



DVRPC FY2022 TIP

for New Jersey

(FY22-FY25)



Addendum



Adopted
September 2021



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.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.



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.

TITLE VI COMPLIANCE | DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

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.

Appendix H: **Summary of the TIP Public Involvement Process, Public Comments, Agency Responses, and List of Recommended Changes**

A critical component of the DVRPC TIP development and adoption process is the Public Involvement Process that is documented in this Addendum and serves as Appendix H of the DVRPC FY2022 TIP for New Jersey (FY22–FY25). The following documents are included in this Addendum:

- Overview of the TIP Public Involvement Process;
- Abbreviated summary (index) and the full content of public comments with a few supporting documents that were submitted with the comments to DVRPC during the July 21, 2021 to August 23, 2021 formal public comment period;
- Responses to the public comments, which were provided by the appropriate agency for a project or issue raised in the public comment. Note that DVRPC compiled the comments and responses, and provided this information to the DVRPC Board prior to requesting adoption of the TIP. This process is meant to provide the DVRPC Board with viewpoints and input from the public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate;
- Several supporting documentation items from the Public Involvement Process, including the DVRPC formal public notice on the public comment period; both English and Spanish “Highlights” documents of the Draft TIP that were e-mailed to a wide distribution list and made available to the public to describe the program, process, and projects in an abbreviated manner; documentation of outreach to Tribal Nations; and proofs of publication of the legal notices for the formal public comment period in area newspapers, as required.
- List of Recommended Changes to the Draft DVRPC FY2022 TIP for New Jersey: since the Board’s approval of the FY2022 TIP on September 23, 2021, changes listed in the table have been incorporated into this Administrative TIP document. The DVRPC Board was presented with the Draft Program and the List of Recommended Changes for adoption as the region’s official selection of transportation projects.

Overview of the TIP Public Involvement Process

DVRPC has a long history of public participation in its planning process. Public participation is a way to ascertain the interests of a wide variety of residents across the region. The need for public involvement is inherent to sound decision-making. DVRPC strives to provide a variety of opportunities for residents to participate and become informed of the programming decisions that will affect the future of this region.

Public Comment Period

The 30+ day 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).

Public Outreach Summary

We firmly believe in the principles of public participation by reaching out to as many stakeholders and members of the public as possible in an equitable and timely manner. DVRPC engaged in a multi-faceted public outreach program in order to provide a variety of opportunities for members of the public to make comments and receive information on the Draft TIP. DVRPC encouraged the public to pose questions about the Draft TIP and Draft STIP to state, county, transit, and DVRPC staff through its ongoing enhanced public participation process, and in particular, during the official public comment period.

Notices of the public comment period and the scheduled public meetings were distributed to individuals and organizations that comprise a variety of stakeholders in the region, including nonprofit organizations; traditional transportation and transit users; underserved, minority, and low-income populations; the private sector; tribal nations; and the general public. 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 included in this document.

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 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 also mailed to certain public libraries across the region.

To abide by 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 Wednesday, August 11, 2021, from 2:00 PM to 3:00 PM and on Wednesday, August 18, 2021, from 7:00 PM to 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. 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. 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 virtual meeting, and five (5) public members attended the evening virtual meeting.

Public Comment Guidance

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. 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.

To facilitate the public comment process, DVRPC asked the public to consider some questions 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 were 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.

Additionally, DVRPC reminded the public that 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 that DVRPC shared with the public.

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 one’s position.

Public Comment: Summary of Results

After the public comment period closed, DVRPC staff reviewed each public submission via the online commenting feature of the Draft TIP web map, email, fax, and snail mail, and if necessary, followed-up with the person who submitted a comment (“commentor”) for clarification. 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 web-based 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.

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)

Three reports that display the public comments received during the public comment period and responses to the comments are on subsequent pages:

- Index of Comments (an abridged summary of comments);
- Original Public Comments (displaying the full content of comments, including letters and/or supporting documents); and
- Agency Responses to Comments.

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Public Comments and Responses



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ITEM # COMMENTOR

SUMMARY OF COMMENT

Comments Received from General Public

Camden County

General TIP Comments: Requests for a new TIP project/line item/study

- | | |
|---------------|--|
| 1 Jeff Taylor | Requests for a study to construct an interchange between NJ 42 and the NJ Turnpike and connect NJ 55 and I-295 |
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Gloucester County

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

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|---------------|--|
| 2 Jeff Taylor | Suggests an investigation to include intersection modifications at NJ 42 and Cross Keys Road, NJ 42 and Ganttown Road, and NJ 42 and Berlin-Cross Keys Road within project DB #12306 |
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DB #: 15302: Route 41 and Deptford Center Road

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| 3 Jeff Taylor | Suggests minor lane restriping to provide additional storage room for left turning vehicles before project construction begins |
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General TIP Comments: Requests for a new TIP project/line item/study

- | | |
|---------------|--|
| 4 Jeff Taylor | Requests that projects reconstruct two intersections on Route 45 in Mantua Twp: Harrison Avenue/Mt Royal Rd. (Rt 678), and Mantua Blvd/Berkley Rd (Rt. 632). |
| 5 Jeff Taylor | Requests that DVRPC and NJDOT study for a potential widening of Route 55 |
| 6 Jeff Taylor | Requests that portions of Route 322 be widened |
| 7 Jeff Taylor | Requests a review of a 2 mile section of I-295, along with the associated interchanges at Center Square Road (Exit 10) and US 322 (Interchange 11) |

Mercer County

General TIP Comments: Requests for a new TIP project/line item/study

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|---------------|---|
| 8 Jeff Taylor | Requests a feasibility review for three-lane widening on Rt. 29 |
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Various Counties

DB #: D1601: New Jersey Regional Signal Retiming Initiative

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|---------------|--|
| 9 Jeff Taylor | Requests for increased funding to the New Jersey Regional Signal Retiming Initiative project |
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General TIP Comments: 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

- | | |
|-------------------|---|
| 10 Lea Ann Bowers | Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019, D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned). |
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Comments Received from Advocacy Groups

Burlington County

DB #: 18326: Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

- | | |
|-----------------|--|
| 11 John F Boyle | Requests to add bicycle/pedestrian amenities in the project design |
|-----------------|--|

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Comments Received from Advocacy Groups

DB #: 20337: Route130, CR 543 (Beverly Road) to Lagorce Blvd

12 John Boyle Requests for funding of a Study and Development Program project

DB #: D2201: CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement

13 John F Boyle Requests for bicycle accomodations on sidepath/sidewalk

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

14 John Boyle Supports project

Camden County

DB #: D1505A: ADA Improvements, Contract 1

15 John Boyle Supports project

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

16 John Boyle Supports project

Gloucester County

DB #: 15302: Route 41 and Deptford Center Road

17 John Boyle Questions pedestrian and bicycle amenities in project design

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

18 John Boyle Requests for bicycle accomodations on sidepath/sidewalk

DB #: D1203: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

19 John Boyle Questions about funding and phases

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

20 John F Boyle Supports project

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

21 John F Boyle Expresses support for pedestrian improvements within project

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

22 John Boyle Supports project

Mercer County

DB #: 15322: Delaware & Raritan Canal Bridges

23 John Boyle Requests for enhanced grade crossing markings

DB #: 19360: Route 27, Witherspoon Street

24 John Boyle Questions pedestrian and bicycle amenities in project design

DB #: D2014: CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave

25 John Boyle Supports project

DB #: D2023: Circulation Improvements Around Trenton Transit Center

26 John Boyle Supports project

DB #: D2205: D&R Greenway Connector, Wellness Loop to Union St./Cooper Field (Circuit)

27 John Boyle Expresses gratitude for CMAQ funding allocation to Circuit Trails projects and requests for continued support of trails over the next four-years (FY22-25)

Various Counties

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Comments Received from Advocacy Groups

DB #: 01316: Transit Village Program

28 John Boyle Requests for funding and/or eligibility change

DB #: 06402: Safe Streets to Transit Program

29 John Boyle Requests for funding and/or eligibility change

DB #: 08415: Airport Improvement Program

30 Robin Karpf, MD Requests that the DVRPC Board reject DB #08415, Airport Improvement Program

DB #: 09388: Highway Safety Improvement Program Planning

31 John Boyle Requests for funding and/or eligibility change

DB #: 99358: Safe Routes to School Program

32 John Boyle Requests for funding and/or eligibility change

DB #: 99409: Recreational Trails Program

33 John Boyle Requests for funding and/or eligibility change

DB #: T112: Rail Rolling Stock Procurement

34 John Boyle Questions pedestrian and bicycle amenities in project design

DB #: T210: Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

35 John Boyle Requests to add bicycle/pedestrian amenities in the project design

DB #: X03E: Resurfacing Program

36 John Boyle Requests for NJDOT, County, and DVRPC coordination concerning DB #X03E, Resurfacing Program

DB #: X107: Transportation Alternatives Program

37 John Boyle Requests to increase TA Set-Aside funding and/or eligibility

DB #: X12: Acquisition of Right of Way

38 John Boyle Requests for funding and/or eligibility change

DB #: X185: Bicycle & Pedestrian Facilities/Accommodations

39 John Boyle Requests that funding increase for a line item/project

DB #: X98C1: Local Municipal Aid, DVRPC

40 John Boyle Requests for Local Aid funding formula for bicycle/pedestrian projects

General TIP Comments: 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

41 Amy Tecosky Feldman Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019, D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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42	Andrew Chainer	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
43	Ann Gillespie	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
44	Ann Gillespie	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
45	Anne Bloomenthal	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
46	Anya Saretzky	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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47	Bart Kleczynski	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
48	Becky Taylor	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
49	Bill Edwards	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
50	Catherine Brandt	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
51	CB Michaels	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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52 Christopher Escuti	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
53 Craig Morgan	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
54 Dan Rappoport	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
55 Daniel Paschall	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
56 David Gwyn	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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57 David Steinberg	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
58 Dennis Kolecki	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
59 Diana Petruzzelli	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
60 Don Pillsbury	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
61 Don Vonderschmidt	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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62 Donna Ellis	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
63 Ed Arnold	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
64 Ed Budzyn	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
65 Edward Cohen	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
66 Eleanor Horne	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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67 Eleanor V. Horne	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
68 Eloise Williams	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
69 Eva Cetrullo	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
70 Fran DeMillion	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
71 Frank Koniges	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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72 Gregory Milewski	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
73 Heather Whren	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
74 Janet Cavallo	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
75 Janilsa Alejo	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
76 Jason Owens	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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77 Jean Baxter	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
78 Jeffrey Fields	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
79 Jeffrey Laurenti	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
80 Joann Higgins	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
81 Joe OBrien	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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82 John Bradley	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
83 John Kawczynski	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
84 John Kawczynski	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
85 Jon Davis	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
86 Jonathan Frederickson	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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87 Joseph Brescia	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
88 Kathleen McCaffrey	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
89 Kevin Sparkman	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
90 Larry Hobbs	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
91 Lee Pease	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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92 Leonard Bonarek	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
93 Linda Rubiano	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
94 Lisa Murray	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
95 Louis Peirce	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
96 Lyn Hedrick	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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97	Marianne Casale	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
98	Mark Klevence	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
99	Martha Moore	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
100	Michael Buriani	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
101	Michael Cloud	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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102	Michael Gibbs	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
103	Mike Zickler	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
104	Pam Mount	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
105	Patricia Frantz	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
106	Patricia Woodworth	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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107 Patrick Monahan	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
108 Peter Boughton	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
109 Peter McLoone	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
110 Ralph Branch	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
111 Randy Shepard	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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112 Robert Bonner	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
113 Robert Cummings	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
114 Sage Lincoln	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
115 Samuel DeAlmeida	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
116 Sean McCarthy	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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117	Silvia Ascarelli	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
118	Sonia Szczesna	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
119	Steven Fasano	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
120	Thomas Atherholt	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).
121	Tim Brill	Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

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| 122 Todd Lane | Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned). |
| 123 William Caldwell | Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019,D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned). |

General TIP Comments: DVRPC Competitive CMAQ Program request or comment

- | | |
|----------------------|--|
| 124 Eleanor V. Horne | Supports CMAQ funding |
| 125 John Boyle | Expresses gratitude for CMAQ funding allocation to Circuit Trails projects and requests for continued support of trails over the next four-years (FY22-25) |
| 126 Jonathan Reuther | Expresses gratitude for CMAQ funding allocation to Circuit Trails projects and requests for continued support of trails over the next four-years (FY22-25) |

General TIP Comments: General concerns, questions, and/or suggestions

- | | |
|----------------------|--|
| 127 Eleanor V. Horne | Requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades |
| 128 John Boyle | Concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide |
| 129 Jonathan Reuther | Comment about DVRPC region's congestion, bicycle infrastructure, and bicycle safety |
| 130 Sage Lincoln | Requests that DVRPC continue to prioritize funding safe bicycle infrastructure for all ages |

General TIP Comments: Project concerns, questions, and/or suggestions

- | | |
|----------------------|--|
| 131 Eleanor V. Horne | Requests to increase TA Set-Aside funding and/or eligibility |
| 132 Jonathan Reuther | Requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades |
| 133 Jonathan Reuther | Requests to increase TA Set-Aside funding and/or eligibility |
| 134 Jonathan Reuther | Concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide |
| 135 Jonathan Reuther | Requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities |

Original Comments (Full Content)

Comments Received from General Public

Camden County

DB #:

By Jeff Taylor

Item #: 1

NJ Turnpike Interchange with Route 42

An often-cited issue in the heavily travelled Route 42 corridor is the lack of an interchange between Route 42 and the NJ Turnpike. Even as the current construction projects with I-295, I-76 and Route 42 to provide for the Direct Connection and Missing Moves will improve traffic, congestion will still be a factor in the region, especially along the I-295 Corridor in Camden County.

The DVRPC, in conjunction with NJDOT and the NJ Turnpike, should review and determine how to construct an interchange between not only Route 42 and the NJ Turnpike, but also how to connect Route 55 and I-295 into the interchange circulation, especially by utilizing the new Missing Moves ramps.

Additionally, due to the nature of the NJ Turnpike and I-295 paralleling each other, it can be reviewed to determine if "cross-over" ramps can be constructed between the two highways at key, undeveloped points to assist with improving traffic flow. While some areas of the country have utilized High Occupancy Toll lanes between a free roadway and tolled roadway, such as with the Virginia Department of Transportation on I-95, I-395 & I-495, New Jersey is in a unique position to utilize existing roadways, including a tolled highway, to encourage the diversion of traffic to assist in managing congestion. Potential crossovers could be constructed in Cherry Hill, around I-295 Milepost 33.8 & NJ Tpk MP 31.4, in Mount Laurel around I-295's MP 39.2 & NJ Tpk's MP 36.6, and/or also in Mount Laurel around I-295's MP 41.2 & NJ Tpk's MP 38.6.

While the interchange between the NJ Turnpike and Route 42 is greatly needed, and with the NJ Turnpike planned widening between Interchanges 1 and 4, utilizing cross-overs will further benefit commuter and commercial traffic in the DVRPC region.

Gloucester County

DB #:

12306

Route 42, Kennedy Ave. to Atlantic City Expressway

By Jeff Taylor

Item #: 2

Route 42 Widening, Route 42 / Cross Keys Road Widening (Route 42, Kennedy Ave. to Atlantic City Expressway

DBNUM: 12306 / UPC: 123060) [DVRPC note: see end of the packet for additional materials as part of this comment]

As part of the Route 42 project to reconstruct Route 42 and its intersections between the Atlantic City Expressway and Kennedy Ave, there are certain areas I would like the State to further look into as a potential part of this project: Route 42 and Cross Keys Road, and Route 42 and Ganttown Road.

Route 42 and Berlin-Cross Keys Road:

The intersection at State Route 42 and Gloucester County Route 689, commonly known as Berlin-Cross Keys Rd, has a current configuration on Rt. 42 North and South with a single left turn lane, two thru lanes, and a full right shoulder. On Rt. 689, the current configuration is a left turn lane, a thru lane, and a thru/right turn lane.

This intersection should be reconstructed to allow dual left turn lanes from Rt. 42 to Berlin-Cross Keys Road. Based on the existing width of the median, dual left turn lanes should fit within the median by removing the existing grass portion of the median between the left turn lane and the opposing lane of traffic. A narrow width curb can be installed to maintain separation of traffic. The current phasing at this intersection on Rt. 42 provides for dedicated left turn signals on Rt. 42, prohibiting left turning traffic when through-traffic on Rt. 42 has a green signal, and this phasing is assumed to stay the same under this proposed alignment. Additionally, the full right shoulder should be re-stripped or widened as necessary to provide a separate lane for right turning traffic. Depending on the sharpness of the existing curb line, it may also be necessary to cut back the curb a little to allow vehicles to properly turn. This will remove turning traffic from the through lanes.

Also at this intersection, Rt. 689 South at Rt. 42 has a leading left turn light for traffic turning onto Rt. 42 South.

However, traffic on Rt. 689 North to Rt. 42 North does not have a left turn signal. An additional leading left turn green arrow in this direction should be added to allow opposing left turns at the same time, prior to the full phase green on Cross Keys Rd.

Route 42 and Ganttown Road:

Additionally, please consider a modification to the intersection of Route 42 and Gloucester County Route 639, Ganttown Road. This 4-way intersection features 2 thru lanes on Route 42, along with a single left and right turn lane in each direction from Route 42 onto Ganttown Rd and into a shopping center. On Ganttown Rd, there is 1 intake lane and 3 outflow lanes, consisting of a left turn only lane onto Rt. 42 North, a shared left/straight lane onto Route 42 North and into the shopping center, respectively, and a right turn lane onto Rt. 42 South. In the shopping center, there's a wide intake lane and 2 outflow lanes – a left turn only lane onto Rt. 42 South, and a shared straight/right turn lane to Ganttown Rd & Route 42 North, respectively. Due to the volume of traffic on Ganttown Rd, and this intersection being the northern-most controlled intersection along Route 42 with left turn channels rather than jughandles, the intersection sees significant delays due to the additional traffic signal phases and length of time for each phase. The

Original Comments (Full Content)

Comments Received from General Public

Gloucester County

most significant delay is generally on Route 42 South, which can often back up traffic to the area around the Atlantic City Expressway during peak travel periods. Existing traffic signal timing can also play a role into the severity of congestion leading into this intersection. I would like the State to consider creating a jughandle on Route 42 North, which can enter the shopping center, which would require purchasing a portion of the center's parking lot and/or relocating the existing drainage pond. The jughandle could either be prior to this intersection, which could incorporate a roundabout within the shopping center to facilitate movements into/out of the shopping center's parking lot (highlighted in red on the map below), or the jughandle could utilize an existing access road between a bank and automotive store, and loop back to the traffic light (highlighted in yellow). Also, such a configuration could be reviewed to provide 2 lanes of traffic across Route 42 onto Ganttown Rd, which would require widening of Ganttown Rd between Route 42 and Sunset Road, then narrowed down to Ganttown Road's existing single lane. This should significantly improve the level of service at this intersection, and reduce residual delays near other intersections along Route 42, especially between here and the Expressway.

DB #: 15302 Route 41 and Deptford Center Road
Item #: 3

By Jeff Taylor

Route 41 and Deptford Center Road DBNUM: 15302 / UPC: 153020 [DVRPC note: see end of the packet for additional materials as part of this comment]

The Route 41/Deptford Center Road project is the result of a project around 2004-2005, in which an on-ramp from this intersection to Route 42 South was added at this location. Prior to this project, the two Eastbound lanes on Deptford Center Road provided a single left turn lane onto Route 41 North and a single right turn lane onto Route 41 South. Both movements had significant amounts of traffic. When the Route 42 on-ramp was added, a 3rd lane was added on Deptford Center Road at the intersection to accommodate this movement. However, as the roadway was re-stripped, there was only room for approximately 4 vehicles in the left turn lane. The result was an immediate failure of the lane, in which turning traffic constantly overflowed into the thru lane meant for traffic accessing Route 42 South, or over the hash-lined paved median.

As shown on the next page, in the first two images, Google Street View reveals a common way motorists cope with the current conditions as they (somewhat) stack over the hash lines in the paved median. The aerial view shows the overall condition, with the current left turn lane is only about 75' long, fitting 4 vehicles legally.

