, an agreed-upon multimodal list of priority transportation projects that are planned and programmed for implementation, for which federal funds are anticipated. While not a federal requirement, the DVRPC TIP also lists state-funded capital projects and non-federally funded projects that are regionally significant to provide a broad picture of the region's transportation improvements. This program enables the selection and prioritization of transportation infrastructure investments in the DVRPC region. The DVRPC Board adopted the TIP that includes recommended changes, public comments, and agency responses to those comments on Thursday, September 23, 2021.

The DVRPC New Jersey TIP covers the counties of Burlington, Camden, Gloucester, and Mercer. DVRPC prepares a major update to the New Jersey TIP every other year to coincide with the update of the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT) fiscally constrained 10-year Statewide TIP (STIP) and releases a draft program for a review and comment period prior to recommending it for adoption by the DVRPC Board.

The public comment period for the Draft DVRPC FY2022 TIP, which also served as the Draft STIP’s public comment period, commenced on July 21, 2021, and closed at 5:00 PM (EST) on August 23, 2021. Further details regarding the review and comment process are located at the end of this document. The latest version of the TIP is online at www.dvrpc.org/TIP. The STIP is available online at www.state.nj.us/transportation/capital. You can find a hardcopy of the Board approved TIP at the DVRPC office located at 190 North Independence Mall West, 8th Floor, Philadelphia, PA, 19106.

What is the TIP?

By way of congressional mandate, federal transportation legislation requires that DVRPC, as the Metropolitan Planning Organization (MPO) for the region, develop and update a TIP in order for the region to be eligible to receive and spend federal transportation funds. The TIP lists all transportation projects that intend to use federal funds, as well as state-funded capital projects that are transportation improvement priorities for this region. It is a multimodal, four-year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is 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 to maintain this financial constraint. As a result, the TIP is not a “wish list;” competition among projects for a spot on the TIP clearly exists. The TIP not only lists specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The production of the TIP is the culmination of the 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 assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project’s inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

The TIP is a requirement of federal transportation legislation, which at the time of Board adoption was the Fixing America's Surface Transportation Act (FAST Act), or Public Law (P.L.) 114-94. The FAST Act was signed into law on December 4, 2015, was set to expire on September 30, 2020, but was extended by Congress for an additional year. 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 30, 2014. The FAST Act built on the initiatives established in MAP-21; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; the Transportation Equity Act for the 21st Century; and the Intermodal Surface Transportation Efficiency Act of 1991. Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems. At the time of publishing this document, President Biden has signed the Infrastructure Investment and Jobs Act (IIJA), which is also known as the Bipartisan Infrastructure Deal (BID) that will replace the FAST Act.

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; the Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO); DVRPC staff; the Federal Highway Administration (FHWA); and representatives of DVRPC city and county member governments, which constitute the DVRPC New Jersey Subcommittee of the Regional Technical Committee (RTC). As portrayed by Figure 1, the FY2022 TIP update process commenced between the end of 2020 and early 2021 with the review of costs and schedules of FY2020 TIP projects, projects anticipated to “graduate” from Concept Development, and a review of new project candidates to be added to the Draft 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-LRP Benefit Evaluation Criteria results for new project candidates, 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 Subcommittee of the RTC. Negotiations continued to 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 NJDOT and NJ TRANSIT’s Draft STIP, were shared with the public for feedback.

The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and the DVRPC Board adopted the TIP with changes on September 23, 2021 (after the public comment period closed). DVRPC then submitted the document to NJDOT for approval and inclusion in the STIP, which were then submitted by NJDOT to federal partners (e.g., FHWA, Federal Transit Administration [FTA]) for review and approval. When the federal partners approved the FY2022 STIP, the DVRPC FY2022 TIP and NJDOT and NJ TRANSIT’s FY2022 STIP replaced the FY2020 TIP and STIP.

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



Source: DVRPC, 2021

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Program Summaries

The DVRPC FY2022 TIP for New Jersey 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 County	\$11.018	\$17.250	\$24.752	\$10.503	\$63.523
Camden County	\$132.106	\$249.161	\$156.858	\$114.268	\$652.393
Gloucester County	\$53.974	\$41.100	\$33.761	\$7.450	\$136.285
Mercer County	\$27.268	\$26.146	\$22.987	\$50.853	\$127.254
Various Counties	\$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 they were previously appropriated by the state legislature.