Until this project can begin, as shown in the 3rd image, I would like to propose a minor lane restriping to provide additional storage room for left turning vehicles. This will only entail minor strip removal and repainting and provide additional storage – up to around 250' long - for vehicles queued to make a left turn.

DB #: 4
Item #: 4

By Jeff Taylor

Route 45 Intersection and Mainline Improvements – Mantua Twp.

These projects will primarily reconstruct two intersections on Route 45 in Mantua Twp: Harrison Avenue/Mt Royal Rd. (Rt 678), and Mantua Blvd/Berkley Rd (Rt. 632).

These projects are much needed and it would be desirable to have these intersections reconstructed in a reasonably short period of time.

In addition to the stated goals of adding turning lanes on all approaches to these 2 intersections, I would like to have investigated the widening of Route 45 to 2 lanes per direction throughout this area, but especially in the vicinity of the Mantua Blvd/Berkley Road intersection. This intersection, combined with the nearby light at Main St (Rt. 553A) approximately 700 feet to the north, causes a large amount of congestion on Rt. 45 South as 2 lanes are condensed into 1 lane between these two intersections. By increasing the width of Rt. 45 (especially southbound) to 2 lanes per direction in this short area, it will alleviate this bottleneck. Traffic can be reduced to one lane after passing thru the Mantua Blvd intersection, or (preferable) maintain two lanes until south of the Mt. Royal Rd intersection.

Due to the space available, if Route 45 was to be widened, it could be reviewed to determine if a jughandle can be built for left turning traffic onto Mantua Blvd, possibly by utilizing space between the existing bank and drug store in the Toll House Shopping Plaza.

It should also be investigated, depending on the widening mentioned above, of widening Route 45 in this area to include a center left turn lane. Numerous houses, side streets and businesses in this stretch involve plenty of left turning traffic. This center turn lane should be considered either thru to the Jackson Road intersection (Milepost 21.6), south of the Berkley Road intersection, or thru the "Center City" section of Mantua, to Valley View Drive (Milepost 20.9).

DB #: 5
Item #: 5

By Jeff Taylor

Route 55 Widening

Original Comments (Full Content)

Comments Received from General Public

Gloucester County

I would like to propose the DVRPC and NJDOT to look into widening Route 55. While most people know that Route 55's median from CR 553 (Interchange 53) to Route 42 was built with a rail line in mind, NJDOT also had the forethought of building the bridges and sign structures wide enough to easily accommodate a 3rd lane in each direction throughout much of the corridor.

Route 55 has become an increasingly heavily travelled corridor throughout Gloucester County for daily traffic, along with its well-known weekend shore traffic. Traffic congestion, which was normally limited to the northern-most mile or so approaching Route 42 during the morning rush hour, has intensified to both the morning and afternoon rush hour periods most weekdays. In addition, the 2 lane-per-direction highway is often quite heavy throughout the corridor during the day with general traffic.

Thus, I believe it would be in the best interests of the region and the motorists to look at widening Route 55 from 2 lanes per direction to 3 lanes per direction between, at minimum, Route 42 to CR 553 (Interchange 53). The only structural improvement along this stretch that would be necessary would be widening the overpass over Mantua Creek, about a mile north of Exit 53. Otherwise, any other improvements would be safety measures such as guiderails, tree clearing close to the highway, the VMS sign approaching Exit 56, and other relatively minor details. The 3rd lane can otherwise be easily built within the right-of-way without any other overpass or gantry sign reconstruction.

South of Interchange 53, it should further be investigated to widen Route 55 to US 322 (Interchange 50) as well. While the median's width is reduced in this area compared to the highway north of Interchange 53, the corridor has mostly been built to accompany a 3rd lane in each direction, with minor safety improvements. The only significant construction, aside from the roadway, would be the overpass widening of the Chestnut Branch creek midway between Exits 50 and 53.

With the planned restriping of Route 55 from 1 lane to 2 lanes as it approaches Route 42 as part of the current 295/42 Missing Moves project which should reduce congestion in that area, a widening of Route 55 will make the highway safer and more conducive for traffic through the county.

DB #:

By Jeff Taylor

Item #:

6

Route 322 Widening – I-295 to the New Jersey Turnpike

US 322 in Gloucester County is a heavily used corridor for both weekday commuting traffic and weekend recreational traffic, especially to and from the Jersey Shore. This is also becoming an important corridor for trucks, due to numerous warehouse developments that have existed or are currently under construction.

A recent warehouse construction project widened US 322 between I-295 and US 130. A current warehouse project will widen US 322 around the intersection of Locke Road/Oak Grove Road. As a result, there is approximately 2.3 miles of roadway that remain with 1 lane in each direction between the nearly 8 mile corridor between the Commodore Barry Bridge and the NJ Turnpike:

Milepost 4.9 (East of Stone Meetinghouse Road/Berkley Drive) to Milepost 5.6 (West of Locke Ave/Oak Grove Road)

Milepost 5.9 (East of Locke Ave/Oak Grove Road to Milepost 6.8 (West of Kings Highway)

Milepost 7.2 (East of Kings Highway) to Milepost 7.9 (Vicinity of the NJ Turnpike)

It would be beneficial to the region and the daily traffic to widen these remaining portions of US 322. Such widening will sufficiently reduce congestion and accidents, especially between 295 and Locke Road where a gully narrows the roadway and reduces visibility.

DB #:

By Jeff Taylor

Item #:

7

Center Square Road; I-295 Widening; US 322 Interchange

This proposed project will review an approximate 2 mile section of I-295, along with the associated interchanges at Center Square Road (Exit 10) and US 322 (Interchange 11).

Due to the insufficient width of the Center Square Road overpass over I-295, the off ramp from I-295 South to Center Square Road (Exit 10) is congested back to mainline 295 on a daily basis during the afternoon rush hour. A revamped interchange should include an overpass that provides, at minimum, 2 lanes per direction, and a multilane offramp from 295 South providing at least 2 left turn lanes and a separate right turn lane from 295 South to Center Square Road. In the short term, it should be reviewed if the traffic light timing can be modified to increase the green light timing for traffic coming off the ramp by reducing the green light time on Center Square Road, as long as it doesn't increase congestion on Center Square Road.

In addition, it should be reviewed to determine if various, newer interchange techniques, such as a Single Point Urban Interchange or Diverging Diamond Interchange, would be beneficial to this location.

Also, because a large amount of traffic is utilizing 295 only between Center Square Road (Exit 10) and US 130 West (Exit 11B), it should be reviewed to determine if a widening of I-295 is appropriate in this area. Within this area is an overpass over Raccoon Creek. This overpass was originally built to allow a 3rd lane in each direction, evident by the

Original Comments (Full Content)

Comments Received from General Public

Gloucester County

protruding piers in-between the Northbound and Southbound lanes. This will permit a faster and less expensive widening between Interchanges 10 and 11 as opposed to if the overpass needed to be completely rebuilt. In direct relation to the above, it should also be reviewed to determine if reconstructing Interchange 11 with US 322 should be necessary. This growing section of US 322 was recently widened due to new warehouse complexes being constructed. The low-speed, cloverleaf ramp from I-295 North to US 322 West (Exit 11B) experiences heavy traffic in both morning and afternoon rush hours due to the additional residential and commercial properties in the area. It should be reviewed to determine if a ramp that provides for additional traffic volumes, such as a flyover ramp, would be beneficial to the area. It should also be reviewed if the missing ramps at this location (I-295 South to US 322 West, and US 322 East to I-295 North) can be incorporated into this interchange.

Mercer County

DB #:

By Jeff Taylor

Item #: 8

Route 29 Intersection Reconstructions around Market Street & Cass Street [DVRPC note: see end of the packet for additional materials as part of this comment]

In the early 2000's, Route 29 was reconstructed in the vicinity of US 1 to NJ 129. Since then, Route 29's traffic volume has increased substantially.

Notable during both rush hours, but especially during the afternoon rush hour, traffic congests in this area, primarily due to a lane reduction on Route 29 South between Market Street and Cass Street from 3 lanes to 2 lanes.

Additionally, traffic congests during both rush hours but notably during the morning rush hour, on Market Street due to the exit ramp from US 1 North, with traffic approaching NJ 29.

It should be reviewed to determine if Rt. 29 South should be widened to 3 lanes throughout this stretch, mostly by using existing right-of-way in the median between the North and Southbound lanes of Rt. 29. It should also be looked at to revamp the Market Street/Route 29 intersection to allow for 3 left turning lanes. Due to the need for the lanes to have enough mobility, the intersection can be revised to using a 45 degree or so angle of turning, rather than the normal (and usually preferred) 90 degree right turn angles. As a result of this, it may be necessary for traffic exiting the Riverview Business Complex at this location to only turn left, although a right turn lane would remain beneficial, even if controlled by a protected signal phase. Because of existing congestion leaving the complex, allowing 2 lanes to turn left would be preferable here anyway. The crosswalk can be relocated to be between the turning traffic, as it will allow unimpeded crossing for both left turning traffic and pedestrian traffic.

On the following page is an example of how the corridor could be revised, which would include reconstructing the Rt. 29/Cass Street intersection as well to minimize the effects and loss of turning movements at the Rt. 29/Market Street intersection.

Various Counties

DB #:

By Lea Ann Bowers

Item #: 10

Stronger commitment to Circuit Trails and Safe Roadways Is Needed in the 2022-2025 NJTIP

I am writing to provide the following comments on the 2022-2025 NJ TIP:

1 - I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB x065)

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for "bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard to match its own Complete Streets Design Guide. General Comment and (DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. (DB# 15302, 9212C)

Original Comments (Full Content)

Comments Received from General Public

Various Counties

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported, and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects. (DB# X107)

Finally, I support the inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

- 1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)
- 2) Rancocas Creek- Laurel Run in Burlington County (D2207)
- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadwaya potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Lea Annowers

DB #: D1601 **New Jersey Regional Signal Retiming Initiative** **By Jeff Taylor**
Item #: 9

New Jersey Regional Signal Retiming Initiative DBNUM: D1601 / UPC: 163170

As shown in the proposed STIP, approximately \$380,000 in total is allocated on a yearly basis to retime traffic signals on county roadways in the DVRPC region. Signal timing may be one of the most cost-effective and least invasive methods to improve traffic control and reducing both congestion and vehicle crashes, while maintaining current roadway features and improving air quality. Unfortunately, as can be seen throughout the region, motorists frequently are stopped at multiple, consecutive traffic signals due to poor traffic light timing.

I would like to see additional funding dedicated to retiming traffic signals. This will dramatically improve travel conditions throughout the region as a very low cost compared to construction and other means to improve traffic flow.

Also, as signals can occasionally become uncoordinated with nearby signals, or additional traffic from new construction, developments, etc, additional funding will provide sufficient opportunities to review and coordinate timings as necessary.

Comments Received from Advocacy Groups

Burlington County

DB #: 18326 **Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)** **By John F Boyle**
Item #: 11

Comments from the Bicycle Coalition of Greater Philadelphia.Route 130 is consistently the most dangerous road for pedestrians in the State and fatalities have increased in the Florence and Burlington Township area where massive warehouse development has taken place.We submitted comments on this project during the NJDOT public comment period. We do not support this project as proposed but some minor design changes will make it safer intersection for pedestrians and bicyclists. 1 - Replacing the proposed sidewalks with 10 ft wide paved sidepaths on CR 656 and US 130. to create a safer crossing of US 130. The project as presented showed a mix of narrow sidewalks and shared use paths with bicyclists expected to share parts of the corridor with large trucks while other times jumping on the sidepath.2 - Enhance the proposed crosswalk with the addition of a pedestrian refuge island. The FHWA lists refuge islands as a proven safety countermeasure that can reduce pedestrian crashes by 56%.

DB #: 20337 **Route130, CR 543 (Beverly Road) to Lagorce Blvd** **By John Boyle**
Item #: 12

Comments from the Bicycle Coalition of Greater Philadelphia.Support this project. Upgrade and complete sidewalks along this entire corridor. Prioritize and fund.The City of Burlington has a complete streets policy.

DB #: D2201 **CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Alba** **By John F Boyle**

Original Comments (Full Content)

Comments Received from Advocacy Groups

Burlington County

- Item #:** 13
Comments from the Bicycle Coalition of Greater Philadelphia. We support the concept of a modern roundabout. The adjacent sidepaths should be widened and be safely connected to the roundabout. Bicyclists should be accommodated on the sidepaths since roundabouts increase conflicts for bicyclists.
- DB #:** D2207 **Rancocas Creek Greenway, Laurel Run Park (Circuit)** **By John Boyle**
- Item #:** 14
Comments from the Bicycle Coalition of Greater Philadelphia. We support this project. We applaud DVRPC and NJDOT for breaking out this trail project and putting on the TIP.

Camden County

- DB #:** D1505A **ADA Improvements, Contract 1** **By John Boyle**
- Item #:** 15
The Bicycle Coalition of Greater Philadelphia supports this project.
- DB #:** D1914 **Mount. Ephraim Avenue Safety Improvements, Ferry Avenue (CR 6** **By John Boyle**
- Item #:** 16
The Bicycle Coalition of Greater Philadelphia supports this project

Gloucester County

- DB #:** 15302 **Route 41 and Deptford Center Road** **By John Boyle**
- Item #:** 17
Comments The Bicycle Coalition opposes intersection expansion projects that do not include safe pedestrian facilities such as pedestrian refuge islands across multi-lane roads. Will the improvements include an ADA-accessible connection to the existing sidewalk on the southwest corner? And will a refuge island or bumpouts be included to mitigate the increased crossing distance created by the road widening?
- DB #:** 21366 **Rowan University Fossil Park Roadway and Intersection Improvem** **By John Boyle**
- Item #:** 18
Comments from the Bicycle Coalition of Greater Philadelphia Fossil Park Roadway this should include a 10' sidepath for bicycle and pedestrian access to the park. This could also serve as future Circuit Trail segment for the Dinosaur Trail.
- DB #:** D1203 **Gloucester County Multi-Purpose Trail Extension - Glassboro Elk** **By John Boyle**
- Item #:** 19
Comments of the Bicycle Coalition of Greater Philadelphia: We strongly support as this is a Circuit Trails Project.
- The description is difficult to understand. What does "expected for encumbrance" mean? The status of this project and the proposed year of construction are missing from the description. Does that mean that this project may be ready for construction in the near future?
- DB #:** D2019 **CR 712 (College Drive) at Alumni Drive Roundabout and Multi-purp** **By John F Boyle**
- Item #:** 20
Comments from the Bicycle Coalition of Greater Philadelphia: We strongly support this future segment of the Circuit Trails Network.
- DB #:** D2210 **CR 654 (Hurffville-Cross Keys Rd), CR 630 (Egg Harbor Rd) to CR** **By John F Boyle**
- Item #:** 21
Comments from the Bicycle Coalition of Greater Philadelphia: We strongly support the pedestrian improvements in this project.
- DB #:** D2211 **US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to** **By John Boyle**
- Item #:** 22
Comments from the Bicycle Coalition of Greater Philadelphia We support the pedestrian improvements in this project.

Original Comments (Full Content)

Comments Received from Advocacy Groups

Gloucester County

Mercer County

DB #:	15322	Delaware & Raritan Canal Bridges	By John Boyle
Item #:	23	At grade crossings of the D&R Canal Towpath need to be striped and signed for pedestrian and bicycle safety per the AASHTO Guide for the development of Bicycle Facilities. Most of the crossings are unmarked.	
DB #:	19360	Route 27, Witherspoon Street	By John Boyle
Item #:	24	Comments from the Bicycle Coalition of Greater Philadelphia: We support this project, can the project description specify the bicycle safety improvements that will be implemented at the intersection?	
DB #:	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Av	By John Boyle
Item #:	25	Comments from the Bicycle Coalition of Greater Philadelphia: Great project, one of the most comprehensive "complete streets" projects that we have seen in New Jersey. We strongly support this.	
DB #:	D2023	Circulation Improvements Around Trenton Transit Center	By John Boyle
Item #:	26	The Bicycle Coalition of Greater Philadelphia strongly support bicycle and pedestrian improvements in this project.	
DB #:	D2205	D&R Greenway Connector, Wellness Loop to Union St./Cooper Fiel	By John Boyle
Item #:	27	The Bicycle Coalition of Greater Philadelphia supports this project. We applaud DVRPC, the City of Trenton, Mercer County and NJDOT for breaking this Circuit Trails project out as a TIP line item.	

Various Counties

DB #:	By Michael Buriani		
Item #:	100	<p>Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:</p> <p>1 - I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.</p> <p>2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)</p> <p>3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)</p> <p>4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)</p> <p>5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)</p> <p>6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).</p> <p>Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.</p> <p>1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)</p> <p>2) Rancocas Creek- Laurel Run in Burlington County (D2207)</p> <p>3) Dinosaur Trail-College Drive (D2019);</p> <p>4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)</p> <p>and 5) Glassboro Elk Trail in Gloucester County (D1203)</p>	

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Sincerely, Michael Buriani Hamilton Twp. NJ 08690"

DB #:

By Michael Cloud

Item #: 101

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB #2018)

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Michael Cloud Palmyra, NJ 08065"

DB #:

By Michael Gibbs

Item #: 102

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

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- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Michael Gibbs Pemberton, NJ 08068

DB #:

By Mike Zickler

Item #: 103

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

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- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Mike Zickler Moorestown, NJ 08057"

DB #:

By Pam Mount

Item #: 104

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

pam mount PrincetonNJ 08540"

DB #:

By Patricia Frantz

Item #: 105

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Patricia Frantz Medford,NJ 08055"

DB #:

By Patricia Woodworth

Item #: 106

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Patricia Woodworth Mantua, NJ 08051"

DB #:

By Patrick Monahan

Item #: 107

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Sincerely,
Patrick Monahan patrick@bicyclecoalition.org Philadelphia, PA 19143"

DB #:

By Peter Boughton

Item #: 108

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Peter Boughton
Hamilton, NJ 08690"

DB #:

By Peter McLoone

Item #: 109

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Peter McLoone MerchantvilleNJ 08109"

DB #:

By Ralph Branch

Item #: 110

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Ralph Branch
Philadelphia,PA 19139"

DB #:

By Randy Shepard

Item #: 111

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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- and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Randy Shepard Cherry Hill, NJ 08003"

DB #:

By Robert Bonner

Item #: 112

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

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- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Robert Bonner Mount Ephraim, NJ 08059"

DB #:

By Robert Cummings

Item #: 113

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Robert Cummings Browns Mills, NJ 08015"

DB #:

By Sage Lincoln

Item #: 114, 130

Dear DVRPC, Affairs: I would like to provide the following comments on the 2022-2025 NJ TIP: I am so happy that the DVRPC Board is putting more money into bike trails and bike infrastructure. I love riding my bike and cycling, but I don't feel safe on most roads, including roads that are considering bike routes. I urge you to continue to invest in biking infrastructure—it is a huge benefit to both local and regional residents. Biking is a booming activity that is healthy, covid-safe, and low-carbon. Please continue to make safe biking infrastructure a priority—not just for fit men who feel confident riding on dangerous roads, but for under-represented bikers like me! As I like to say, we need to strive for bike infrastructure that feels safe to both 5-yr old children and the elderly. Thank you! Sage Lincoln Philadelphia, PA 19104

DB #:

By Samuel DeAlmeida

Item #: 115

Dear DVRPC, Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Samuel DeAlmeida dealmeis@gmail.com 8 UNION MILL Mount Laurel Township NJ 08054"

DB #:

By Sean McCarthy

Item #: 116

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

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- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Sean McCarthy Maple shade NJ 08052"

DB #:

By Silvia Ascarelli

Item #: 117

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

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5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Silvia Ascarelli Windsor, NJ 08550"

DB #:

By Sonia Szczesna

Item #: 118

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

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5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Sonia Szczesna Trenton, NJ 08611"

DB #:

By Steven Fasano

Item #: 119

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

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Comments Received from Advocacy Groups

Various Counties

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Steven Fasano Mount Laurel Township, NJ 08054"

DB #:

By Thomas Atherholt

Item #: 120

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Sincerely,
Thomas Atherholt Moorestown, NJ 08057"

DB #:

By Tim Brill

Item #: 121

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Tim Brill Lambertville, NJ 08530"

DB #:

By Todd Lane

Item #: 122

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

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6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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4) Fossil Park Roadwaya potential addition to the Dinosaur Trail (21366)

and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Todd Lane NJ 08203"

DB #:

By William Caldwell

Item #: 123

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

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and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

William Caldwell Hainesport, NJ 08036"

DB #:

By John Boyle

Item #: 125

Comments from the Bicycle Coalition of Greater Philadelphia: We applaud the DVRPC NJ Technical Committee for prioritizing Circuit Trails in the CMAQ selection process. We support the continued prioritization of Circuit Trails projects in the CMAQ program.