Source: DVRPC, 2021

Out of approximately \$9 billion of Federal 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

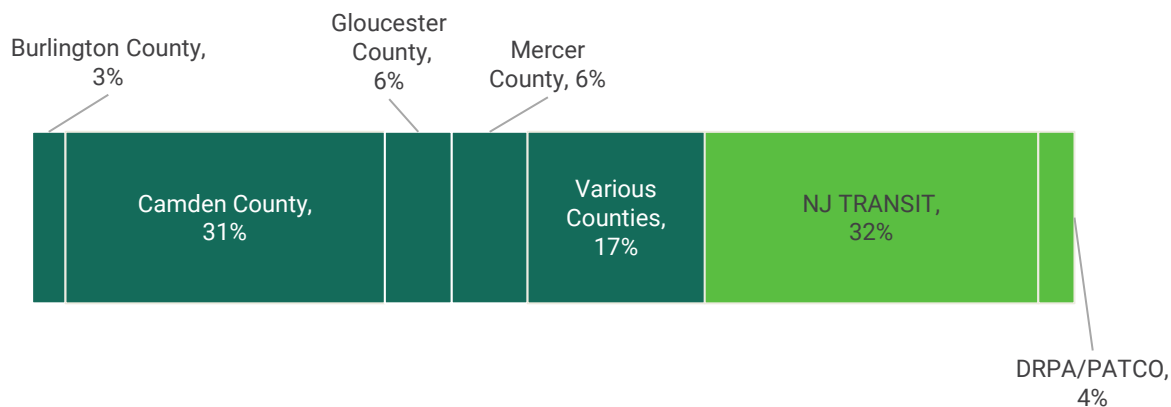
direct support to NJDOT. The Statewide Program is primarily State funded (68 percent). Within NJ TRANSIT's \$6.1 billion program over the First-Four Years for the state, 11 percent is distributed to transit projects/line items in the DVRPC region; 86 percent is distributed to the NJTPA region; and three percent is distributed to the SJTPO region.

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

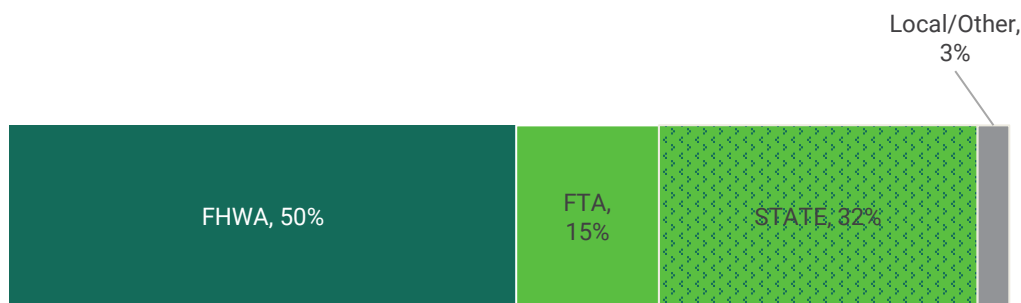
\$2.11 BILLION HIGHWAY AND TRANSIT PROGRAM

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% out of the Highway and Transit Programs)



BY FUNDING SOURCE



Source: DVRPC, 2021

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

FUND CODE	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

Source: DVRPC, 2021

Funding Abbreviations, per Table 2

FEDERAL HIGHWAY (FHWA) FUNDING SOURCES

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 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to help states meet their Clean Air Act obligations. The federal Moving Ahead for Progress in the 21st Century Act (MAP-21) has an increased focus on addressing PM_{2.5}.

CRRSAA (Coronavirus Response and Recovery Supplemental Appropriations Act), CRRSAA-PHILA, CRRSAA-TRENTON, CRRSAA-FLEX: This federal-aid funding category was established by Congress as part of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and appropriated funds by geographic regions (CRRSAA-PHILA for the Philadelphia Urbanized Area (UZA) and CRRSAA-Trenton for the Trenton UZA in the DVRPC New Jersey region). CRRSAA-FLEX is not restricted to any urbanized area.

DEMO/DEMO-R (Demonstration Funds): Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. DEMO-R indicates funding that have been repurposed from specific projects with the original earmark amount.

HSIP (Highway Safety Improvement Program): Provides funding for projects or strategies included in the state's Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address 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 SHSP. MAP-21 and the FAST Act continued this program with a focus on performance measures and targets.

HWI (Highway Infrastructure): This federal-aid funding category was established under The 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.

LOCAL-DVRPC: Funding from revenue generated by the former DVRPC RideECO program.

NHFP-HWY (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: Primary Highway Freight System (PHFS), Critical Rural Freight Corridors (CRFCs), Critical Urban Freight Corridors (CUFCs), 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 National Highway System (NHS), and to construct new facilities on the NHS that support national performance goals. Three programs from the previous authorization, SAFETEA-LU, 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.

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

RHC (Rail Highway Grade Crossing): This is a federal funding category which 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.

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

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 for the "Philadelphia, PA-NJ-DE-MD" Urbanized Area, which makes up most of the DVRPC Local Program. Prior to the FY2018 NJ TIP, both STBGP-PHILA and STBGP-TRENTON were combined as "STBGP-STU" or "STP-STU" depending on the federal legislation.

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

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

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

NON-FEDERAL HIGHWAY FUNDING SOURCES

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

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).

FEDERAL TRANSIT (FTA) FUNDING SOURCES

CMAQ (Congestion Mitigation and Air Quality Improvement Program): Type of Highway funding that can be flexed (transferred) from the Highway Program via FHWA to the Transit Program.

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 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 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.

STP-TE (Surface Transportation Program Transportation Enhancement): Provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE was incorporated into TAP in MAP-21. Funds may be flexed from the Highway Program via FHWA to the Transit Program.

NON-FEDERAL TRANSIT FUNDING SOURCES

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

STATE (State Transportation Trust Fund): Provides the disposition of funding received from the New Jersey Transportation Trust Fund for NJ TRANSIT.

MATCH/DRPA/LOCAL/OTHER: Local funds from NJ TRANSIT (“MATCH”) or the DRPA (“DRPA”) that are needed to match federal funding. “OTHER” third-party funds are provided from other sources, including but not limited to, bi-state and autonomous authorities, private entities, and local governments.

NJ TURNPIKE: Provides funding from the NJ Turnpike Authority to NJ TRANSIT.

Phase of Work Abbreviations, per Figures 3 and 4

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.

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

DES (Final Design): Consists of taking a recommended solution and scope of work defined in the Preliminary Engineering phase and developing a final design, including right-of-way and construction plans and construction contract documents to solicit bids from prospective contractors.

EC (Design and Construction): Involves design and construction work.

ERC (Design, Right-of-Way, and Construction): Involves design, right-of-way, and/or construction work.

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

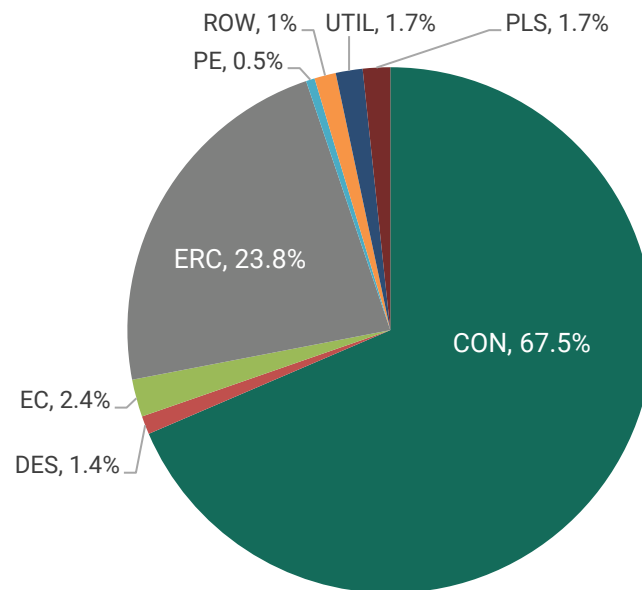
PLS (Planning Study): Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development. This phase typically occurs during the “pre-TIP” development stage of a project, such as those listed in the Study and Development Program.

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.