DB #:

By Jonathan Reuther

Item #: 126, 129, 132, 133, 134, 135

I am writing to comment on the 2022-2025 NJ TIP. My comments are related to the advancement of bicycling as a form of transportation and recreation. Our region continues to struggle to address congestion and it is becoming clear that every individual, business, and government agency must act in a coordinated and decisive way to address the causes and impacts of climate change. I am a licensed professional engineer, a bicycle commuter, a recreational cyclist, and an advocate for active transportation. I know from experience that the transportation network in our region makes it impossible for the majority of people to safely and confidently ride a bicycle or walk as a means of travel. The pace of planning and implementation of active transportation networks needs to be drastically increased for our region

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

to realize the benefits of active transportation, which I know DVRPC is well aware of.

I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025.

New Jersey's standard for "bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features.

New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands.

NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported, and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects.

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

Delaware River Heritage Trail - D&R Greenway Connector in Mercer County
Rancocas Creek- Laurel Run in Burlington County
Dinosaur Trail-College Drive
Fossil Park Roadway, a potential addition to the Dinosaur Trail
Glassboro Elk Trail in Gloucester County

I am writing to comment on the 2022-2025 NJ TIP. My comments are related to the advancement of bicycling as a form of transportation and recreation. Our region continues to struggle to address congestion and it is becoming clear that every individual, business, and government agency must act in a coordinated and decisive way to address the causes and impacts of climate change. I am a licensed professional engineer, a bicycle commuter, a recreational cyclist, and an advocate for active transportation. I know from experience that the transportation network in our region makes it impossible for the majority of people to safely and confidently ride a bicycle or walk as a means of travel. The pace of planning and implementation of active transportation networks needs to be drastically increased for our region to realize the benefits of active transportation, which I know DVRPC is well aware of.

1. I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2. I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025.

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5. New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands.

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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3. Dinosaur Trail-College Drive
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5. Glassboro Elk Trail in Gloucester County

Jonathan Reuther, PE, PMP

Pronouns<<https://www.mottmac.com/article/66545/person-pronouns>>: he, him, his

Senior Project Engineer - Water/Wastewater

D +1 215 399 1159

jonathan.reuther@mottmac.com<<mailto:jonathan.reuther@mottmac.com>>

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LinkedIn<<https://www.linkedin.com/company/mott-macdonald/>> |

Facebook<<https://www.facebook.com/mottmacdonaldgroup/>> |

Instagram<<https://www.instagram.com/mottmacgroup/>> |

YouTube<<https://www.youtube.com/user/mottmacdonaldgroup>>

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DB #:

By John Boyle

Item #: 128

Comments of the Bicycle Coalition of Greater Philadelphia: NJ Bicycle Compatibility standards are outdated based on a 1998 Bike Plan and on high speed roads (40 mph or greater) it conflicts with DVRPC's Level of Traffic Stress Analysis data. Bicycle compatibility should be determined by using NJDOT's Complete Streets Design Guide. Improve the rate of including bike/facilities during road maintenance. New Jersey has an excellent Complete Streets and Green Streets Policy. However, state roads continue to be resurfaced, rehabilitated and re-stripped without safe places to walk or bike, such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. Commercial developers rarely required to install sidewalks along state roads.

DB #: 01316 Transit Village Program

By John Boyle

Item #: 28

Comments from the Bicycle Coalition of Greater Philadelphia: Support this but eligible municipalities should be greatly expanded. Funding should be significantly higher than \$1 million dollars.

DB #: 06402 Safe Streets to Transit Program

By John Boyle

Item #: 29

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Comments from the Bicycle Coalition of Greater Philadelphia: We Support the program but it is greatly underfunded.

DB #: 08415 **Airport Improvement Program**

By Robin Karpf, MD

Item #: 30

[DVRPC note: original letter is enclosed towards the end of this packet] SUBJECT: Draft DVRPC FY2022 TIP for New Jersey written public comment submission;

REQUEST TO REJECT DB #08415 Airport Improvement Program

Dear Chairman Cappelli, Ms. Hastings, DVRPC Board Members c/o Mr. Lou Cappelli and Mr. Barry Seymour:

Enclosed please find a public comment submission from Trenton Threatened Skies, Inc. regarding project DB #08415 Airport Improvement Program.

We implore the DVRPC Board to reject DB# 08415 Airport Improvement Program. This Project, when applied to the Trenton- Mercer Airport (TTN), will continue to cause irreparable harm to the health, safety, and welfare of New Jersey and Pennsylvania residents living in municipalities surrounding TTN. The harm is likely to include, but not be limited to, irreparable PFOS/PFOA contamination of the Delaware River, the source of drinking water for over 13 million people.

You will receive this document via email & also via FEDEX, SIGNATURE REQUIRED by 5 PM on August 23, 2021, the deadline for submission of comments. We ask that our comments be published in their entirety in all DVRPC documents related to the Draft FY2022 TIP for NJ.

Sincerely,

Robin Karpf, MD, President

Trenton Threatened Skies, Inc

DB #: 09388 **Highway Safety Improvement Program Planning**

By John Boyle

Item #: 31

Comments from the Bicycle Coalition of Greater Philadelphia: People killed on foot or riding a bicycle on New Jersey's roads account for nearly 30% of all traffic deaths. A much larger segment of this money should be spent making roads safer for bicyclists and pedestrians. The Bicycle Coalition is participating in the State Highway Safety Plan implementation.

DB #: 99358 **Safe Routes to School Program**

By John Boyle

Item #: 32

Comments from the Bicycle Coalition of Greater Philadelphia: We strongly support SRTS but it is oversubscribed and underfunded. We would like to see this fund supported with State Money to make projects simpler to implement.

DB #: 99409 **Recreational Trails Program**

By John Boyle

Item #: 33

Comments for the Bicycle Coalition of Greater Philadelphia: We do not support the current \$25,000 cap on projects. It should be increased to at least \$100,000.

DB #: T112 **Rail Rolling Stock Procurement**

By John Boyle

Item #: 34

Support, if passenger rail cars include dedicated bike storage.

DB #: T210 **Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Im** **By John Boyle**

Item #: 35

Comments from the Bicycle Coalition of Greater Philadelphia - Please set aside funds to add retrofit Atlantic City Line rail cars with dedicated bike racks.

DB #: X03E **Resurfacing Program**

By John Boyle

Item #: 36

Comments from the Bicycle Coalition of Greater Philadelphia: Despite the NJ Complete and Green Streets Policy. State roads continue to be resurfaced, rehabilitated, and re-stripped without safe places to walk or bike. As a first step - NJDOT and the Counties should coordinate with DVRPC to expand the Bicycle Friendly Resurfacing Program to New Jersey.

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

DB #: X107 **Transportation Alternatives Program**

By John Boyle

Item #: 37

Comments from the Bicycle Coalition of Greater Philadelphia: NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported, and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects.

DB #: X12 **Acquisition of Right of Way**

By John Boyle

Item #: 38

Comments from the Bicycle Coalition of Greater Philadelphia: Acquisition of properties for regional trails has been identified by the Circuit Trails Coalition has been identified as a roadblock for constructing regional trails. We think that acquisition of for major regional trails should be eligible for this program.

DB #: X185 **Bicycle & Pedestrian Facilities/Accommodations**

By John Boyle

Item #: 39

Comments from the Bicycle Coalition of Greater Philadelphia. We strongly support but we need to increase funding sharply to address New Jersey's high pedestrian fatality rate. A percentage of these funds should be dedicated towards filling the gaps in the sidewalk network as mapped in DVRPC's sidewalk inventory.

DB #: X98C1 **Local Municipal Aid, DVRPC**

By John Boyle

Item #: 40

Comments from the Bicycle Coalition of Greater Philadelphia. This program has been strongly encouraging bike and ped projects. But in FY 2020 only 3.5% of local aid funds went to dedicated bicycle and pedestrian projects. People killed on foot or bicycle on New Jersey's roads account for nearly 30% of all traffic deaths. We think that the Local Aid formula should be reexamined to carve out a 10% set aside of local aid funds strictly for bicycle and pedestrian projects.

DB #:

By Amy Tecosky Feldman

Item #: 41

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB #D2018)

I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

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Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Amy Tecosky Feldman Narberth,PA 19072

DB #:

By Andrew Chainer

Item #: 42

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

- 1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.
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 - 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
 - 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Andrew Chainer Pennington,NJ 08534"

DB #:

By Ann Gillespie

Item #: 43, 44

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

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- 3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)
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- 5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)
6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Ann Gillespie

DB #:

By Anne Bloomenthal

Item #: 45

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Anne Bloomenthal Lawrenceville, NJ 08648-4844"

DB #:

By Anya Saretzky

Item #: 46

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example. the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Anya Saretzky Philadelphia, PA 19147"

DB #:

By Bart Kleczynski

Item #: 47

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

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5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Bart Kleczynski Sicklerville, NJ 08081"

DB #:

By Becky Taylor

Item #: 48

[DVRPC note: original letter is enclosed towards the end of this packet] Dear DVRPC: I am writing to provide the

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB #D2018)

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for "bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

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6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Thank you for your kind attention.

Sincerely,

Becky Taylor, Co-President, Lawrence Hopewell Trail

DB #:

By Bill Edwards

Item #: 49

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

- 4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Bill Edwards Doylestown, PA 18901"

DB #:

By Catherine Brandt

Item #: 50

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Catherine Brandt Mount Royal, NJ 08061"

DB #:

By CB Michaels

Item #: 51

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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Various Counties

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadwaya potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
cb michaelis MANTUA,NJ 08051-1176"

DB #:

By Christopher Escuti

Item #: 52

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadwaya potential addition to the Dinosaur Trail (21366)
- and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Christopher Escuti Cherry Hill, NJ 08002"

DB #:

By Craig Morgan

Item #: 53

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Craig Morgan Westmont,NJ 08108"

DB #:

By Dan Rappoport

Item #: 54

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Dan Rappoport Princeton, NJ 08540"

DB #:

By Daniel Paschall

Item #: 55

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB #D2018)

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Daniel Paschall Philadelphia,PA 19121"

By David Gwyn

DB #:

Item #: 56

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

- 4) Fossil Park Roadwaya potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
David Gwyn Medford,NJ 08055"

DB #:

By David Steinberg

Item #: 57

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example. the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

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2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadwaya potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
David Steinberg Runnemede, NJ 08078"

DB #:

By Dennis Kolecki

Item #: 58

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example. the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Dennis Kolecki Collingswood, NJ 08107"

DB #:

By Diana Petruzzelli

Item #: 59

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Diana Petruzzelli MAPLE SHADE, NJ 08052"

DB #:

By Don Pillsbury

Item #: 60

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

- 1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)
- 2) Rancocas Creek- Laurel Run in Burlington County (D2207)
- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadwaya potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Don Pillsbury Lawrenceville, NJ 08648"

DB #:

By Don Vonderschmidt

Item #: 61

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

- 1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)
- 2) Rancocas Creek- Laurel Run in Burlington County (D2207)
- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadwaya potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Don Vonderschmidt Marlton NJ 08053"

DB #:

By Donna Ellis

Item #: 62

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Donna Ellis Wenonah, NJ 08090"

DB #:

By Ed Arnold

Item #:

63

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Sincerely,
Ed Arnold SicklervilleNJ 08081"

DB #:

By Ed Budzyn

Item #: 64

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

- 1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.
- 2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)
- 3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)
- 4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)
- 5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)
- 6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

- 1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)
- 2) Rancocas Creek- Laurel Run in Burlington County (D2207)
- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Sincerely, Ed Budzyn Shamong, NJ 08088"

DB #:

By Edward Cohen

Item #: 65

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

- 1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.
- 2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)
- 3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)
- 4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)
- 5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)
- 6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

- 1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)
- 2) Rancocas Creek- Laurel Run in Burlington County (D2207)
- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Edward Cohen edwardcohen1@gmail.com 15 Winterberry Mount Laurel NJ 08054"

DB #:

By Eleanor Horne

Item #: 66

[DVRPC note: original letter is enclosed towards the end of this packet] Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB #D2018)

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

- 1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)
- 2) Rancocas Creek- Laurel Run in Burlington County (D2207)
- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Eleanor Horne Windsor, NJ 08550"

DB #:

By Eleanor V. Horne

Item #: 67, 124, 127, 131

We are writing on behalf of the Board of trustees of the Lawrence Hopewell Trail to comment on the 2022-2025 NJ TIP. Before doing so, we want to express our respect and gratitude for the fine work that DVRPC has done in supporting the Lawrence Hopewell Trail and the Circuit Trails. However, we urge you to do even more in support of Circuit Trails and safe roadways in New Jersey. '

1. We applaud the DVRPC Board for providing \$5 million dollars in funding for Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. We would like to see this investment continue during 2022-2025

2. We encourage the DVRPC Board to make a stronger commitment in the TIP to support the four New Jersey counties. We will actively encourage Mercer County to fund and build as many miles of trails as possible over the next four construction seasons so that Mercer County can contribute to the goal of 500 Circuit Trail miles by 2025.

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

3. New Jersey's standard for "bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard to match its own Complete Streets Design Guide. I
4. We oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. We urge DVRPC not to fund any lane expansion projects that do not include such safety features wherever possible or practical. I
5. New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. We urge DVRPC not to fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands wherever possible or practical.
6. We urge NJDOT to be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and to increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects.
7. We support the inclusion of the following five Circuit Trails projects listed in the Draft TIP and we encourage DVRPC to do all it can to ensure they can be completed by 2025:
 - Delaware River Heritage Trail - D&R Greenway Connector in Mercer County
 - Rancocas Creek- Laurel Run in Burlington County
 - Dinosaur Trail-College Drive
 - Fossil Park Roadway, a potential addition to the Dinosaur Trail
 - Glassboro Elk Trail in Gloucester County

Thank you for considering our recommendations for the 2022-2025 TIP and for your work in support of Circuit Trails.

Sincerely,
Eleanor V Horne (Co-President) , Becky Taylor (Co-President)

DB #:

By Eloise Williams

Item #: 68

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

- 1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.
 - 2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)
 - 3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)
 - 4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)
 - 5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)
 - 6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).
- Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.
- 1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)
 - 2) Rancocas Creek- Laurel Run in Burlington County (D2207)
 - 3) Dinosaur Trail-College Drive (D2019);
 - 4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
 - 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Eloise Williams Mt Laurel, NJ 08054"

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

DB #:

By Eva Cetrullo

Item #: 69

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Eva Cetrullo . MARLTON, NJ 08053"

DB #:

By Fran DeMillion

Item #: 70

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB #D2018)

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Fran DeMillion Kennett Square, PA 19348-2592"

DB #:

By Frank Koniges

Item #: 71

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

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6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Frank Koniges Haddonfield, NJ 08033"

DB #:

By Gregory Milewski

Item #: 72

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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 - 3) Dinosaur Trail-College Drive (D2019);
 - 4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
 - and 5) Glassboro Elk Trail in Gloucester County (D1203)
- Gregory Milewski Audubon, NJ 08106"

DB #:

By Heather Whren

Item #: 73

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced/rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)
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- 3) Dinosaur Trail-College Drive (D2019);
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- and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Heather Whren Delanco, NJ 08075

DB #:

By Janet Cavallo

Item #: 74

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard.

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

(General Comment and DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Janet Cavallo Secane, PA 19018"

DB #:

By Janilsa Alejo

Item #: 75

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Janilsa Alejo Fort Dix, NJ 08640

DB #:

By Jason Owens

Item #: 76

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Jason Owens Hamilton, NJ 08620"

DB #:

By Jean Baxter

Item #: 77

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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and 5) Glassboro Elk Trail in Gloucester County (D1203)

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Sincerely
Jean Baxter Ewing, NJ 08618"

DB #:

By Jeffrey Fields

Item #: 78

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

- 1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.
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- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Jeffrey Fields Hamilton, NJ 08330"

DB #:

By Jeffrey Laurenti

Item #: 79

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

- 1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.
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Original Comments (Full Content)

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Various Counties

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- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Jeffrey Laurenti TRENTON

DB #:

By Joann Higgins

Item #: 80

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB #2018)

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

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- 2) Rancocas Creek- Laurel Run in Burlington County (D2207)
- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Joann Higgins Mt Laurel, NJ 08054"

DB #:

By Joe OBrien

Item #: 81

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely, Joe OBrien Maple Shade, NJ 08052"

DB #:

By John Bradley

Item #: 82

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)

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- 4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)
- and 5) Glassboro Elk Trail in Gloucester County (D1203)

I have personally experienced the dangers that are posed when trying to ride a bicycle on New Jersey roadways. Please support these measures so that we can get everyone where they are going - workschool and beyond - safely.

Sincerely,
JOHN BRADLEY
Haddon Township, NJ 08108-1708"

DB #:

By John Kawczynski

Item #: 83, 84

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely John Kawczynski Haddonfield, NJ

DB #:

By Jon Davis

Item #: 85

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Sincerely,
Jon Davis SicklervilleNJ 08081"

DB #:

By Jonathan Frederickson

Item #: 86

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:
1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB #D2018)
2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)
3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard. (General Comment and DB# 9212C)
4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. I know first hand how necessary this is for pedestrian safety. (DB# 15302 #9212C)
5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example. the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)
6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).
Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.
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3) Dinosaur Trail-College Drive (D2019);
4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Jonathan Frederickson
PhiladelphiaPA 19130"

DB #:

By Joseph Brescia

Item #: 87

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:
1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.
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Original Comments (Full Content)

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6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

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Sincerely,
Joseph Brescia Oaklyn, NJ 08107"

DB #:

By Kathleen McCaffrey

Item #: 88

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

- 1 - I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.
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- 3 - New Jersey's standard for bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard.
- 4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features.
- 5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands.

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects

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- 3) Dinosaur Trail-College Drive;
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- and 5) Glassboro Elk Trail in Gloucester County

Sincerely,
Kathleen McCaffrey Medford, NJ 08055"

DB #:

By Kevin Sparkman

Item #: 89

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

- 1 - I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.
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Various Counties

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4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Kevin Sparkman Medford, NJ 08055"

DB #:

By Larry Hobbs

Item #: 90

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

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5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Larry Hobbs Sicklerville, NJ 08081"

DB #:

By Lee Pease

Item #: 91

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Lee Pease Haddonfield, NJ 08033"

DB #:

By Leonard Bonarek

Item #: 92

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

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4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Sincerely,
Leonard Bonarek Philadelphia,PA 19143"

DB #:

By Linda Rubiano

Item #: 93

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. We waste too much time and money by not coordinating this work with all interested parties. For example, the bike/pedestrian bridge that needs to be built over Rt. 130 by Cooper River. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects (DB# X107).

Finally, I support inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)

2) Rancocas Creek- Laurel Run in Burlington County (D2207)

3) Dinosaur Trail-College Drive (D2019);

4) Fossil Park Roadway potential addition to the Dinosaur Trail (21366)

5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Linda Rubiano MerchantvilleNJ 08109"

DB #:

By Lisa Murray

Item #: 94

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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- 1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)
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- 3) Dinosaur Trail-College Drive (D2019);
- 4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

Lisa Murray Sicklerville,NJ 08081"

DB #:

By Louis Peirce

Item #: 95

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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- 4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,

louis peirce Erdenheim, PA 19038"

DB #:

By Lyn Hedrick

Item #: 96

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

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Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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- 4) Fossil Park Roadway a potential addition to the Dinosaur Trail (21366)
- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Lyn Hedrick Collingdale,PA 19023"

DB #:

By Marianne Casale

Item #: 97

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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- 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Marianne Casale Maple Shade,NJ 08052"

DB #:

By Mark Klevance

Item #: 98

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

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- and 5) Glassboro Elk Trail in Gloucester County (D1203)

Sincerely,
Mark Klevench Collingswood, NJ 08107"

DB #:

By Martha Moore

Item #: 99

Dear DVRPC Affairs: I am writing to provide the following comments on the 2022-2025 NJ TIP:

1- I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025.