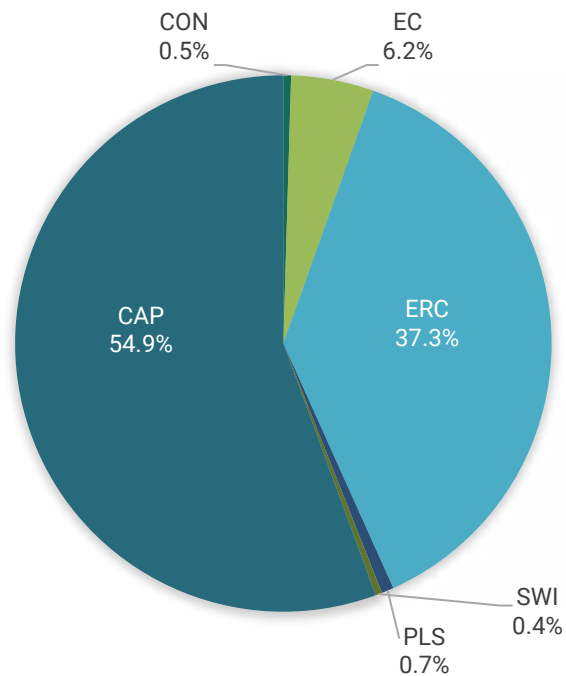
UTIL (Utility): Utility relocation work associated with a project. In some cases, the utility relocation work associated with a project must be programmed separately from the actual construction phase of work.

Figure 3: First-Four Years (FY22–FY25) Highway Program Cost by Phase



Source: DVRPC, 2021

Figure 4: First-Four Years (FY22–FY25) Transit Program Cost by Phase



Source: DVRPC, 2021

Mapping Application and Listings Overview

Printed static maps for Environmental Justice and Equity analysis of the TIP are found in Appendix G of the main TIP document (publication ID 22001A). For other purposes, 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. Due to the dynamic changing nature of the TIP, static maps become out of date by the time the final version of the TIP is printed and distributed.

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 in a drop-down list under the heading “TIP Projects Not Mapped” and are listed on the map by their unique project identification number (DB #) under the same heading.

The TIP Web Map Search Tool continues to include robust data sets that include overlays, such as Planning Centers, Freight Centers, Congestion Management Process (CMP) Corridors, and Indicators of Potential Disadvantage (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.

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

Tables 3 and 4 display various project listings in the Highway and Transit Programs for the DVRPC New Jersey region. The project listings are listed by DB # and grouped by county and transit operator. Note that all projects within the formal First-Four Years of the TIP period (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 in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. To view more information about a project, visit www.dvrpc.org/TIP, or use the TIP Web Map Search Tool.

Statewide Program (Highway)

Following this document's lists of highway and transit projects in the DVRPC region is Table 5 for highway line items in the Statewide Program. These Statewide line items are primarily highway programs managed by NJDOT on a statewide basis that are not specific to any MPO region but would benefit all or that provide direct support to NJDOT.

TIP Project Status Codes

In this document, projects listed in the TIP are identified by a "status code" to help establish the origin of the projects. The codes are displayed as superscripts next to project DB #s and titles in this document. The full, TIP document displays the codes at the top right corner of each project listed. Projects determined as "new" projects in the TIP are denoted with a status code of NEW, NEW-B, NEW-G, NEW-LG, NEW&SD, and NEW-CD.

- **NEW** projects are programmed in the TIP or in the "pre-TIP" Study and Development Program for the absolute first time. There are 13 new projects appearing for the first time in the Highway Program of the TIP (three that are NJDOT-sponsored projects and 10 that are local county/city sponsored projects).
- **NEW-B** projects are new "break-out" projects that have been "broken out of," or derived from, an existing TIP project or line-item DB #.
- **NEW-G** projects have "graduated" from the Study and Development Program and are advancing into the TIP for Design to Construction phases; there is one "NEW-G" project in the TIP that is NJDOT sponsored; and 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. The project's Concept Development phase was locally led by a county or municipality. There are seven total "NEW-LG" projects in the TIP's DVRPC Local (Highway) Program.
- **NEW-M** projects represent at least two existing TIP projects merged into one of the existing DB #s or combined into a newly established DB #.
- **NEW&SD** is denoted for projects that are included, for the first time, in both the TIP's Highway Program and Study and Development Program; and
- **NEW-CD** projects are those that are programmed for Concept Development in the Highway or Statewide Program for the first time.

A project denoted with an **SD** status indicates that it is not a new project but is in the Study and Development Program and is programmed in either the Highway or Statewide 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 TIP for New Jersey.

Roadmap of a TIP Project Listing

Figure 5 exemplifies a standard TIP report for a sample project to guide you when viewing a project in the TIP. The "roadmap" provides explanations about various information items that are associated with a project.

DVRPC FY2022 TIP for New Jersey | Project Listings

Table 3: Highway Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
BURLINGTON COUNTY			
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	9212C	Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)
12346	Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd	D0302	Burlington County Roadway Safety Improvements
12346A	Route 130, CR 545 (Farnsworth Avenue)	D1510	Burlington County Bus Purchase
12380	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	D2018	Bridge No. C4.13 over Parkers Creek on Centerton Road ^{NEW-LG}
15321	Route 70, Bridge over Mount Misery Brook	D2206	County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) ^{NEW}
15324	Washington Turnpike, Bridge over West Branch of Wading River	D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit) ^{NEW}
15385	Route 38, Nixon Drive to Route 295 Bridge		
CAMDEN COUNTY			
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	D0410	Camden County Roadway Safety Improvements
11326A	Route 76, Bridges over Route 130	D0601	Camden County Bus Purchase
11326B	Route 76, Nicholson Road, Advanced Utility Relocation, Contract 2	D1505A	ADA Improvements, Contract 1
11326C	Route 76/676 Bridges and Pavement, Contract 3	D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements)
14426	Route 130, Bridge over Big Timber Creek	D1913	Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout
15375	Route 30, Cooper Street to Grove Street ^{NEW-G}	D1914	Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)
15396	Route 168, Route 42 to CR 544 (Evesham Road)	D2020	New or Upgraded Traffic Signal Systems at Intersections, Phase 1 ^{NEW-LG}
15423	ADA South, Contract 4	D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2 ^{NEW-LG}
16340	Route 130, Bridge over Main Branch of Newton Creek	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3 ^{NEW-LG}
16342	Route 73 and Ramp G, Bridge over Route 130	D2208	CR 544 (Evesham Rd), NJ 41 to Schubert Ave ^{NEW}
18313	Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)	D2209	CR 758 (Coles Mill Rd), Farwood Rd to Grove St ^{NEW}
355A	Route 295/42, Missing Moves, Bellmawr	DR2201	Walt Whitman Bridge NJ Corridor Resurfacing ^{NEW}
355E	Route 295/42/I-76, Direct Connection, Contract 4		

DVRPC FY2022 TIP for New Jersey | Project Listings

Table 3 (Continued): Highway Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
GLOUCESTER COUNTY			
11371	Route 47, Bridge over Big Timber Creek	D1203	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail
12305	Route 47, Grove St. to Route 130, Pavement	D1906	CR 581 (Commissioners Road), Bridge over Oldman's Creek
12306	Route 42, Kennedy Ave. to Atlantic City Expressway	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K3) ^{NEW-LG}
14348	Route 45, Bridge over Woodbury Creek	D2019	CR 712 (College Drive) at Alumni Drive Roundabout and Multipurpose Trail (Circuit) ^{NEW}
15302	Route 41 and Deptford Center Road	D2210	CR 654 (Hurffville-Cross Keys Rd), CR 630 (Egg Harbor Rd) to CR 651 (Greentree Rd) ^{NEW}
21366	Rowan University Fossil Park Roadway and Intersection Improvement at Woodbury Glassboro Road (CR 553) ^{NEW}	D2211	US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55 ^{NEW}
D0401	Gloucester County Roadway Safety Improvements	D9807	Gloucester County Bus Purchase
MERCER COUNTY			
07319B	Route 29, Cass Street to Calhoun Street, Drainage	D0701	Princeton-Hightstown Road Improvements, CR 571
11309	Route 130, Westfield Ave. to Main Street	D1011	Mercer County Bus Purchase
16336	Route 1B, Bridge over Shabakunk Creek	D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
16339	Route 130, Bridge over Millstone River ^{NEW}	D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)
17419	Route 1, Alexander Road to Mapleton Road	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave ^{NEW-LG}
18305	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	D2023	Circulation Improvements Around Trenton Transit Center ^{NEW-LG}
19360	Route 27, Witherspoon Street ^{NEW}	D2205	D&R Greenway Connector, Wellness Loop to Union St./Cooper Field (Circuit) ^{NEW}
99334	Duck Island Landfill, Site Remediation	L064	Route 206, South Broad Street Bridge over Assunpink Creek
D0412	Mercer County Roadway Safety Improvements		
VARIOUS COUNTIES			
01300	Transportation Systems Management and Operations (TSMO)	D0204	Transportation and Community Development Initiative (TCDI) DVRPC
03304	Bridge Deck/Superstructure Replacement Program	D026	DVRPC, Future Projects
04314	Local Safety/ High Risk Rural Roads Program	D0407	Ozone Action Program in New Jersey
06326	Local Concept Development Support	D1601	New Jersey Regional Signal Retiming Initiative
10347	Local Aid Consultant Services	D2004	Transportation Operations
11383	Transportation Management Associations	D2005	Regional Transportation Demand Management (TDM) Program
99327A	Resurfacing, Federal	DR2202	DRPA Systemwide Crash Cushion Attenuating Replacement ^{NEW}