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

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Sincerely,

Original Comments (Full Content)

Comments Received from Advocacy Groups

Various Counties

Martha Moore Philadelphia,PA 19147-1412

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Comment Submissions
by Letter or with
Supporting Documents
on the Draft TIP or STIP



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DVRPC Item ID 2

Route 42 Widening, Route 42 / Cross Keys Road Widening (Route 42, Kennedy Ave. to Atlantic City Expressway DBNUM: 12306 / UPC: 123060)

As part of the Route 42 project to reconstruct Route 42 and its intersections between the Atlantic City Expressway and Kennedy Ave, there are certain areas I would like the State to further look into as a potential part of this project: Route 42 and Cross Keys Road, and Route 42 and Ganttown Road.

Route 42 and Berlin-Cross Keys Road:

The intersection at State Route 42 and Gloucester County Route 689, commonly known as Berlin-Cross Keys Rd, has a current configuration on Rt. 42 North and South with a single left turn lane, two thru lanes, and a full right shoulder. On Rt. 689, the current configuration is a left turn lane, a thru lane, and a thru/right turn lane.

This intersection should be reconstructed to allow dual left turn lanes from Rt. 42 to Berlin-Cross Keys Road. Based on the existing width of the median, dual left turn lanes should fit within the median by removing the existing grass portion of the median between the left turn lane and the opposing lane of traffic. A narrow width curb can be installed to maintain separation of traffic. The current phasing at this intersection on Rt. 42 provides for dedicated left turn signals on Rt. 42, prohibiting left turning traffic when through-traffic on Rt. 42 has a green signal, and this phasing is assumed to stay the same under this proposed alignment. Additionally, the full right shoulder should be re-stripped or widened as necessary to provide a separate lane for right turning traffic. Depending on the sharpness of the existing curb line, it may also be necessary to cut back the curb a little to allow vehicles to properly turn. This will remove turning traffic from the through lanes.

Also at this intersection, Rt. 689 South at Rt. 42 has a leading left turn light for traffic turning onto Rt. 42 South. However, traffic on Rt. 689 North to Rt. 42 North does not have a left turn signal. An additional leading left turn green arrow in this direction should be added to allow opposing left turns at the same time, prior to the full phase green on Cross Keys Rd.

Route 42 and Ganttown Road:

Additionally, please consider a modification to the intersection of Route 42 and Gloucester County Route 639, Ganttown Road. This 4-way intersection features 2 thru lanes on Route 42, along with a single left and right turn lane in each direction from Route 42 onto Ganttown Rd and into a shopping center. On Ganttown Rd, there is 1 intake lane and 3 outflow lanes, consisting of a left turn only lane onto Rt. 42 North, a shared left/straight lane onto Route 42 North and into the shopping center, respectively, and a right turn lane onto Rt. 42 South. In the shopping center, there's a wide intake lane and 2 outflow lanes – a left turn only lane onto Rt. 42 South, and a shared straight/right turn lane to Ganttown Rd & Route 42 North, respectively. Due to the volume of traffic on Ganttown Rd, and this intersection being the northern-most controlled intersection along Route 42 with left turn channels rather than jughandles, the intersection sees significant delays due to the additional traffic signal phases and length of time for each phase. The most significant delay is generally on Route 42 South, which can often back up traffic to the area around the Atlantic City Expressway during peak travel periods. Existing traffic signal timing can also play a role into the severity of congestion leading into this intersection. I would like the State to consider creating a jughandle on Route 42 North, which can enter the shopping center, which would require purchasing a portion of the center's parking

DVRPC Item ID 2

lot and/or relocating the existing drainage pond. The jughandle could either be prior to this intersection, which could incorporate a roundabout within the shopping center's parking lot (highlighted in red on the map below), or the jughandle could utilize an existing access road between a bank and automotive store, and loop back to the traffic light (highlighted in yellow). Also, such a configuration could be reviewed to provide 2 lanes of traffic across Route 42 onto Ganttown Rd, which would require widening of Ganttown Rd between Route 42 and Sunset Road, then narrowed down to Ganttown Road's existing single lane. This should significantly improve the level of service at this intersection, and reduce residual delays near other intersections along Route 42, especially between here and the Expressway.



Source: Jeff Taylor, 2021

DVRPC Item ID 3

Route 41 and Deptford Center Road

DBNUM: 15302 / UPC: 153020

The Route 41/Deptford Center Road project is the result of a project around 2004-2005, in which an on-ramp from this intersection to Route 42 South was added at this location. Prior to this project, the two Eastbound lanes on Deptford Center Road provided a single left turn lane onto Route 41 North and a single right turn lane onto Route 41 South. Both movements had significant amounts of traffic. When the Route 42 on-ramp was added, a 3rd lane was added on Deptford Center Road at the intersection to accommodate this movement. However, as the roadway was re-striped, there was only room for approximately 4 vehicles in the left turn lane. The result was an immediate failure of the lane, in which turning traffic constantly overflowed into the thru lane meant for traffic accessing Route 42 South, or over the hash-lined paved median.

As shown on the next page, in the first two images, Google Street View reveals a common way motorists cope with the current conditions as they (somewhat) stack over the hash lines in the paved median. The aerial view shows the overall condition, with the current left turn lane is only about 75' long, fitting 4 vehicles legally.

Until this project can begin, as shown in the 3rd image, I would like to propose a minor lane restriping to provide additional storage room for left turning vehicles. This will only entail minor strip removal and repainting and provide additional storage – up to around 250' long - for vehicles queued to make a left turn.

DVRPC Item ID 3

Current Conditions:



Proposed restriping:



Source: Jeff Taylor, 2021

DVRPC Item ID 8

Route 29 Intersection Reconstructions around Market Street & Cass Street

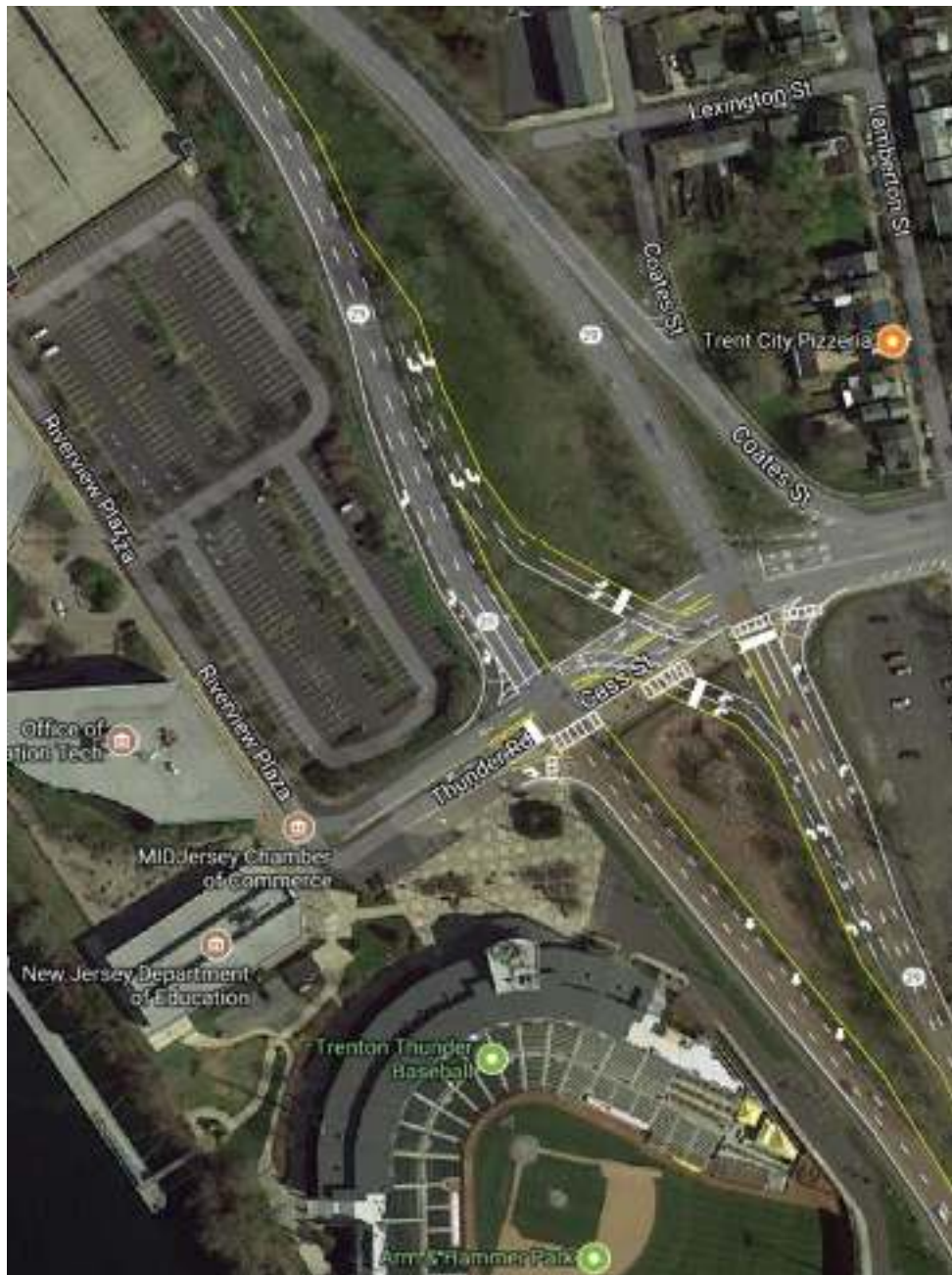
In the early 2000's, Route 29 was reconstructed in the vicinity of US 1 to NJ 129. Since then, Route 29's traffic volume has increased substantially.

Notable during both rush hours, but especially during the afternoon rush hour, traffic congests in this area, primarily due to a lane reduction on Route 29 South between Market Street and Cass Street from 3 lanes to 2 lanes.

Additionally, traffic congests during both rush hours but notably during the morning rush hour, on Market Street due to the exit ramp from US 1 North, with traffic approaching NJ 29.

It should be reviewed to determine if Rt. 29 South should be widened to 3 lanes throughout this stretch, mostly by using existing right-of-way in the median between the North and Southbound lanes of Rt. 29. It should also be looked at to revamp the Market Street/Route 29 intersection to allow for 3 left turning lanes. Due to the need for the lanes to have enough mobility, the intersection can be revised to using a 45 degree or so angle of turning, rather than the normal (and usually preferred) 90 degree right turn angles. As a result of this, it may be necessary for traffic exiting the Riverview Business Complex at this location to only turn left, although a right turn lane would remain beneficial, even if controlled by a protected signal phase. Because of existing congestion leaving the complex, allowing 2 lanes to turn left would be preferable here anyway. The crosswalk can be relocated to be between the turning traffic, as it will allow unimpeded crossing for both left turning traffic and pedestrian traffic.

On the following page is an example of how the corridor could be revised, which would include reconstructing the Rt. 29/Cass Street intersection as well to minimize the effects and loss of turning movements at the Rt. 29/Market Street intersection.



**DVRPC
Item ID 8**



Trenton Threatened Skies, Inc.

NJ TIP Comments

Alison Hastings, DVRPC Associate Director, Communications & Engagement
DVRPC Board Members; c/o Lou Cappelli, Chair*
Barry Seymour; DVRPC Executive Director*
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

August 20, 2021

SUBJECT: Draft DVRPC FY2022 TIP for New Jersey written public comment submission;
REQUEST TO REJECT DB #08415 Airport Improvement Program

Dear Chairman Cappelli, Ms. Hastings, DVRPC Board Members c/o Mr. Lou Cappelli and Mr. Barry Seymour:

Enclosed please find a public comment submission from Trenton Threatened Skies, Inc. regarding project DB #08415 Airport Improvement Program.

We implore the DVRPC Board to reject DB# 08415 Airport Improvement Program. This Project, when applied to the Trenton- Mercer Airport (TTN), will continue to cause irreparable harm to the health, safety, and welfare of New Jersey and Pennsylvania residents living in municipalities surrounding TTN. **The harm is likely to include, but not be limited to, irreparable PFOS/PFOA contamination of the Delaware River, the source of drinking water for over 13 million people.**

You will receive this document via email & also via FEDEX, SIGNATURE REQUIRED by 5 PM on August 23, 2021, the deadline for submission of comments. We ask that our comments be published in their entirety in all DVRPC documents related to the **Draft FY2022 TIP for NJ.**

Sincerely,

Robin Karpf, MD, President
Trenton Threatened Skies, Inc.

CC:

Pete Buttigieg, U.S. Secretary of Transportation*
Diane Gutierrez-Scaccetti; Commissioner, NJDOT*
U.S. Senator Bob Menendez (NJ)
U.S. Senator Cory Booker (NJ)
U.S. Senator Bob Casey (PA)
U.S. Senator Pat Toomey (PA)

DVRPC Item ID 30

CC (cont.):

Shawn LaTourette (Commissioner, NJ DEP)*
Congresswoman Bonnie Watson-Coleman (NJ)
Congressman Tom Malinowski (NJ)
Congressman Chris Smith (NJ)
Congressman Brian Fitzpatrick (PA)*
Congressional Quiet Skies Caucus
Governor Phil Murphy (NJ)
Governor Tom Wolf (PA),
Patrick McDonnell (Secretary, PA DEP)
Yassmin Gramian (Secretary, PA DOT)
PA Attorney General Josh Shapiro
PA State Senator Steve Santarsiero
PA State Representative Perry Warren
Bucks County Commissioners: Ellis-Marseglia, Harvie, DiGirolamo
Evan Stone: Executive Director, Bucks County Planning Commission
Lower Makefield Twp. Board of Supervisors (Blundi, Lewis, Grenier, McCartney, Weiss)
Lower Makefield Twp. Solicitor David Truelove
Lower Makefield Twp. Trenton-Mercer Airport Review Panel c/o co-chair Richard Preston
Bucks Residents for Responsible Airport Management (BRRAM, c/o president Holly Bussey)
Trenton Threatened Skies Membership (via mass email)
Watershed Institute
William Penn Foundation
Water Resources Association of the Delaware River Basin
Partnership for the Delaware Estuary
Buxmont Coalition for Safe Water

* SIGNATURE REQUIRED. All others received the document via email, certified mail return receipt or FEDEX EXPRESS.



DVRPC Item ID 30

Trenton Threatened Skies, Inc

SUBJECT: Draft DVRPC FY2022 TIP for New Jersey WRITTEN COMMENT SUBMISSION;
REQUEST TO REJECT DB #08415 Airport Improvement Program

Date: August 20, 2021

Trenton Threatened Skies, Inc. (TTS) is a grass roots group whose mission is to gather, review, analyze and disseminate information regarding Trenton Mercer Airport (TTN), Ewing NJ, with respect to environmental, public health, safety and economic impacts of proposed and future operations of the airport. We respectfully submit the following for your consideration with regard to DB #08415 AIP.

The Draft DVRPC FY2022 TIP for New Jersey states, “The TIP Selection Process and Program Evaluation use DVRPC’s Indicators of Potential Disadvantage (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 Environmental Justice (EJ):

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

DB# 08415: Airport Improvement Program, when applied to the Trenton- Mercer Airport (TTN), will continue to cause irreparable harm to the health, safety and welfare of New Jersey and Pennsylvania residents living in municipalities surrounding TTN, including the nine communities of concern listed above. The harm is likely to include, but not be limited to, irreparable PFOS/PFOA toxic contamination of the Delaware River, the source of drinking water for over 13 million people. PFOS/PFOA are water soluble, dangerous “forever chemicals” which poses great risk to human health.

We implore the DVRPC Board to reject DB# 08415 Airport Improvement Program.

DVRPC Item ID 30

Our concerns are detailed and supported by the wealth of information found within the following attached documents:

- Trenton Threatened Skies, Inc.'s **RESPONSE to TRENTON-MERCER AIRPORT TERMINAL AREA IMPROVEMENTS DRAFT ENVIRONMENTAL ASSESSMENT***, expounds upon the devastating impacts of TTN's unchecked expansion on these communities of concern and underscores the dangerous consequences resulting from the irresponsible conduct of TTN and NJ politicians who have either remained silent or have actively endorsed the continued, unchecked, segmented expansion of TTN, despite significant risk of detrimental harm to residents' health, safety and welfare.
**presented is an enhanced version of the document submitted to Mercer County during the TTN Terminal EA public comment period. 6/16/21.*
- Public comments submitted by PA politicians regarding the Trenton Mercer Airport ongoing expansion, which detail the grave concerns regarding risk of devastating expansion on our local communities.
 - Congressman Brian Fitzpatrick
 - State Senator Steve Santarsiero
 - State Representative Perry Warren
 - Lower Makefield Township Supervisor John Lewis
- Comments from BRRAM (Bucks Residents for Responsible Airport Management).
- Related Public Hearing Documents with significant, pertinent community input, including comments from PA politicians, NJ/PA grassroots groups, & individuals; these documents demonstrate significant evidence of unaddressed public outcry:
 - 7/30/20 NJ Clean Air Council Public Hearing RE: Past, Present, and Future: Air Quality Around Our Ports and Airports; and
 - PA DEP 2020 Water Quality Monitoring & Assessment Report
- Letter to the Federal Aviation Administration (11/4/19) by Barry Seymour, in which the DVRPC went on record stating that NJ & PA residents are fearful of potential environmental and social impacts created by proposed TTN facility expansion. The DVRPC strongly supported the continued examination of these serious concerns, yet the Trenton Mercer Airport continues its unchecked and inadequately evaluated expansion.
- Additional Relevant and Important Correspondences:
 - 11/12/19 letter from Congressman Fitzpatrick to Elaine Chao (US DOT) in which he outlines grave concerns regarding our drinking water being contaminated with PFOS/PFOA.
 - 6/12/18 letter from Congressman Fitzpatrick to Administrator Elwell (Federal Aviation Administration or FAA).

DVRPC Item ID 30

11/19/18 letter from Congressman Fitzpatrick to FAA staff members Brian Langdon, Mike Hines, and Joe Manges.

12/1/18 letter from Congressman Fitzpatrick to Gayle McKee (C & S Companies)

5/9/19 letter from Congressman Fitzpatrick to Elaine Chao (US DOT) and Dan Elwell (FAA).

11/9/18 letter from Lower Makefield Township Board of Supervisors to Urban Engineers, Inc. RE: TTN Terminal EA (Environmental Assessment)

12/5/18 letter from Barbara Lichman representing Lower Makefield Township Board of Supervisors to Melinda Montgomery, TTN Manager, Re: Comments on Trenton Mercer Airport Intention to: File Passenger Facility Charge Notice of Intent 19-06-C-00-TTN. (Note: This letter was also officially included in a written comment submitted by grassroots groups RE: Environmental Assessment for the Runway Protection Zone & Obstruction Mitigation Project for TTN.)

The continued large-scale, unchecked expansion of TTN is in conflict with the DVRPC's stated goals in its VISION and MISSION STATEMENTS.

"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."

Before it is too late, we implore the DVRPC Board to reject DB# 08415 Airport Improvement Program as it applies to the expansion of Trenton Mercer Airport. Your support of this project undermines the health of our communities and natural resources.

We ask that our comments be published in their entirety in all DVRPC documents related to the Draft FY 2022 TIP for NJ.

Robin R. Karpf, MD, President
Trenton Threatened Skies, Inc.



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trentonthreatenedskies@gmail.com

TRENTON THREATENED SKIES' RESPONSE
to *TRENTON-MERCER AIRPORT TERMINAL AREA*
IMPROVEMENTS DRAFT ENVIRONMENTAL ASSESSMENT

August 18, 2021

*An earlier version of this document was submitted to Mercer County on
June 16, 2021 during the TTN Terminal EA public comment period.*

Trenton Threatened Skies, Inc. (“TTS”) appreciates the opportunity to provide comments on the May 2021 Draft Environmental Assessment (“DEA”)¹ prepared for the Federal Aviation Administration (“FAA”) for the replacement of the existing terminal with a proposed new, much larger, terminal building at the Trenton-Mercer Airport (“TTN” or the “Airport”). For the reasons set forth in detail below, TTN requests FAA remand the Draft EA and re-issue the Draft EA as an Environmental Impact Statement to address TTN’s concerns and comply with the National Environmental Policy Act (“NEPA”) (42 U.S.C. § 4321 et seq.) and the Council on Environmental Quality regulations implementing NEPA (40 C.F.R. §§1500 – 1508).