DVRPC FY2022 TIP for New Jersey | Project Listings

Table 3 (Continued): Highway Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
VARIOUS COUNTIES (CONTINUED)			
X065	Local CMAQ Initiatives	X41C1	Local County Aid, DVRPC
X107	Transportation Alternatives Program	X51	Pavement Preservation
X30A	Metropolitan Planning	X98C1	Local Municipal Aid, DVRPC
X35A1	Rail-Highway Grade Crossing Program, Federal		

Source: DVRPC, 2021

Table 4: Transit Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
NJ TRANSIT			
T05	Bridge and Tunnel Rehabilitation	T34	Rail Capital Maintenance
T06	Bus Passenger Facilities/Park and Ride	T37	Rail Support Facilities and Equipment
T08	Bus Support Facilities and Equipment	T39	Preventive Maintenance-Rail
T106	Private Carrier Equipment Program	T42	Track Program
T111	Bus Acquisition Program	T43	High Speed Track Program
T112	Rail Rolling Stock Procurement	T44	NEC Improvements
T120	Small/Special Services Program	T50	Signals and Communications/Electric Traction Systems
T121	Physical Plant	T500	Technology Improvements
T122	Miscellaneous	T508	Security Improvements
T135	Preventive Maintenance-Bus	T509	Safety Improvement Program
T143	ADA-Platforms/Stations	T515	Casino Revenue Fund
T150	Section 5310 Program	T53E	Locomotive Overhaul
T151	Section 5311 Program	T55	Other Rail Station/Terminal Improvements
T16	Environmental Compliance	T68	Capital Program Implementation
T20	Immediate Action Program	T88	Study and Development
T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)	T95	Light Rail Infrastructure Improvements
T300	Transit Rail Initiatives		

Source: DVRPC, 2021

DVRPC FY2022 TIP for New Jersey | Project Listings

Table 4 (Continued): Transit Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
DRPA/PATCO			
D1305	Pedestrian Bridge and Tunnel Rehabilitation	DR1501	PATCO Interlocking & Track Rehabilitation
D1911	PATCO Track Resurfacing & Rail Profile Grinding	DR1802	Subway Structures Renovation
D1912	Rehabilitation of PATCO Bridges	DR1803	PATCO Station Platform Rehabilitation
DR019	Smoke and Fire Control	DR2006	PATCO Stations Modernizations
DR034	Preventive Maintenance	DR2007	PATCO Viaduct Preservation Project
DR036	Transit Enhancements	DR2008	PATCO Rail Replacement - Ferry Avenue to Broadway
DR038	Relocation of Center Tower/SCADA Modernization	DR2203	PATCO Fare Collection Equipment Upgrades^{NEW}

Source: DVRPC, 2021

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FY2022 TIP for New Jersey | Project Listings

Table 5: Statewide Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
MERCER COUNTY			
15322	Delaware & Raritan Canal Bridges		
VARIOUS COUNTIES			
00377	Ferry Program	13307	Salt Storage Facilities - Statewide
01309	Maritime Transportation System	13308	Statewide Traffic Operations and Support Program
01316	Transit Village Program	13323	Bridge Preventive Maintenance
01335	Betterments, Dams	14300	Title VI and Nondiscrimination Supporting Activities
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	14404	Bridge Maintenance and Repair, Movable Bridges
03304	Bridge Deck/Superstructure Replacement Program	15335	Sign Structure Replacement Contract 2016-3
03309	Environmental Project Support	15343	Intelligent Traffic Signal Systems
04324	Electrical Load Center Replacement, Statewide	15344	Utility Pole Mitigation
05304	Construction Program IT System (TRNS.PORT)	17337	Project Management Improvement Initiative Support
05339	Right of Way Database/Document Management System	17341	Bridge Inspection Program, Minor Bridges
05340	Right of Way Full-Service Consultant Term Agreements	17353	Storm Water Asset Management
05341	Project Management & Reporting System (PMRS)	17357	Bridge Maintenance Fender Replacement
05342	Design, Geotechnical Engineering Tasks	17358	Bridge Maintenance Scour Countermeasures
06327	Local Aid Grant Management System	17360	Emergency Management and Transportation Security Support
06402	Safe Streets to Transit Program	17390	Local Freight Impact Fund
07332	Minority and Women Workforce Training Set-Aside	19315	Aeronautics UAS Program
08381	Bridge Replacement, Future Projects	19370	Safety Programs
08387	Local Bridges, Future Needs	19600	Smart and Connect Corridors Program
08415	Airport Improvement Program	97008	High-Mast Light Poles
09316	Culvert Replacement Program	98315	Bridge Emergency Repair
09388	Highway Safety Improvement Program Planning	98316	Bridge Scour Countermeasures
10344	Project Development: Concept Development and Preliminary Engineering	99327A	Resurfacing, Federal
11344	ADA Curb Ramp Implementation	99358	Safe Routes to School Program
13304	Intelligent Transportation System Resource Center	99372	Orphan Bridge Reconstruction
13305	Job Order Contracting Infrastructure Repairs, Statewide	99409	Recreational Trails Program
13306	Mobility and Systems Engineering Program	X03A	Restriping Program & Line Reflectivity Management System

FY2022 TIP for New Jersey | Project Listings

Table 5 (Continued): Statewide Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
VARIOUS COUNTIES (NOT SPECIFIC TO ANY MPO REGION) (CONTINUED)			
X03E	Resurfacing Program	X186	Local Aid, Infrastructure Fund
X07A	Bridge Inspection	X186B	Local Aid, State Transportation Infrastructure Bank
X07F	Bridge and Structure Inspection, Miscellaneous	X196	Maintenance & Fleet Management System
X10	Program Implementation Costs, NJDOT	X197	Disadvantaged Business Enterprise
X106	Design, Emerging Projects	X199	Youth Employment and TRAC Programs
X107	Transportation Alternatives Program	X200C	New Jersey Scenic Byways Program
X10A	Staff Augmentation	X201	Guiderail Upgrade
X11	Unanticipated Design, Right of Way and Construction Expenses, State	X233	Motor Vehicle Crash Record Processing
X12	Acquisition of Right of Way	X239	Sign Structure Inspection Program
X126	Transportation Research Technology	X239A	Sign Structure Rehabilitation/Replacement Program
X135	Pre-Apprenticeship Training Program for Minorities and Women	X241	Electrical Facilities
X137	Legal Costs for Right of Way Condemnation	X244	Training and Employee Development
X140	Planning and Research, State	X28B	Park and Ride/Transportation Demand Management Program
X142	DBE Supportive Services Program	X29	Physical Plant
X144	Regional Action Program	X30	Planning and Research, Federal-Aid
X15	Equipment (Vehicles, Construction, Safety)	X34	New Jersey Rail Freight Assistance Program
X150	State Police Enforcement and Safety Services	X35A	Rail-Highway Grade Crossing Program, State
X151	Interstate Service Facilities	X35A1	Rail-Highway Grade Crossing Program, Federal
X152	Rockfall Mitigation	X39	Signs Program, Statewide
X154	Drainage Rehabilitation and Maintenance, State	X47	Traffic Signal Replacement
X154D	Drainage Rehabilitation & Improvements	X66	Traffic Monitoring Systems
X15A	Equipment, Snow and Ice Removal	X70	Bridge Management System
X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal	X72B	Betterments, Roadway Preservation
X180	Construction Inspection	X72C	Betterments, Safety
X182	Utility Reconnaissance and Relocation	X75	Environmental Investigations
X185	Bicycle & Pedestrian Facilities/Accommodations	X98Z	Local Municipal Aid, Urban Aid

Source: DVRPC, 2021

Figure 5: Roadmap of a Sample Project Listing in the TIP

State Department of Transportation (NJDOT) project ID number

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

County where project is located

Project Title

Final Version

DB# 9999

Somewhere Road Corridor Improvements

MRPID: 099

NEW

ACCODE: 9035M
 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 Subcom(s): 2B

Municipalities: Bellmore Borough, Mount Ephraim Borough

Planning Center: Town Center

CIS Program Subcategory: Local Roadway Improvements

CIS Program Category: Congestion Relief

Project Manager: Bello, Elsa

IPD: ?

Microsites: 25.41 - 27.8

Sponsor: NJDOT

Improvement Type: Roadway New Capacity

Local Project: Mapped: Y

This project may be suitable for ITS treatments.

Phase

Fund

2022

2023

2024

2025

2026

2027

2028

2029

2030

2031

		TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
Phase	Fund	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
CON	STOGA-FLEX		43.339	37.382	50.677						
CON	STOGA-FLEX		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				

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

Funds are in \$ Millions

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

Anticipated project phase

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

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

Community types that correspond to DVRPC long range planning policies

DVRPC Congestion Management Process (CMP) codes

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.