¹ *Trenton-Mercer Airport Terminal Area Improvements Draft Environmental Assessment*, Prepared for: Mercer-County. Prepared by: McFarland Johnson. April 2021. https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/22b3e8_9689056171474547a61f31f7e9797bcd.pdf.

I. Introduction

First, the title *Trenton Mercer Airport Terminal Area Improvements Draft Environmental Assessment* is misleading. “Terminal Area Improvements” are actually a massive project to demolish the current terminal and Aircraft Rescue and Firefighting facility (ARFF) and construct a new terminal (and ARFF facility) that is four times larger than the current terminal. When this project is coupled with the Airport’s other interrelated and supporting Airfield Changes and Runway Protection Zone Projects, all of which have common and interrelated purposes and needs, the result is a series of interconnected projects that will maximize throughput at TTN, increase the number of commercial operations, and exponentially increase the number of enplanements.

Despite considerable public controversy, County and airport officials have continued to proceed with unconstrained expansion. In pursuing this goal, Airport officials and their consultants have broken the Airport Layout Plan into over 50 smaller projects, many accomplished with Categorical Exclusion (CATEX) approvals (See Exhibit 1).

Exhibit 1

Exhibit 1

50 Segmented Projects

Note:

This list does not contain:

1. New Air Traffic Control Tower
2. New Flightserv Terminal at former Naval AirWarfare Center, Parcel A
3. New corporate terminals
4. New private terminal.

Short Term Period (2017-2023)	
2017	
Relocation of T/W D (Design) - Phase I, Rehab T/W G (Design) - Phase II, and connect D to G (Design) - Phase III	
Relocation of T/W D (Construction) - Phase I	
Relocation of T/W F (NJDOT Construction Grant) - Phase I	
Rehabilitate T/W G (Construction) - Phase II	
Runway 24 Localizer Modification Study	
Obstruction Removal (Appraisal for Easement - Up Front County Funding)	
RPZ Acquisition (Appraisal for Relocation Costs - Up Front County)	
Construct SRE/Maintenance Building (Environmental)	
Relocate T/W F (Environmental)	
Construct Connecting T/W D & G (Environmental)	
Construct Scotch Road Remote Parking Lot (Environmental and Design)	
RPZ Acquisition and Obstruction Removal (Acquisition/Easements) - Phase I (Up Front County Funding)	
Terminal Repairs & Upgrade (Temporary Holdroom, Maintenance Projects)	
2018	
Relocate T/W F (AIP Design Grant)	
Relocate T/W F (AIP Construction Grant)	
Obstruction Removal (On-Airport Design - Part 77) Phase I	
Obstruction Removal (Construction) - Phase II	
Obstruction Removal (Off-Airport Design and Permitting)	
Construct SRE/Maintenance Building (Design)	
Construct Connecting T/W D & G (Environmental)	
Construct Connecting T/W B & J (Environmental)	
Rehabilitate T/W E (Environmental)	
Electrical Vault Upgrade (Local Funded Environ & Design)	
Electrical Vault Upgrade (NJDOT Construction Grant)	
Terminal NEPA (Environmental)	
RPZ Acquisition and Obstruction Removal (Acquisition/Easements) - Phase II (Up Front County Funding)	
Replace SRE - Broom/Blower (M7 and M16)	
Replace SRE - Broom/Blower (M51 and M56)	
Construct Scotch Road Remote Parking Lot (Construction)	
2019	
Construct Connecting T/W B & J (Design)	
Construct Connecting Taxiway D to G (Construction) - Phase III	
Rehabilitate T/W E (Design)	
Rehabilitate T/W E (Lighting Design)	
RPZ Acquisition (Appraisal for Relocation Costs) - County Reimbursement	
Obstruction Removal (Appraisal for Easement) - County Reimbursement	
Construct Deicing Containment Facility (Environmental)	
Construct SRE/Maintenance Building (Construction)	
Construct ARFF (Design)	
2020	
Construct Connecting T/W B & J (Construction)	
Rehabilitate T/W E (Construction)	
Construct Deicing Containment Facility (Design)	
Extension of T/W H (Environmental)	
RPZ Acquisition (Acquisition Costs) - County Reimbursement	
2021	
Construct Deicing Containment Facility (Construction)	
Extension of T/W H (Design)	
Short Term Period (2017-2023)	
Obstruction Removal (Easement Acquisition - County Reimbursement)	
2022	
Extension of T/W H (Construction)	
Obstruction Removal (Off-Airport Construction)	
2023	
Acquire Friction Measuring Equipment	
Security Improvements Phase II (Design & Construction)	
Source: Airport Capital Improvement Program, 2/22/2017.	

This segmentation, pursued by the Airport, has had two results: (1) it masks the overall environmental impact that all of the projects at the Airport have on public health; and (2) it limits the New Jersey Department of Environmental Protection's jurisdiction over the cumulative result. The residents of Mercer County, New Jersey have been deprived of an honest, cumulative, and comprehensive evaluation regarding the effects that the finished, functioning airport will have on their daily lives and the public health. At risk are Mercer and Bucks County residents' basic rights to clean air, safe drinking water, and health and safety in their own homes. The Airport has ignored and suppressed community members' concerns and circumvented federal law and regulations regarding community notification and involvement as well as processes regarding public controversy.

This massive Terminal Replacement and Expansion project poses a tremendous risk to the community's public health and well-being. Mercer County and the Airport have both proceeded under false pretenses, using incomplete facts. The proposed terminal, as presented in the *Draft Terminal Assessment*², calls for the construction of a 125,000 square foot, 4-gate terminal with four aircraft parking positions that will each accommodate an A320 aircraft –the type of aircraft that the DEA calls the Airport's "critical aircraft." Yet, only an Environmental Assessment is being sought for approval. Earlier in 2000, the Federal Aviation Administration

² Trenton-Mercer Airport, *Terminal Area Improvements Draft Environmental Assessment*. Prepared by McFarland Johnson, April 2021. https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/22b3e8_9689056171474547a61f31f7e9797bcd.pdf.

informed Mercer County officials that an Environmental Impact Statement (EIS) would be required for a terminal expansion *half the size* (64,000 square feet), but the current proposal for 125,000 square feet is being pushed through with the less comprehensive Environmental Assessment (EA).

There are numerous facets to a decision, such as whether to perform an elevated level of environmental analysis or rely on a FONSI, that this DEA does not consider. Before a decision to perform an EA instead of an EIS is made, the FAA must decide, based on substantial evidence, that the Project will not have significant environmental impacts. See, e.g., *Town of Cave Creek, Arizona v. FAA*, 325 F.3d 320, 327 (D.C. Cir. 2003). The definition of significance includes, but is not limited to: “... (4) the degree to which effects on the environment are likely to be highly controversial;... (7) whether the action is related to other actions with individually insignificant but cumulatively significant effects;... [and] (10) whether the action threatens a violation of federal, state or local environmental law.” 40 C.F.R. § 1508.7 (“CEQ Guidelines”). In short, the environmental effects reported in the DEA, if fully and properly analyzed, fit all these categories of significance and, as set forth below, should be evaluated in a full EIS.

Mercer County must follow the FAA’s recommendation and perform the following:

- 1) A comprehensive, transparent Environmental Impact Statement (EIS),
using accurate, post-expansion volume predictions, inclusive of but not
limited to:

- a) Aviation emission impact inclusive of ultra-UFP (10-20 nm)
 - b) Climate impact including Greenhouse Gas emission projections and Ozone formation
 - c) Organophosphate emissions on local farms and food production
 - d) Evaluation and remediation of PFAS and other contaminants PRIOR to additional ground disturbance.
- 2) A Public Health Impact Assessment
- a) With specific evaluation of downwind Environmental Justice communities
 - b) With evaluation of residents within a 10 mile-radius
 - c) Using accurate post-expansion volume
- 3) Noise studies
- a) Recognizing the flaws outlined in the FAA's Neighborhood Environmental Survey (NES)
 - b) Inclusive of World Health Organization (WHO) recommendations for 45dB daytime and 40 dB nighttime limits
 - c) Inclusive of C-weighted sound/infrasound, which is experienced as vibrations
 - d) Including ISO 1996-1 (2016) analysis.
- 4) An Independent Cost Benefit Analysis
- a) Including public health costs of treating both Traffic Related Air Pollution (TRAP) and aviation-emission specific illnesses

- 5) Delay construction until toxic contaminants have been thoroughly evaluated and remediated. Simultaneous construction and evaluation/remediation poses too great a risk of spread and is unacceptable.

II. History

To understand why pursuing this massive Project without proper environmental oversight is so egregious to concerned residents, one must consider Trenton Mercer Airport's history of pursuing expansion projects without proper environmental oversight. These attempts have taken the form of improper CATEX usage or attempted usage, segmentation, and bait and switch tactics.

Prior to the last attempted expansion of the terminal, Mercer County hired DMJM+ Harris to secure approval of a new terminal via a Categorical Exclusion (CATEX) approval (See Exhibit 2). The FAA advised the County that a limited CATEX was inappropriate for the scale and scope of the project and that an Environmental Assessment (EA) was necessary. Once it was determined that expansion would require an Environmental Assessment, the County applied to build a four-gate, 64,000 square foot terminal facility that could accommodate a low-fare/high-frequency (LF/HF) commercial air carrier (referred to as "Build Alternative 2", See Exhibit 3). The FAA's assessment of this application determined that such expansion would "necessitate the preparation of an Environmental Impact Statement (EIS)" (See Exhibit 3A).

Exhibit 2

TTN initially attempted to build a new terminal using a CATEX determination:

In June 1998, DMJM+HARRIS also prepared a report entitled *Environmental Review: Trenton Mercer Airport Terminal Enhancement Program* for the County. The intent of this report was to document the potential environmental impacts associated with construction of a new terminal facility at the airport, and to request a decision from the FAA as to whether the new terminal facility would be categorically excluded from the requirement of a formal Environmental Assessment. In accordance with FAA Order 5050.4A, the construction or expansion of passenger handling facilities is categorically excluded from the requirement of an EA, unless specifically covered by Paragraphs 21, 22, 24 or 26 of that Order. As a result of FAA's review, they determined that a categorical exclusion was not appropriate for this project, and that an EA would be required.

Source: *Executive Summary, pg ES-2, Final Environmental Assessment, Trenton-Mercer Airport, Prepared by DMJM+Harris, Inc, Prepared November 2002, signed February 23, 2006.*

<https://www.mercercounty.org/home/showpublisheddocument/2672/636070831926230000>

Exhibit 3

(complete letter below as Exhibit 3A)

However, this comparison also leads us to believe that implementation of the 2005 Build II alternative (i.e., four gates and a low fare/high frequency carrier), would result in exceeding the 1.5 Ldn threshold of significance for noise impacts and necessitate the preparation of an environmental impact statement.

We understand from your January 24, 2001 letter that the County proposes to proceed with the 2005 Build I alternative (a 44,000 square foot terminal facility with two gates) as the preferred alternative, not the 2005 Build II alternative, or a phased approach. The choice of preferred alternative is yours. However, please know that the phased approach you describe was not rejected by FAA. FAA representatives advised that the EA must identify a preferred alternative. For analysis purposes, the phased approach means that project implementation will eventually result in full build out of the 2005 Build II alternative (four gates). To assess the impacts of the first phase without considering the impacts of the second phase would represent segmenting the project if the full build out were likely in the foreseeable future.

We acknowledge that at this time, the County is choosing to proceed with the 2005 Build I alternative (two gates) given the fact that the introduction of a low fare/high frequency carrier is speculative. Further, since there is no proposal for the introduction of a low fare high frequency carrier, the 2005 Build II alternative (four gates) is not ripe for decision. However, should a terminal expansion become necessary in the future, the appropriate environmental documentation must be prepared to assess the impacts of that project.

Source: *Letter from FAA, from Final Environmental Assessment Trenton Mercer Airport, Vol 1 : Final EA & appendices A through I, dated 11/2002, signed by FAA 2/2006. pg 240*

<https://www.mercercounty.org/home/showpublisheddocument/2672/636070831926230000>

Exhibit 3A

FAA letter from 2002 Environmental Assessment; FONSI for smaller terminal not issued until 2006 (reference & link above)



U. S. Department
of Transportation

Federal Aviation
Administration

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

February 7, 2001

Robert Prunetti
County of Mercer County Executive
McDade Administration Building
640 South Broad Street
P.O. Box 8068
Trenton, New Jersey 08650-0068

Re: Trenton Mercer Airport (TTN)
Preliminary Draft Environmental Assessment

Dear Mr. Prunetti:

This is in response to your January 24, 2001 letter to Philip Brito, Manager of the New York Airports District Office, regarding letters and meetings relative to the Preliminary Draft Environmental Assessment (PDEA) for the Trenton Mercer Airport (TTN). For your information we offer the following points of clarification:

- 1) FAA reviewed a preliminary draft of the EA, dated April 14, 2000. On June 20, 2000 FAA provided comments (copy attached) on the most significant concerns we had with the document. We then held a follow-up meeting on June 26, 2000 to review the comments in more detail with the airport sponsor and its consultants.
- 2) A revised preliminary draft EA, was submitted in August 2000. Comments on the revised draft (copy attached) were presented and discussed at a November 14, 2000 meeting with the airport sponsor, its consultants, and representatives from the County of Mercer. We also provided a letter dated December 8, 2000 (copy attached) with points of clarification from the November 14, 2000 meeting. The length of our review time was a result of several factors including the magnitude of our comments on the previous draft, the number of issues remaining unsatisfactorily addressed, the necessity to coordinate with several FAA offices, and our responsibilities for other projects with funding deadlines relative to the September 30 end of the federal fiscal year.
- 3) In both the April and July versions of the document, the 2005 Build II alternative (four gates and the introduction of a low fare high frequency carrier) was identified by the sponsor as the preferred alternative; the November 14, 2000 meeting was the first time we were informed that the 2005 Build II alternative may no longer be the sponsor's preferred alternative.

In our June 2000 comments on the first version of the pre-draft EA, we determined that the noise analysis, which used the 1994 "quiet" year when there was no commercial service at TTN as the baseline year, needed to be revised in accordance with FAA Orders 1050.1D and 5050.4A. These Orders require that noise analyses be performed using the comparison of "future no action" and "future action" alternatives, with "future no action" as the baseline for comparison. In our letter, FAA informed the sponsor that the noise analysis must be revised accordingly.

The FAA project manager in 1998 had told the sponsor to use 1994 as the baseline for noise analysis because of the public outcry at the increase in aircraft noise after the advent of service by Eastwind airlines. At our meetings, we informed the sponsor that while it would be appropriate to keep the 1994 comparison in the EA to show the public the change in noise levels over the years, the sponsor should not use 1994 as the baseline for the noise analysis. Upon reviewing the results of the noise analysis, it was revealed that 1994 is actually "noisier" than the "future no action" year of 2005 because of the transition to Stage 3 aircraft.

However, this comparison also leads us to believe that implementation of the 2005 Build II alternative (i.e., four gates and a low fare/high frequency carrier), would result in exceeding the 1.5 Ldn threshold of significance for noise impacts and necessitate the preparation of an environmental impact statement.

We understand from your January 24, 2001 letter that the County proposes to proceed with the 2005 Build I alternative (a 44,000 square foot terminal facility with two gates) as the preferred alternative, not the 2005 Build II alternative, or a phased approach. The choice of preferred alternative is yours. However, please know that the phased approach you describe was not rejected by FAA. FAA representatives advised that the EA must identify a preferred alternative. For analysis purposes, the phased approach means that project implementation will eventually result in full build out of the 2005 Build II alternative (four gates). To assess the impacts of the first phase without considering the impacts of the second phase would represent segmenting the project if the full build out were likely in the foreseeable future.

We acknowledge that at this time, the County is choosing to proceed with the 2005 Build I alternative (two gates) given the fact that the introduction of a low fare/high frequency carrier is speculative. Further, since there is no proposal for the introduction of a low fare high frequency carrier, the 2005 Build II alternative (four gates) is not ripe for decision. However, should a terminal expansion become necessary in the future, the appropriate environmental documentation must be prepared to assess the impacts of that project.

I understand that a meeting has been scheduled for February 8, 2000 to discuss the revisions necessary to reflect the changed preferred alternative. Once the appropriate analyses have been satisfactorily conducted, FAA will complete its review of the draft EA. FAA is responsible for assuring that all documentation presents a full, accurate, and fair assessment of the environmental consequences of the proposed action. Upon completion of our review we will make a federal environmental finding.

The EA does not become a federal document until it is evaluated and signed on the cover page by the FAA responsible official. Therefore, until the EA becomes a federal document, it is the decision of the airport sponsor to release documents for public consumption. FAA is assisting the airport sponsor through reviews of the preliminary documents to provide advice and ensure the adequacy of the document for public review. In light of the change in preferred alternative, FAA continues to believe that inviting public comment at this point in time is premature and would serve to cause confusion among the affected public. However, the decision on releasing the document remains with the airport sponsor.

We take exception to your position both in your letter and as quoted in recent newspaper articles that FAA has caused unnecessary delays. The process for preparing an EA is one through which we make judgements on the significance of impacts. To do so, we must have a complete assessment of the impacts, which to date, we have not yet received. Further, while it may not coincide with your desired schedule, FAA will not make decisions in haste or without the appropriate information to justify the decision. FAA has and will continue to follow the process as is required by law.

Be assured that FAA believes TTN is an important component to the National Aviation System and that improvements are necessary to maintain its viability. We hope the current situation can be resolved so that we can move toward achieving a project that is satisfactory to all interested parties.

Should you have any questions, please call me at (718) 553-3330 or have your staff contact Mr. Philip Brito, Manager of the New York Airports District Office (516) 227-3800.

Sincerely,


for Robert Mendez, Director
Airports Division

cc: J. Edwards, TTN Airport Manager
C. Tiernan, F.R. Harris

Rather than complete a more comprehensive and thorough analysis, the County reduced their request to a smaller, two-gate, 44,000 square foot facility without a Low Fare/High Frequency carrier, known as "Build Alternative 1" (Exhibit 4). The FAA issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD) in 2006 for the Terminal Expansion. In the FONSI/ROD, the FAA specifically stated that the Airport was approved for two gates, a 44,000 square foot terminal, without a Low Fare/High Frequency carrier, and that *any future expansion would require additional environmental studies*. FAA cautioned the County that phasing into a larger, four gate terminal with a Low Fare/High Frequency carrier would represent segmentation.

Exhibit 4

EXECUTIVE SUMMARY

Introduction

This Environmental Assessment (EA) for proposed development at the Trenton Mercer Airport (TTN) is being prepared for the County of Mercer. Proposed development consists of selected projects on the airport's Capital Improvement Plan (CIP). This EA is being prepared in accordance with Federal Aviation Administration (FAA) Order 5050.4A, the Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR Parts 1500-1508, Council on Environmental Quality) and New Jersey Executive Order No. 215 (EO 215).

In a November 14, 2000 letter commenting on the Pre-Draft EA, the FAA expressed three key concerns all with respect to impact analysis provided for 2005 Build Alternative 2, which is no longer the sponsor's Preferred Alternative (see below). The FAA's letter expressed concern over the potential noise impacts, air quality impacts, and indirect impacts of 2005 Build Alternative 2. As further sections describe, 2005 Build Alternative 2 is defined by a four-gate, 64,000 square foot terminal facility that can accommodate a low-fare/high-frequency (LF/HF) commercial air carrier.

This is compared to 2005 Build Alternative 1 which is a two-gate, 44,000 square foot facility that meets existing and future needs, but does not accommodate a LF/HF commercial air carrier. At the time of FAA's review, the 2005 Build Alternative 2 was designated as the sponsor's Preferred Alternative. This current EA no longer designates 2005 Build Alternative 2 as the sponsor's Preferred Alternative. 2005 Build Alternative 1 is now the sponsor's Preferred Alternative. As such, many of the comments in FAA's November 14, 2000 letter that are directed specifically to entrance of a LF/HF air carrier (Build Alternative 2) have not been addressed. Should the County, at a later date, decide to pursue environmental approvals of the four-gate, 64,000 square foot facility that is Build Alternative 2, these issues will have to be addressed at that time.

Mercer County's original intent was to build a two-gate facility in the first phase (Build Alternative 1). At a later unspecified date, based upon demand, the second phase (Build Alternative 2) with an additional two gates would have been built. Due to the uncertainty of the need and the anticipated time frame for the second phase, the County of Mercer has designated 2005 Build Alternative 1, a two-gate facility, as the Preferred Alternative to be evaluated in this EA. All references to 2005 Build Alternative 2 are merely included as additional information, but not relevant to the decision requested by this EA on the current sponsor's Preferred Alternative. The 2005 Build Alternative 2 will not be permitted to be built on the basis of a favorable decision on this EA, but would require further environmental documentation.

Background

In June 1997, DMJM+HARRIS (formerly Frederic R. Harris, Inc.) conducted a study for the County of Mercer, to develop a concept to renovate and upgrade the existing passenger terminal facility to meet current and projected regional air travel needs. This study, entitled *The Trenton Mercer Airport Terminal Enhancement Program Terminal Area Plan/Concept Design*, revealed that due to the probable cost of the renovation project, the difficulties of maintaining operations during construction, and the deteriorated condition of the existing facility, it would be more cost effective as well as more operationally friendly, to construct a new terminal facility. Subsequently, in June 1998, DMJM+HARRIS prepared a report entitled *The Trenton Mercer Airport Terminal*

* build Alt 2= 64K sq foot, 4 gate terminal w low fare/high frequency carrier.

From Executive Summary, ES-1,
Final Environmental Assessment: Trenton Mercer Airport,
signed 2/23/06.

ES-1

Source: Executive Summary, ES-1, Final Environmental Assessment, Trenton Mercer Airport, signed 2/23/2006. <https://www.mercercounty.org/environmental-assessment>

Needless to say, TTN did not build the approved 44,000 square foot, 2-gate terminal, and the terminal presently remains 29,000 square feet with two gates. In 2012, TTN did, however, expand operations to include Frontier Airlines, a low-fare, high-frequency carrier. The addition of Frontier is in direct opposition to the opinion set forth in the 2006 Environmental Assessment which clearly and specifically identified the need for additional evaluation of noise, air quality and indirect impacts prior to adding a LF/HF carrier, such as Frontier.

As a result of Frontier's arrival at TTN and the subsequent massively increased flight and passenger volume, TTN decided to revise its 2006 Airport Master Plan. The 2018 release of the Master Plan Update³ was based on 2018 volume, which was acquired in violation of the 2006 EA. TTN justified the updated master plan by stating that, "the FAA recommends updating the master plan every ten years based on current use."

III. The Draft Environmental Assessment Misleads the Public Regarding the Ability of the New Terminal to Increase the Number of Enplanements.

As mentioned above, the current terminal is 29,000 square feet with 2 gates for four aircraft parking positions. Only two of the current aircraft parking positions will accommodate the larger aircraft, the A320, used by Frontier Airlines. The other two parking positions cannot be used by larger aircraft and thus, are rarely used.

³ Airport Master Plan Update, June 2018. Prepared for: Trenton-Mercer Airport. Prepared by: Urban Engineers & McFarland Johnson.

Part 1:

https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/eec6bc_070338050229445bb86776e60951d871.pdf

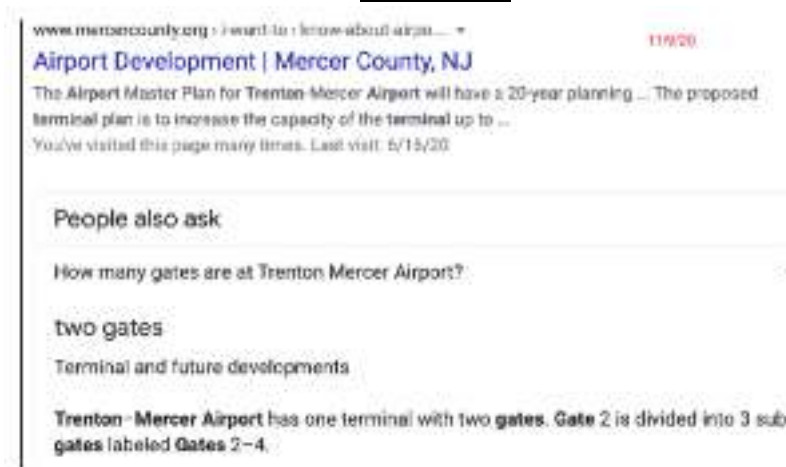
Part 2:

https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/eec6bc_6c9ecd55c4644b3c892a637fdeac9b4a.pdf

The continued misrepresentation of the number of gates at TTN demonstrates Mercer County and Airport officials' willingness to employ inaccurate or incomplete information in order to obtain their desired end.

Consider the following facts, supported by exhibits, and the way that they have been presented to the community to limit public concern and dismiss valid complaints: Trenton Mercer Airport currently has two gates. When the FAA concluded that expansion from two gates to four gates would require an EIS, TTN subdivided the second gate into three sub-gates to create the claimed four gates (See Exhibit 5).

Exhibit 5



From Mercer County Website, Airport Development FAQ page, November, 2020.

Officials then used the premise of four gates to apply for a “four gate replacement terminal” repeatedly, uniformly dismissing residents’ concerns about the Project by perpetuating the falsehood that there are “no plans to increase the number of gates above the *current* four gates.” In fact, County officials continue to publicly refer to TTN as a four-gate replacement terminal. It was incorrectly presented as 4 gates at the Terminal Expansion Project Public Meeting on January 23, 2019 (Exhibit 6) and in the Master Plan Update, June 2018 (Exhibit 7).

Exhibit 6



Proposed Action

- Construct a Replacement 4 Gate Terminal
- Apron Improvements
- Parking Lot Reconfiguration and Investigate Need For a Parking Garage
- Roadway, Circulation, and Ground Access Improvements
- Relocate Airport Rescue and Firefighting Facility

12 Trenton-Mercer Airport





Source: Trenton Mercer Airport Terminal Environmental Assessment Public Meeting, January 23, 2019, slide 12.
https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/eec6bc_f083af83dd174febad4b4f5d57ab0113.pdf

Exhibit 7

Terminal Facility Requirements	Existing			Proposed		
	Actual 2014 (1)	Required 2014 (2)	Deficit	Required 2014 (2)	Proposed (3)	Deficit
Annual Enplanements	377,554	377,554		377,554	476,507	
Peak Design Hour Enplaned	276	276		276	490	
Ticketing						
Counter Positions (#)	9	10	1	10	14	4
Counter (LF)	38	45	7	45	70	25
Counter Area (SF)	290	450	160	450	700	250
Check-in /Queuing Area (SF)	450	1,810	1,360	1,810	2,820	1,010
Airline Office (SF)	2,750	1,550	-425	1,550	2,415	865
Baggage Make Up (SF)	100	2,590	2,490	2,590	4,025	1,435
Airline Operations (SF)	0	1,295	1,295	1,295	2,010	715
Hold Rooms						
Gates (#)	4	4	0	4	4	0
Hold Room Waiting (SF)	3,420	8,420	5,000	8,420	12,120	3700

Source: Airport Master Plan Update, June 2018 Part 2, page 4-30
https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/eec6bc_6c9ecd55c4644b3c892a637fd_eac9b4a.pdf

Only after repeatedly calling out this deliberate inaccuracy has the wording in the Draft Environmental Assessment been corrected to more accurately describe the layout as having “four aircraft positions,” (See DEA Introduction, pg. 1-8 and website screenshot/Exhibit 8). The Airport continues, however, to maintain this inaccuracy: that the proposed 125,000 square foot terminal will not change the “[f]our passenger aircraft parking position (same as existing)”⁴, which one can observe additionally in the DEA’s “Terminal Planning” (Table 2-2). (See Exhibit 9).

Exhibit 8

Will the proposed Terminal Improvements increase capacity for the airport?

The existing terminal is 24,780 square feet in size. It currently processes over 377,000 passengers annually. The existing terminal consists of four aircraft positions served by two exit doors and is outdated and undersized for the number of operations it currently accommodates. During peak times, processing through security is impacted due to the size, configuration of the existing space and the adjacent areas for passengers to stand or sit in the public spaces which is inadequate. Airports with similar size operations to Trenton Mercer have larger and more modern facilities (that are between two and six times the size) that cost less to operate and maintain. The proposed terminal plan is to increase the capacity of the terminal up to approximately 125,000 square feet while still providing four hold rooms and gates for aircraft. The improvements will provide modern typical passenger amenities that most airports have such as adequate ticketing counter sizes and queuing areas; standardized Transportation Security Administration (TSA) sized processing areas and facilities; hold rooms and public spaces sized to accommodate waiting passengers in a comfortable environment; adequate restrooms, concessions, and other public amenities that are typical for all airports with similar aircraft schedules and sizes; provide up to date outbound baggage screening and inbound baggage handling that are automated and do not require as much manual assistance; improve the boarding process by providing boarding bridges that do not require passengers to go outside to board an aircraft; and improve the overall passenger experience entering and leaving the airport.

Source: Mercer County Airport Development FAQ webpage:


<https://www.mercercounty.org/departments/transportation-and-infrastructure/trenton-mercerc-airport/new-developments>

While it is accurate to state that both the existing terminal and the proposed replacement terminal each will have four aircraft parking positions, to say that they are the same is purposely misleading. To be clear, the current four parking positions consist of two parking positions that can accommodate larger aircraft, such as the A320 (the critical aircraft at the Airport), and two parking positions that are only suitable for much smaller aircraft. Large aircraft *cannot* safely use these two parking positions. Because of this fact, the smaller aircraft parking positions are rarely used.

⁴ Trenton-Mercer Airport, *Terminal Area Improvements Draft Environmental Assessment*, p. 1-8.

https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/22b3e8_9689056171474547a61f31f7e9797bcd.pdf

Exhibit 9



From Draft EA on county website link:
https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/22b3e8_9689056171474547a61f31f7e9797bcd.pdf
 Draft Environmental Assessment 22b3e8_9689056171474547a61f31f7e9797bcd.pdf Trenton-Mercer Airport

Table 2-2: Terminal Planning

Program Area	Existing Terminal	ACRP 25 Program	ACRP 25 Calculation	Proposed Terminal Program	Proposed Terminal Program Notes
Ticketing					
Counter Positions (#)	6	14	40% of use by pass for counter and kiosks	14	
Counter Length (ft)	32	45	Existing counter ft	70	5 ft/position – counter and half shared scale
Counter Area (sf)	500	675	Based on 15 ft counter depth	700	10 sf/position – counter depth and standing depth to baggage belt
Check In/Queuing Area (sf)	700	345	sf based on positions and existing counter length	2,450	35 sf/counter length
Airline Offices (sf)	2,750	2,250	50 sf/counter length	2,950	30 sf/counter length
Baggage Makeup (sf)	100	-	Baggage Makeup is for back of house/cart circulation	6,900	100 sf/counter length
Airline Operations (sf)	0	-	-	2,010	30 sf/counter length
Hold Rooms					
Gates (#)	4	4		4	
Hold Room Waiting (sf)	3,420	4,300 sf per gate / 17,200 sf - 4 gates	Calculation based upon input for 180 seat aircraft with high utilization, high seating percentage, large number of families/ children. Corresponding Narrowbody standard (145 seats) is 4,180 sf/gate and 757 standard (185 seats) is 5,460 sf/gate	2,825 sf per gate / 11,300 sf - 4 gates	2 – A320 180 seat Aircraft = 6,320 sf 2 – R1 70-90 seat Aircraft = 2,720 sf Increase by factor of 1.25 to add space for high number of families/children
Baggage Claim					

Source: Terminal Draft Environmental Assessment, pg 2-10

https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/22b3e8_9689056171474547a61f31f7e9797bcd.pdf

The Replacement Terminal calls for four aircraft parking positions, *all* of which can accommodate an A320. This will allow the Airport and Airlines to dramatically increase throughput without having to analyze the significant impact that increase in throughput will have on the environment and the surrounding communities. Additionally, the figures in the DEA clearly indicate that by shifting the new, massively expanded terminal and apron to property adjacent to the current terminal, the four parking positions corresponding to the new terminal overlap the current aircraft positions by only one spot (See Exhibit 10), creating seven possible parking positions, as shown below.

Exhibit 10



Source: Terminal EA preferred alternative pg.3-41(Figure 3-11) & No Action Alternative pg. 3-5 (Figure 3-1)
https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/22b3e8_9689056171474547a61f31f7e9797bcd.pdf

This fact alone renders the analysis in the Draft Environmental Assessment useless. Much of the DEA is premised on the fact that there will not be an increase in capacity because of the Project. Yet, the opposite is obvious. Airplane parking positions are effectively doubled, gates are doubled, passenger boarding bridges are added, the terminal is expanded 5-fold and TSA screening is expanded to four lanes. Additionally, airfield changes, such as parallel taxiways, a new Air Traffic Control Tower (ATCT) and Runway Protection Zone clearances significantly increase potential throughput. An Environmental Impact Statement must take all of these elements into account.

IV. The DEA Intentionally Misstates the Growth Rate and Number of Operations In Order to Justify a Less Than Complete Environmental Assessment

TTN claims throughout the DEA that the Terminal Replacement and Expansion Project will not cause an increase in operations, throughput, or passenger enplanements. The DEA relies on a growth rate of passenger enplanements of 1-2%, but the actual numbers show a much larger growth rate. Because of this discrepancy, the DEA is unreliable and must be redone as an EIS that shows the increase in operations, throughput, and passengers enplanements that will occur as direct result of the terminal expansion and all of the other related projects.

In order to support its conclusion that there will be no significant environmental impact, the DEA grossly underestimates both passenger volume and car emissions. The number of passengers, which will contribute to a significant increase in on-ground vehicular emissions, has increased dramatically over the past several years (prior to pandemic related shut down). According to the [FAA: Airport Data & Information Portal \(ADIP\)](https://adip.faa.gov/agis/public#/public)⁵, TTN Enplanements rose by:

- 14% or 58,000 passengers (2018 to 2019) and
- 11% or 40,700 passengers (2017 to 2018).

⁵ Federal Aviation Administration, *Airport Data and Information Portal*. <https://adip.faa.gov/agis/public#/public>.

Yet, the DEA uses a growth rate of 1% per year in passenger volume to maintain that construction of a new terminal four times the size of the current terminal will not cause an increase in passenger enplanements.

Passenger Enplanements (deplanements counted separately)	Number	Increase # passengers	% Increase from Previous Year
Actual 2017	363,654	---	---
Actual 2018	404,349	40,700	11%
Actual 2019	462,173	58,000	14%
TTN projection 2035	476,507		1.1% annual

While the pandemic caused passenger enplanements to diminish dramatically in 2020, the numbers for 2021 show that passengers are coming back and there is no reason to expect that passenger enplanements will stay below the levels experienced in 2019.

Moreover, by utilizing low numbers, it is likely that ground transportation emissions are woefully underestimated. It is hard to imagine that quadrupling the terminal size, expanding TSA screening capacity and waiting rooms, converting from two gates loaded by tarmac stair access to four gates capable of accommodating A320s loaded by passenger boarding bridges, will not dramatically increase passenger volume. When coupled with the other interconnected projects,

the Airport creates efficiencies that would support an increase in passenger enplanements of approximately 10-15% per year.

Turning from passenger enplanements to commercial operations, one easily sees that the construction of a larger terminal capable of accommodating larger aircraft will allow efficiencies that will in turn create an dramatic increase in the number of commercial operations. This is particularly true if one couples the expansion of the terminal with the construction of the parallel taxiways that the Airport is also pursuing. The FAA recommends parallel taxiways as a method of increasing throughput by optimizing flow. This is accomplished by queueing planes for take-off, providing one way traffic, and maximizing take-offs and landings on a shared runway.

A single parallel taxiway/runway combination can accommodate 200,000 flights per year. Calculations submitted in the RPZ, the Terminal Environmental Assessment, and the 2018 Master Plan by the Airport, however, maintain that TTN's airport capacity will remain the same capacity *after* terminal completion and major airfield configuration changes.

Given the massive increase in terminal size, passenger processing and holding capacity, the recruitment of additional air carriers, and the FAA's known endorsement of taxiway and queuing changes to increase operations *without* building additional runways, the numbers used in the DEA are, like passenger enplanements, grossly underestimated. By using underestimated commercial

operations numbers, the DEA grossly miscalculates environmental and health impacts that building the 125,000 square foot terminal will have on the environment and on residents of Mercer County and the surrounding counties.

Moreover, when considering these woefully underestimated numbers, bear in mind an additional provision of the airport-AIP grant acceptance agreement: built-in automatic expansion triggers for future airport development, including additional runways, that Mercer County and TTN airport officials have accepted without proper consideration. The FAA utilizes Annual Service Volume (ASV) as an indicator of relative operating capacity. TTN's current ASV is 230,000 flights/year (See Exhibit 11).

Exhibit 11

Airport Master Plan

Trenton-Mercer Airport

Table 4-3: Annual Operations Forecast

Year	Demand		Capacity			Percent Peak Hour		Percent ASV
	Annual	Peak Hour	ASV	Hourly VFR	Hourly IFR	VFR	IFR	
2015	78,263	26	230,000	98	59	27	44	34
2020	82,191	27	230,000	98	59	28	46	36
2025	85,934	29	230,000	98	59	30	49	37
2035	95,275	32	230,000	98	59	33	54	41

Source: McFarland Johnson Analysis, 2015.

4.1.2 Capacity Calculations

FAA AC 150/5060-5 provides guidance used to calculate airfield capacity and provide planning estimates on hourly airfield capacity under both VFR and IFR conditions, which are the theoretical maximum number of aircraft operations (takeoffs and landings) that can take place on the runway system in one hour under VFR or IFR conditions, respectively. The various capacity elements are then consolidated into a single figure, the ASV for the Airport. The ASV is the theoretical maximum number of aircraft operations that the Airport can support over the course of a year.

Source: Trenton Mercer Airport, Master Plan Update, Part 2, June 2018.

https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/eec6bc_6c9ecd55c4644b3c892a637fdeac9b4a.pdf


Exhibit 12

Table 4-4 Activity Levels That May Trigger Capacity Planning and Development		
Development Item	Activity Levels to Begin Planning and Development	Remarks
New runway or extended runway to increase hourly capacity (based on a specific airfield use configuration)	<u>Planning: 60% ASV</u> Development: 80% of ASV and within 5 years of activity reaching ASV under currently approved forecast.	<ul style="list-style-type: none"> Parallel runway usually preferred for efficiency. Runway length determined by critical aircraft intended to use the new or extended runway.
Runway extension to accommodate more demanding aircraft	Planning and Development: Regular use of new critical aircraft, existing or forecast within 5 years, that needs increased runway length or payload capability.	<ul style="list-style-type: none"> If the critical aircraft changes, an extension may be necessary. New critical aircraft must be expected to remain in the fleet for the foreseeable future with regular use at the airport.
Additional exit taxiways	<u>Planning: 50% of ASV</u> Development: 70% of ASV, or within 3-5 years of activity reaching ASV under currently approved forecast.	To be considered as a capacity project, additional exit taxiways will typically allow for reductions in Runway Occupancy Time.
Holding aprons/ bypass taxiway	75,000 total operations, 20,000 itinerant operations, or 30 peak hour operations per runway.	Consider effect on navigational aids (NAVAIDs). Coordinate with ATC and Ramp Operations to determine the aircraft positions needed in holding aprons.
Terminal aprons, aircraft loading aprons, parking aprons	Planning: 60%+ of available apron space is used routinely (at least 30 days per year). Development: 80%+ of available apron space is used routinely (at least 30 days per year).	Planning should begin 3-5 years before aprons are expected to be congested during peak periods. NPIAS, Order 5090.5, 4-16

⁶ Federal Aviation Administration, Order Number 5090.5, "Table 4-4 Activity Levels That May Trigger Capacity Planning and Development."
<https://www.faa.gov/documentLibrary/media/Order/Order-5090-5-NPIAS-ACIP.pdf> .

Remarkably, despite the massive terminal expansion, addition of parallel taxiways, and active recruitment of additional airlines, TTN considers the post-expansion ASV to remain 230,000. This is consistent with their misrepresentation to the community of 1-2% growth per year. The FAA AIP automatic expansion triggers, including construction of additional runways, are in place when an airport reaches 50- 60% ASV. This is clearly outlined in the [FAA Order 5090.56](#), and TTN accepts these terms when it enters into a grant agreement with the FAA (See Exhibit 12 above).