Air Quality Code

Source: DVRPC, 2021

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Public Commenting

The public comment period for the Draft DVRPC FY2022 TIP for New Jersey opened on July 21, 2021 at 5:00 PM (EST) and closed on August 23, 2021, at 5:00 PM (EST). Since the TIP is *dynamic*, DVRPC welcomes opinions, suggestions, ideas, or questions on projects contained in the TIP, the TIP development process, TIP Actions, or other topics of concern after the public comment period is closed. The public always has an opportunity to review and comment on TIP Actions that are frequently presented at DVRPC Board meetings, for example.

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

Because of the pandemic, online public meetings/information sessions replaced the traditional in-person meeting on Wed. August 11, 2021 from 2:00 PM–3:00 PM and Wed. August 18, 2021 from 7:00 PM–8:00 PM. Registration information was 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.

The public could submit comments in writing by email to tip@dvrpc.org, or by mail, Attention: TIP Comments, Office of Communications and Engagement, Delaware Valley Regional Planning Commission, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106-1520. Comments received via mail had to be postmarked by August 23, 2021. After the public comment period closed, DVRPC staff coordinated responses from appropriate agencies to all submitted comments. Submitted comments and agency responses are found as part of the formal public record and final TIP document (see Addendum #22001D).

A total of 85 individuals from the public and on behalf of advocacy groups submitted 124 written comments on the Draft TIP primarily via the webbased online commenting application, followed by email and U.S. mail. The public commented on a total of 135 issues. Since some individuals mentioned more than one issue in their submitted comments, DVRPC assigned each issue an “Item #” that was used to identify responses from the DVRPC regional planning partner agencies and included in the Addendum/Appendix H. After the comment period closed, a List of Recommended Changes to the Draft TIP was prepared as part the DVRPC Board adoption request.

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)

Table 6: Libraries that Displayed the Draft TIP

BURLINGTON COUNTY		
Burlington County Library 5 Pioneer Boulevard Westampton, NJ 08060 (609) 267-9660	Moorestown Library 111 West Second Street Moorestown, NJ 08057 (856) 234-0333	Burlington County Library– Bordentown Branch 18 East Union Street Bordentown, NJ 08505 (609) 298-0622
CAMDEN COUNTY		
Camden County Library– M. Allan Vogelston Regional Branch 203 Laurel Road Voorhees, NJ 08043 (856) 772-1636	Camden County Library– Gloucester Twp.-Blackwood Rotary Branch 15 South Blackhorse Pike Blackwood, NJ 08012 (609) 298-0622	Camden County Library– Rutgers–Camden Branch 300 North 5th Street Camden, NJ 08102 (609) 225-6807
Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033 (856) 429-1309	Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034 (856) 667-0300	
GLOUCESTER COUNTY		
Monroe Township Public Library 713 Marsha Avenue Williamstown, NJ 08094 (856) 629-1212	Gloucester County Library System 389 Wolfert Station Road Mullica Hill, NJ 08062 (856) 223-6000	Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096 (856) 845-2611
MERCER COUNTY		
Mercer County Library– Lawrence Branch 2751 Brunswick Pike, U.S. Route 1 Lawrenceville, NJ 08648 (609) 989-6915	Trenton Public Library 120 Academy Street Trenton, NJ 08638 (609) 392-7188	
PHILADELPHIA, PENNSYLVANIA		
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103 (215) 686-5322	Library for the Blind & Physically Handicapped of Philadelphia 919 Walnut Street Philadelphia, PA 19107 (215) 686-3213	

Source: DVRPC, 2021

PUBLICATION TITLE	Highlights of the DVRPC FY2022 Transportation Improvement Program (TIP) for New Jersey (FY22–FY25)
PUBLICATION NUMBER	22001C
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GEOGRAPHIC AREA COVERED	DVRPC New Jersey Region (Burlington, Camden, Gloucester, and Mercer counties)
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ABSTRACT	The Highlights of the DVRPC FY2022 Transportation Improvement Program (TIP) for New Jersey (FY22–FY25) briefly describes the region's TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all projects in the DVRPC New Jersey region that will seek federal funding in federal Fiscal Years (FYs) 2022 to 2025. The document includes a financial summary of funding by county and by operator, as well as how to learn more about the TIP and public involvement.
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