Exhibit 13

	<div>Trenton-Mercer Airport</div> <div>Airport Master Plan</div>	
	<p>not appear to be constrained at the present, and future capacity is also anticipated to be adequate. FAA guidance recommends that planning for capacity enhancement should begin when capacity reaches the 60 percent level. It is assumed that any runway improvements that are contemplated will be supplemented by taxiway improvements to maintain capacity.</p>	

Source: Trenton Mercer Airport, Master Plan Update, Part 2, June 2018.

https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/eec6bc_6c9ecd55c4644b3c892a637fdeac9b4a.pdf

TTN and Mercer County officials are aware of this, as evident in their 2018 Master Plan, and presented this information along with low 2035 numbers (See Exhibit 13 above). They continue to repeat these same gross underestimates in public meetings and planning documents (i.e., 2018 Master Plan, RPZ EA, Terminal EA). In fact, post-expansion benchmarks (2035) used in planning were *already surpassed* by pre-pandemic actual volume (2019). TTN's total operations listed in the FAA Master Record for 2019 were 112,513 -exceeding the 2035 projected volume by 17,238 operations, a full sixteen years early. Alarming, this also represents an ASV of 49%. As noted in Exhibit 12, a 50% ASV triggers additional taxiway changes and 60% triggers planning, for a new or extended runway.

It should be noted as well that the 49% ASV was reached, *prior to* the Airport making any airfield changes, constructing parallel taxiways, planning an oversized, new terminal as well as a new air traffic control tower (ATCT), carrying out runway protection zone obstacle clearances, and recruiting additional commercial airlines. It is not unreasonable to believe that when the proposed, new, and enlarged terminal construction is complete, the next phase of expansion planning will already be underway. TTN and their hired engineers are deliberately using low numbers to disarm the community by disingenuously presenting this massive, self-perpetuating project as a “replacement terminal.” By utilizing the unrealistic growth rate of 1-2% per year, TTN is attempting to not only dupe the public but also to circumvent proper New Jersey Department of Environmental Protection (NJDEP) and National Environmental Policy Act

(NEPA) oversight. Given the consistency with which these inaccurate numbers are repeated, one can only conclude that it is a deliberate choice, rather than a sheer miscalculation. Indeed, by avoiding accurate information, TTN can skirt the protections afforded to us by federal law. Trenton Threatened Skies believes that before any expansion for the Airport terminal is underway, accurate operational use, with accurate flight volume, accurate ground traffic estimates and detailed physical plant/building operations (lights, AC, power to the gates and aircraft, etc.) must be considered with regard to air quality, climate, and health.

This project must be comprehensively considered using independently verified volume and operations predictions. Without adequate volume predictions, the risk to our air quality, climate, water, and public health is unknown and potentially harmful.

V. The Project Is Interconnected to Other Projects at the Airport.

NEPA requires that a “single course of action” be analyzed together as a complete project. 40 C.F.R. § 1502.4(a). “In considering whether the effects of the proposed action are significant, agencies [s]hould consider connected actions,” which “should be discussed in the same impact statement.” 40 C.F.R. §§ 1501.3(b), 1501.9(e)(1). Actions are “connected” if they “[c]annot or will not proceed unless other actions are taken previously or simultaneously.” *Northern Plains Resource Council, Inc. v. Surface Transp. Bd.*, 668 F.3d 1067, 1087 (9th Cir. 2011) (citing former 40 C.F.R. § 1508.25(a)(1)(ii) now reflected at 40 C.F.R. § 1501.9(e)(1)(ii)). If the

subsequent action meets this criterion and it has no “independent utility,” e.g., it “would have taken place with or without the other [project],” then it must be analyzed in the same environmental document. *Northern Plains Resource Council, supra*, at pp.1087-1088.

Despite TTN’s insistence that the Terminal project has “independent utility,” the Airport Layout Plan (ALP)⁷, found within the Airport Master Plan, finalized in June 2018, details TTN’s comprehensive vision for the airport. All of these projects have a single goal: to allow the Airport to increase capacity and maximize throughput. The Airport has proposed and carried out numerous related projects, each interconnected, dependent upon and supportive of the other. These projects include:

- Reconfigured taxiways;
- Reconfigured connectors and aprons;
- Construction of a new Air Traffic Control Tower;
- Development of a new electrical grid;
- Construction of a new aircraft rescue & firefighting station (ARFF); and
- Extensive Runway Protection Zone (RPZ) and Obstacle Mitigation

Clearances, which involves the massive removal of trees and the purchase of surrounding homes and properties.

Years of incremental growth and segmented projects have been implemented in support of the vision outlined in TTN’s 2016 Master Plan and 2018 Master Plan Update, the culmination of which is this Terminal Replacement and Expansion

⁷ For visual references, see: https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/eec6bc_d4a7a764f1244a96a6fcc027fcdeab4f.pdf.

Project. (*Source: F.10 June 2018 Final TTN Master Plan Appendix D ALP as provided by FAA*)

It is ludicrous for the FAA, Mercer County, and airport officials to maintain the stance that each of these projects have independent utility and should be considered individually, without regard to the other projects and without consideration of the functional end result: a dramatically expanded airport. These projects have no utility other than to support the improved efficiencies and increased functioning of each other. In pursuit of this expansion, TTN's classification was changed from Commercial Service (CS) to Primary from 2014 to 2015 (See Exhibit 14).

Exhibit 14

Grant History Report for Trenton Mercer (TTN) in NJ, 2012 - 2019										
	Fiscal Year	Service Level (or State Project)	State	Location Identifier	Airport Name	Grant Seq. No.	AIP Federal Funds	Supplemental Discretionary	Work Description	Hub Type
Airport Compliance Airport Cooperative Research Program Airport Improvement Program (AIP) 2020 Airport Improvement Program (AIP) Grants 2020-2022 Supplemental Appropriation AIP Grant Payments AIP Handbook Airport Capital Improvement Plan (ACIP) Benefit-Cost Analysis Buy American Preferences Economically Dispressed Communities Grant Assurances Grant Histories Grant History Look Up Tool Grant/Appropriation Data Letter of Intent (LOI) Program Military Airport Program Overview Procurement and Contracting Under AIP Program Guidance Letters (PGLs) State Block Grant Program Airport Safety CARES Act Grants Engineering, Design, & Construction Environmental Programs Major Airport Development News & Information Passenger Facility Charge (PFC) Program Planning & Capacity Resources Runway Safety	2012	CS	NJ	TTN	Trenton Mercer	41	\$14,275,800	\$ -	Improve Runway Safety Area - 06/24	-
	2013	CS	NJ	TTN	Trenton Mercer	43	\$281,250	\$ -	Conduct Miscellaneous Study	-
	2013	CS	NJ	TTN	Trenton Mercer	42	\$1,063,521	\$ -	Acquire Aircraft Rescue & Fire Fighting Vehicle	-
	2013	GA	NJ	TTN	Trenton Mercer	40	\$65,325	\$ -	Wildlife Hazard Assessments	-
	2014	CS	NJ	TTN	Trenton Mercer	44	\$66,613	\$ -	Acquire Aircraft Rescue & Fire Fighting Safety Equipment	-
	2014	CS	NJ	TTN	Trenton Mercer	46	\$366,750	\$ -	Conduct Environmental Study	-
	2014	CS	NJ	TTN	Trenton Mercer	47	\$781,074	\$ -	Conduct Airport Master Plan Study	-
	2014	CS	NJ	TTN	Trenton Mercer	45	\$2,751,427	\$ -	Rehabilitate Taxiway	-
	2015	P	NJ	TTN	Trenton Mercer	49	\$4,515,552	\$ -	Rehabilitate Taxiway	N
	2015	P	NJ	TTN	Trenton Mercer	48	\$540,084	\$ -	Rehabilitate Runway - 06/24	N
	2016	P	NJ	TTN	Trenton Mercer	50	\$3,021,476	\$ -	Rehabilitate Runway - 06/24	N
	2017	P	NJ	TTN	Trenton Mercer	51	\$5,457,178	\$ -	Conduct Airport Master Plan Study, Reconstruct Taxiway [Taxiway D], Reconstruct Taxiway Lighting [Taxiway D], Rehabilitate Taxiway [Taxiway G], Rehabilitate Taxiway Lighting [Taxiway G]	N
	2018	P	NJ	TTN	Trenton Mercer	062	\$77,111	\$0	Reconstruct Taxiway Lighting	N
	2018	P	NJ	TTN	Trenton Mercer	062	\$77,111	\$0	Reconstruct Taxiway Lighting	N
	2018	P	NJ	TTN	Trenton Mercer	062	\$77,111	\$0	Reconstruct Taxiway Lighting	N
	2019	P	NJ	TTN	Trenton Mercer	53	\$3,636,904	\$0	Reconstruct Taxiway	N
	2019	P	NJ	TTN	Trenton Mercer	53	\$365,270	\$0	Reconstruct Taxiway Lighting	N
Total AIP federal funds for your selection is: \$37,419,537.										
CS: Non-primary Commercial Service GA: General Aviation P: Primary R: Reliever Airports Commercial Service										

Source: FAA Airport Improvement Program (AIP),

https://www.faa.gov/airports/aip/grant_histories/lookup/

If this common sense, obvious conclusion is not persuasive, then consider the FAA's Airport Improvement Program (AIP) regulations and criteria for both funding grants and approving the collection and utilization of Passenger Facility Fees to offset expansion costs. The AIP criteria makes it abundantly clear that these programs and processes are directly related. This is particularly relevant in the case of the Replacement Terminal Expansion Project, the funding of which is proposed as a series of bonds to be repaid by Passenger Facility Fees, for which the airport needs specific FAA approval.

FAA Order 5090.5, table 3-4 specifically lists criteria by which the FAA considers Sponsors, such as Mercer County, as candidates for inclusion in the National Plan of Integrated Airport Systems/Airport Improvement Program (NPIAS) Airport Improvement Plan (AIP) grant process:

- Demonstrates how the airport will meet the operational activity required within the first 5 years of operation.
- Provides enhanced facilities that will accommodate the current aviation activity and improve functionality as well as provide room for future development based on imminent justified demand.
- Can the proposed airport sponsor demonstrate that the airport has these characteristics:
 - Expandable and reasonably affordable to maintain and develop?
 - Able to meet increased demand and accommodate new aircraft types?

- Permanent, with assurance that it will remain open for aeronautical use over the long term?
- Compatible with surrounding communities, maintaining a balance between the needs of aviation, the environment, and the requirements of the airport's neighboring residents?⁸

Pursuant to these growth objectives, the FAA requires certain airfield and property conditions be met before applying for a grant for a new terminal (See Exhibit 15)⁹.

Exhibit 15

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

The FAA's conditions for funding for terminal development projects in [FAA Order 5090.5 Table 4-3](#), mirror the 50+ segmented projects that have been implemented (either completed or are underway) at TTN in advance of seeking FAA approval for its large terminal expansion project (See Exhibits 16a, 16b, 16c). The parallel between the FAA prerequisite checklist and the numerous, segmented projects undertaken by TTN over the past several years, reveal how all of the projects are interconnected and related to each other. None have "independent utility."

⁸ Federal Aviation Administration, Order Number 5090.5, "Table 3-4 FAA Considerations in Reviewing NPIAS Entry Requests.

<https://www.faa.gov/documentLibrary/media/Order/Order-5090-5-NPIAS-ACIP.pdf> .

⁹ Federal Aviation Administration, Airport Sponsor Assurances, 2/2020, pg. 7.

https://www.faa.gov/airports/aip/grant_assurances/media/airport-sponsor-assurances-aip-2020.pdf .

Exhibit 16a

Table 4-3 Typical Airport Infrastructure for NPIAS Airports

Note: Including the infrastructure elements in this table in an airport's development plan does not guarantee their eligibility – or indicate that they have met the justification requirements – for federal funding.

Infrastructure Element	Infrastructure Characteristic	References (Latest Version)
Airport Land	Essential to own all land for airfield development, terminal building area, runway safety areas, runway protection zones, object free areas, obstacle free zones, runway visibility zones, and approach aids.	Airport Improvement Program Grant Assurance #4, <i>Good Title</i> ; Airport Improvement Program Grant Assurance #21, <i>Compatible Land Use</i> ; Advisory Circular 150/5300-13, <i>Airport Design</i>
	Desirable for the airport to control land use out to the 65 Decibel Day Night Average Sound Level (DNL) boundary.	14 CFR Part 150; Airport Improvement Program Grant Assurance #21, <i>Compatible Land Use</i>
Primary Runway	Essential to have a primary runway with clear approaches, runway safety areas, runway protection zones, object free areas, and obstacle free zones.	Advisory Circular 150/5300-13, <i>Airport Design</i> ; Advisory Circular 150/5325-4B, <i>Runway Length Requirements for Airport Design</i>
Crosswind Runway	Desirable if wind coverage on the primary runway is less than 95%.	Advisory Circular 150/5300-13, <i>Airport Design</i>
Lighting and Rotating Beacon	Type of lighting for runway and taxiway is justified by the runway usage and type of approach. Reflectors may be adequate depending on the runway usage.	Advisory Circular 150/5340-30, <i>Design and Installation Details for Airport Visual Aids</i>
Full Parallel Taxiway	Desirable for efficiency and improved instrument approach procedure minimums. May be essential depending on the type of airport and/or aircraft operations.	Advisory Circular 150/5300-13, <i>Airport Design</i>

4-12

Source: Federal Aviation Administration, Order Number 5090.5, September 2019, table 4-3, page 4-12

<https://www.faa.gov/documentLibrary/media/Order/Order-5090-5-NPIAS-ACIP.pdf>

Exhibit 16b

September 3, 2019

<https://www.faa.gov/documentLibrary/media/Order/Order-5090-5-NPIAS-ACIP.pdf>

Order 5090.5

Infrastructure Element	Infrastructure Characteristic	References (Latest Version)
Visual Glide Slope Indicator (VGSI)	Desirable for all runways.	49 USC § 47101(f); Order 5100.38, <i>A/P Handbook</i> , Appendix K; Advisory Circular 150/5340-30, <i>Design and Installation Details for Airport Visual Aids</i>
Runway End Identification Lights (REIL)	Desirable for lighted runways unless an Approach Light System is present.	49 USC § 47101(f); Order 5100.38, <i>A/P Handbook</i> , Appendix K; Advisory Circular 150/5340-30, <i>Design and Installation Details for Airport Visual Aids</i>
Runway Markings	Essential for all runways to support the applicable approach type.	49 USC § 47101(f); 14 CFR Part 139, Paragraph 139.311; Order 5100.38, <i>A/P Handbook</i> ; Appendix J; Advisory Circular 150/5340-1, <i>Standards for Airport Markings</i>
Signage	Essential to have signage to support the applicable approach type. Reflective signage may be suitable unless lighted signage needed to support an approach.	49 USC § 47101(f); Title 14 Part 139, Paragraph 139.311; Order 5100.38, <i>A/P Handbook</i> ; Appendix J; Advisory Circular 150/5340-18, <i>Standards for Airport Sign Systems</i>
Apron	Size to accommodate transient activity and local parking with adequate space for circulation of the aircraft.	Order 5100.38, <i>A/P Handbook</i> ; Appendix I; Advisory Circular 150/5300-13, <i>Airport Design</i>
Runway Treatment (Grooving/Friction Course)	As necessary to support based and transient jet traffic.	49 USC § 47101(f); Advisory Circular 150/5300-13, <i>Airport Design</i>
Instrument Approach Procedures (IAP):	To maximize airport utility, IAPs with the best approach minima possible are desirable for all runway ends	49 USC § 47101(f); Order 8260.3, <i>U.S. Standard for Terminal Instrument Procedures</i> ; Advisory Circular 150/5300-13, <i>Airport Design</i>

Source: [*Federal Aviation Administration, Order Number 5090.5, September 2019, table 4-3, continued.*](#)

Exhibit 16c

September 3, 2019

FAA Order 5090.5 Table 4-3 oo_4-14_(cont'd)

Order 5090.5

<https://www.faa.gov/documentLibrary/media/Order/Order-5090-5-NPIAS-ACIP.pdf>

Infrastructure Element	Infrastructure Characteristic	References (Latest Version)
Wind Cone and Segmented Circle	Both are essential for commercial operations. Segmented circle is essential if nonstandard traffic pattern exists. A lighted wind cone is essential if airport is approved for night operations.	49 USC § 47101(f); 14 CFR Part 139; Advisory Circular 150/5340-5, <i>Segmented Circle Airport Marker System</i> ; Advisory Circular 150/5340-30, <i>Design and Installation Details for Airport Visual Aids</i>
Obstruction Lighting and Marking	Essential where necessary.	49 USC § 47101(a)(8); 14 CFR PART 77; 14 CFR Part 139; Advisory Circular 70/7460-1, <i>Obstruction Marking and Lighting</i> ; Order 5100.38, <i>AIP Handbook</i> ; Appendix D
Access and Service Roads	An unfettered means of ingress/egress is essential. On-airport service roads are desirable for moving airport equipment without using the runway/taxiway system.	49 USC § 47101(b); Order 5100.38, <i>AIP Handbook</i> ; Appendix P; Advisory Circular 150/5300-13, <i>Airport Design</i>
Perimeter Fencing	Essential to meet airport security or wildlife mitigation needs. Essential when necessary for wildlife mitigation needs. Desirable to meet airport security needs. Useful to delineate the airport property boundary.	14 CFR Part 139; 49 CFR Part 1542; Order 5100.38, <i>AIP Handbook</i> ; Appendix L
24-hour fuel service	Desirable at all airports.	49 USC § 47118(f); Order 5100.38, <i>AIP Handbook</i> ; Appendices D and T

Source: [Federal Aviation Administration, Order Number 5090.5, September 2019, table 4-3, continued.](#)

The first prerequisite or “Infrastructure Element,” “Airport Land,” requires that an airport owns all the land necessary for development, expansion, and runway obstacle clearances. TTN’s ongoing acquisition of surrounding properties and reversion to aeronautical use of other properties is its fulfillment of this requirement. The acquisitions are as follows:

- Jones Farm: Acquired from the State Department of Corrections,
- Parcel A of the Naval Air Warfare Center: Acquired from US Navy

- Surrounding residential properties: Acquired from residents during Runway Protection Zone Approvals.
- Mountain View Golf Course, owned by Mercer County, is located on airport property (from Airport 2018 Master Plan, pg. 3-18)
- County morgue: already reverted to Airport use
- Properties approved for temporary non-aeronautical use (Note: extension needs ongoing FAA approval)
 - County Impound Lot
 - Civil Air Patrol
 - Salt Dome
 - Soccer Fields

The second element, “Primary Runway,” was repaved and an Engineering Materials Arresting System (EMAS) was added to the Runway Safety Area (RSA); an enlarged obstacle clearance zone is underway with the FAA sanctioned Runway Protection Zone & Obstacle Mitigation (RPZ).

The FAA issued an FONSI/ROD for the RPZ Environmental Assessment despite significant environmental concerns raised by Mercer and Bucks County residents. The RPZ was promoted as being necessary for safety and yet the 2018 Master Plan Update, pg. 4-8, states that “[e]xisting services and operations at the Airport operate safely and efficiently from both Runways 6-24 (6,006 feet long) and 16-34 (4,800 feet long).” Obviously, if conditions were not safe for current flight volume and fleet, the airport would not be allowed to operate. As clearly stated

above, the RPZ obstacle clearances contained within infrastructure element #2 (Primary Runway conditions), are *related to and a prerequisite for* AIP-funded terminal expansion. Consideration of the RPZ documents and their relationship to the terminal expansion funds, leads to the conclusion that increased enplanements and volume, including operations in poor weather conditions, and the potential for future expansion, are at least as important as any theoretical safety concerns. Simply said, to obtain FAA/AIP approval to fund a new, expanded terminal, a sponsor needs to *prove that the safety needs of the new terminal and its associated increased volume will be met* AND will yield sufficient increased volume to repay FAA-backed airport related bond debt within 5 years. Yet, airport officials continue to position these co-dependent projects as distinct and unrelated.

Continuing down the listed criteria in table 4-3, one can see that TTN has systematically completed the mandatory prerequisites: new lighting, signage & markings, runway friction treatment, aprons, new parallel taxiways (approved with CATEX permits, as discussed later), perimeter fencing, and instrument landing procedures. The Airport Layout Plan (ALP) has been masterfully carved into smaller segments while declaring to the public that they are independent and further, no expansion is occurring. It is obvious that these projects are interrelated and synergistic: neither would exist alone and both potentiate the other.

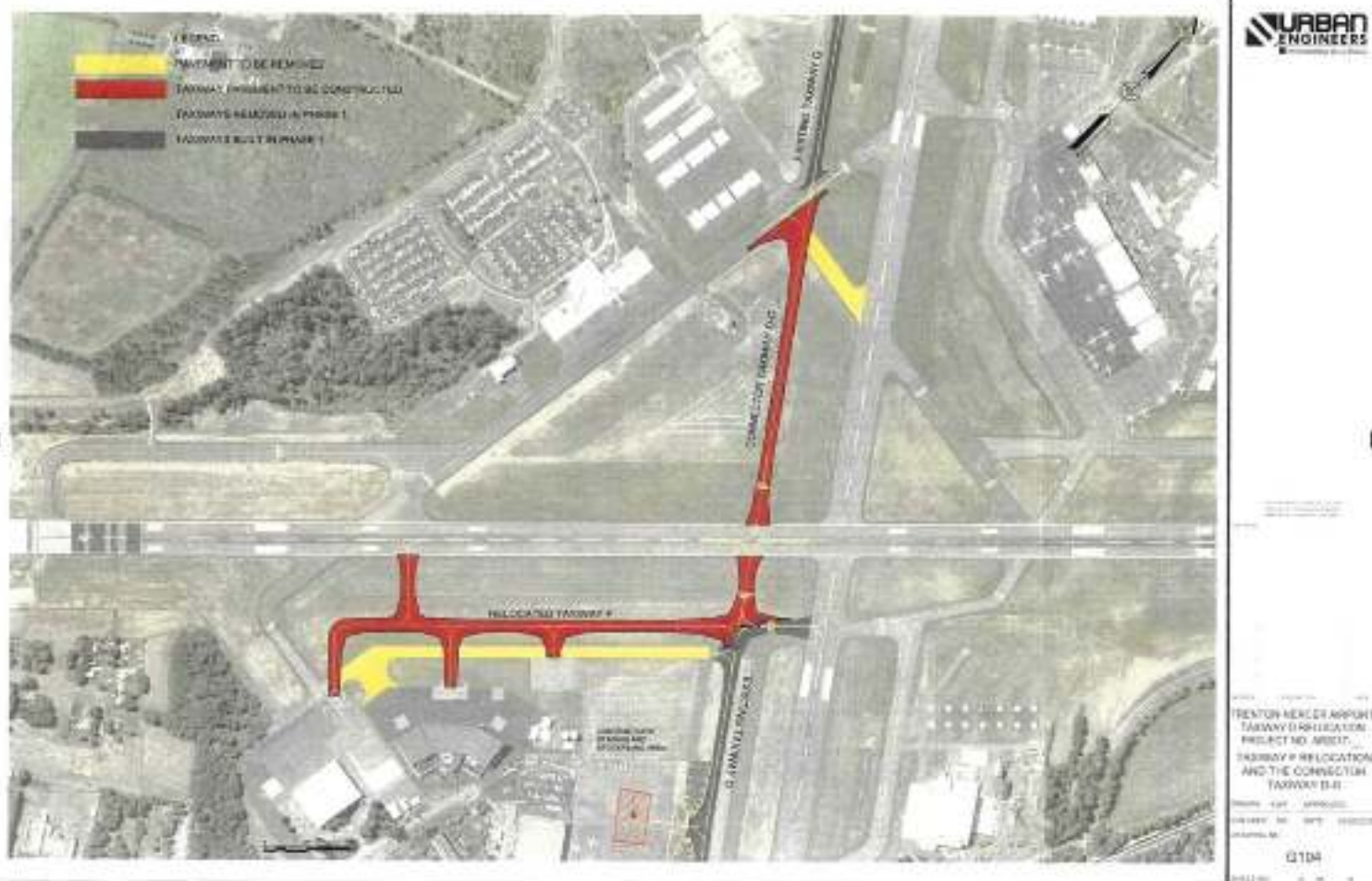
Moreover, by purposely avoiding consideration of the Airport Master Plan as a functional unit, TTN Airport officials have circumvented comprehensive NJDEP oversight. Specifically, in presenting only limited portions of individual larger

projects for NJDEP permitting, TTN has deliberately restricted the jurisdiction of the NJDEP. This intentional segmented approach is clearly demonstrated in the discussion of the first parallel taxiway below, where FAA approved Categorical Exclusion (CATEX) “repairs” were incorrectly used for entirely new construction. This intentional misrepresentation is geared to limit NJDEP involvement, avoid public awareness and limit the requisite public comment period. These deliberate, intentional misrepresentations effectively rob Mercer and Bucks County residents of their rights with regard to community involvement and government oversight.

The construction of the first parallel taxiway provides an unequivocal demonstration of TTN’s segmentation practices. In the first phase, the preexisting short segments of D and G were rehabilitated separately.

Specifically, partial taxiway D was moved, strengthened, and runway clearance was widened; partial Taxiway G was resurfaced and strengthened (See Exhibit 17). The result was an upgrade from Taxiway Design Group (TDG) 2 to TDG 3, clearly with the intention of completing, in parts, the first of four parallel taxiways. These were completed using the short form EA, which depended on many of the same studies and documentation developed for the “*unrelated*” RPZ. After completion of the end-taxiway portions of D and G, the D to G connector was separately pursued using a CATEX approval. The D to G connector is a 2,300 foot taxiway (EA table 5-12) of entirely new construction over what is currently grassland (Exhibit 18).

Exhibit 17



Source: Taxiway F and Taxiway D to G Connector, CATEX (obtained by OPRA request)

Exhibit 18



Source: Image from Delaware Valley Regional Planning Commission , Orthoimagery 2020

Despite the fact that the D to G connector comprises over 40% of the taxiway length and paves nearly 1/2 mile of grassland, the connector was submitted as a separate “Repair and Maintenance” project. As such, the application circumvented the air quality impact questions and falsely claims it will not change airfield operations.

Exhibit 19

304g. Air Quality	From CATEX Taxiway F and Taxiways D&G connector, page A13	
	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, is it listed as exempt, presumed to conform, or will emissions (including construction emissions) from the project be below de minimis levels? (Provide the paragraph citation for the exemption or presumed to conform list below, if applicable.) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. If exempt or "presumed to conform", skip the next two questions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project area is located in a <u>nonattainment area for 8-hour ozone</u> . The Federal Aviation Administration's "Federal Presumed to Conform Actions Under General Conformity" rules FRN volume 72 No. 145 Page 41567 <u>provide an exemption for Routine Maintenance and Repair Activities</u> . This project involves the removal and replacement of a taxiway and the installation of a taxiway connector. The project will not increase the capacity or change the operational environment of the airport. Therefore, this project falls under the Routine Maintenance and Repair Activities exemption.		

Source: Taxiway F and Taxiway D to G Connector, CATEX (obtained by OPRA request)

Additionally, by misrepresenting this newly paved surface as a repair, the connector’s contribution to stormwater runoff and risk of hazardous contaminant spread have been overlooked. Not surprisingly, the airport has already obtained a CATEX “repair and maintenance” approval for a second taxiway connector of entirely new construction, Taxiway B. As these connectors abut the newly renovated/widened taxiway F, the polluted Naval Air Warfare Center, and other airfield changes, it provides one more example of why the airport must be evaluated collectively and holistically with regard to cumulative environmental and secondary impacts.

In addition to constructing the D to G taxiway in parts, one must consider the utility and impact of parallel taxiways as a required infrastructure element included in Table 4-3 (Exhibits 16a, 16b, and 16c). Trenton currently has 2 runways. Neither has a full length parallel taxiway. The airport layout plan calls for dual full-length, parallel taxiways, two for each runway, the intention being to maximize volume by creating one-way traffic. Dual parallel taxiways allow for queueing (Exhibit 20a), yet TTN airport officials insist this is not the case. Again, “safety” is invoked in the pursuit of volume-expanding parallel taxiways. Other FAA documents, however, encourage as few intersections as possible (Exhibit 20b), because intersections increase the risk of collisions and additional parallel taxiways increase the risk of incursions onto the wrong lane. Currently, Trenton taxiways do not cross the central portion of the airfield, but travel along the perimeter, avoiding dangerous intersections. Perimeter taxiways, such as Trenton currently has, are recommended in FAA Engineering Briefs (Exhibit 20c). The creation of dual parallel taxiways with TTN’s current X-shaped runway configuration will lead to nine airfield intersections, when all parallel taxiways are completed. It is difficult to imagine nine intersections are safer than the current single, central airfield intersection.

Exhibit 20 a

Dual Parallel Taxiway

Use dual parallel taxiways to increase efficiency. Consider dual taxiways parallel to the runway for queuing departing aircraft instead of providing a large holding area at the runway end that requires large expanses of pavement.

Exhibit 20b

Engineering Brief No. 75

11/08/07

Of these, almost 90% are arriving aircraft crossing departure-only runways en route to their gate. (At major airports with parallel runways located on the same side of the terminal complex, the runway nearest to the terminal complex is typically used for departures while the runway farthest from the complex is used for arrivals.) Thus, implementing design changes to airports reducing the number of required taxiway-runway crossings by aircraft (which can include surface traffic movement strategies avoiding runway crossings) can significantly reduce the number of Category A and B runway incursions at large airports. Airport planners should discuss the use of these with the FAA Air Traffic personnel during the update of an Airport Layout Plan (ALP) and during the project planning stage.

Exhibit 20c

End-Around Taxiways (EATs)

Since the single greatest risk of runway incursions is associated with taxiing aircraft crossing an active runway, airfield design that decreases the number of crossings will reduce the risk of runway incursions. Where land is available, consider adding "perimeter" or "end-around" taxiways around the ends of those runways with significant number of aircraft crossing operations, enabling aircraft to bypass the runway altogether.

Source: FAA Engineering Brief 75

VI. An EIS Must Be Developed to Take a Hard Look at the Proposed Action's Adverse Impact

NEPA requires federal agencies to carefully identify and analyze the environmental effects of their proposed action. *Strycker's Bay Neighborhood Council, Inc. v. Karlen*, 444 U.S. 223, 226-228 (1980). This means that federal agencies must take a "hard look" at the impacts of their actions by providing a reasonably thorough discussion of the significant aspects of the probable environmental consequences." *Center for Biological Diversity v. National Highway Traffic Safety Admin.*, 538 F.3d 1172, 1194 (9th Cir. 2008) (internal quotations omitted). The hard-look requirement entails, "both a complete discussion of relevant issues as well as meaningful statements regarding the actual impact of proposed project." *Earth Island Inst. V. United States Forest Serv.*, 442 F.3d 1147, 1172 ((th Cir. 2006) (abrogated on other grounds by *Winter v. Natural Resources Defense Council, Inc.* 555 U.S. 7 (9th Cir. 2006)). By misleading the public about the number of gates and aircraft parking positions and by using gross underestimates of passenger enplanements and commercial operations, the DEA fails to address the adverse environmental impact that the terminal project will have. As shown on the next page, in "Exhibit 21," the DEA fails to take a hard look at several adverse environmental effects of the Proposed Action, including water, transportation, health, noise, environmental justice, and socioeconomic effects, as well as cumulative impacts.

5. ENVIRONMENTAL CONSEQUENCES

This chapter describes the anticipated environmental, social, and economic consequence of the Proposed Action. Information pertaining to the environmental consequences was obtained through an alternative analysis, evaluation of conceptual plan, on-site investigations, review of published information, agency correspondence, and discussions with the Airport personnel and public officials. The design and the various alternatives developed and presented in Chapter 3 is the result of a cohesive and integrated planning effort, minimizing impacts by the post development condition. The following table presents, in a comparative form, the level of impacts per each alternative:

Table 5-1: Level of Environmental Consequences per Alternatives

KEY CRITERIA - ENVIRONMENTAL CONSEQUENCES		Selection Matrix – Level of Direct Impacts	
		Alt. 1 (No Action)	Alt. 4C
MEET PURPOSE AND NEED		NO	YES
CULTURAL RESOURCE	Archeological	None	None
	Historic Properties	None	None
	Section 4(f)	None	None
	Section 6(f)	None	None
NATURAL ENVIRONMENT	Biological Resources	None	Low
	Protected species	None	None
	Wetlands	None	0.17 ac
	Surface Waters	None	0.18 ac
	Groundwater	None	None
	Floodplains	None	Low
	Coastal Resources, Barriers and Sanctuaries	None	None
	Wilderness Areas	None	None
	Wild and Scenic Rivers	None	None
	Natural Resources / Energy Supply	None	Improved Existing Condition
HUMAN ENVIRONMENT	Air Quality	None	Improved Existing Condition
	Land use	None	None
	Farmlands	None	None
	Noise	None	Improved Existing Condition
	Hazardous Materials	None	Improved Existing Condition
	Socioeconomic, Environmental Justice, and Children's Health and Safety Risks	None	None
	Traffic and Surface Transportation	None	Improved Existing Condition



Environmental Consequences

5-1



Draft Environmental Assessment

Trenton Mercer Airport

KEY CRITERIA - ENVIRONMENTAL CONSEQUENCES		Selection Matrix – Level of Direct Impacts	
		Alt. 1 (No Action)	Alt. 4C
	Light Emission and Visual Impacts	None	Improved Existing Condition
	Solid Waste Management	None	Improved Existing Condition
CUMULATIVE IMPACTS		Not significant (NS)	NS

Source: McFarland-Johnson, Inc.

1. Impact on Water: The DEA fails to take a hard look at the Proposed Action's Water Impacts

Our concerns regarding water relate to storm runoff, the potential for PFOS contamination, and the adequacy of deicing runoff containment systems with regard to wildlife and downstream drinking water. Recent review of stormwater permit and management documents as well as OPRA requests for stormwater testing indicates that the Airport is not operating with appropriate stormwater permit and is not testing stormwater for current operations and impact. Deicing is also currently taking place during winter months without adequate containment systems in place. This is irresponsible management and given the documented contaminated sites surrounding the airport property, as well as the increase in impervious surfaces, it is inconceivable that the streams, wetlands, and aquifers are being protected by the building projects currently planned and going on at Trenton-Mercer Airport.

a. Runoff

The Watershed Institute estimated that the tree canopy lost with RPZ obstruction removal will result in an increased runoff of 1,476,670 gallons/year ([RPZ EA, Appendix P-200](#))¹⁰. Further increases in impervious surfaces are associated with the enhancements of: Runway 34, Taxiway D, FlightServ Terminal, Scotch Road 6 acre parking lot, the planned new Passenger Terminal, 900-car parking garage, additional roadways, dual parallel taxiways for both runways, new air traffic control tower, new airplane rescue & firefighting station, and larger terminal

¹⁰ Trenton-Mercer Airport, RPZ EA, P-200. *Appendix P: Public Comments & Response to Comments*, Nov. 27, 2018. <https://www.cscos.com/wp-content/uploads/2019/09/Appendix-P-Public-Comments-and-Response-to-Comments-new.pdf>.

apron. This large increase in the built environment will further increase runoff and possible flooding. Rainfall/Storm severity in [NJ anticipates increases up to 71%](#). This increase in runoff and flooding will impact surrounding area streams, wetlands, and known toxic and heavily contaminated areas on the airport property.

b. VOC, Heavy Metal & PFOS/PFOA Contamination

Adjacent to Trenton Mercer County Airport is the heavily contaminated Former Naval Air Warfare Center (NAWC), which has been divided into Parcels A and B¹¹ (Exhibit 22).

Exhibit 22

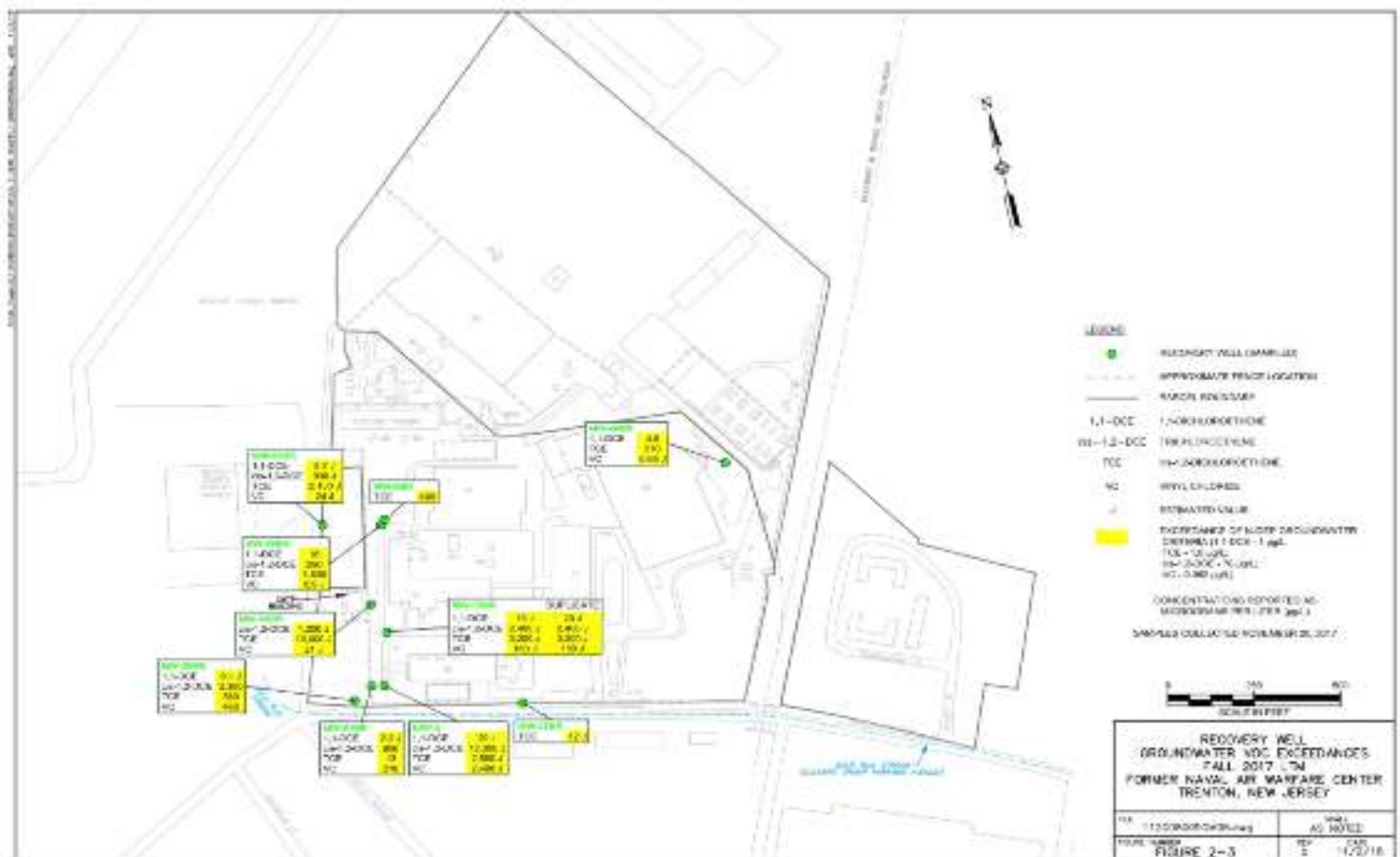


Tetra Tech, "Final Evaluation of Potential Sources of Per and Polyflouroalkyl Substances NAWC Trenton NJ," Naval Facilities Engineering Command. Dec. 1, 2018.

https://www.navfac.navy.mil/niris/MID_ATLANTIC/TRENTON_NAWC/N62376_001235.pdf

TTN has acquired and plans to develop Parcel A as the Flightserv Terminal. Parcel B continues to be owned by the Navy. Both Parcel A and B have known contaminated ground and surface water, including but not limited to: volatile organic compounds (VOCs), particularly trichloroethene (TCE), heavy metals and other contaminants in concentrations that continue to exceed EPA standards (See Exhibit 23). The Navy operates a water treatment facility on Parcel B.

Exhibit 23: VOC Contamination

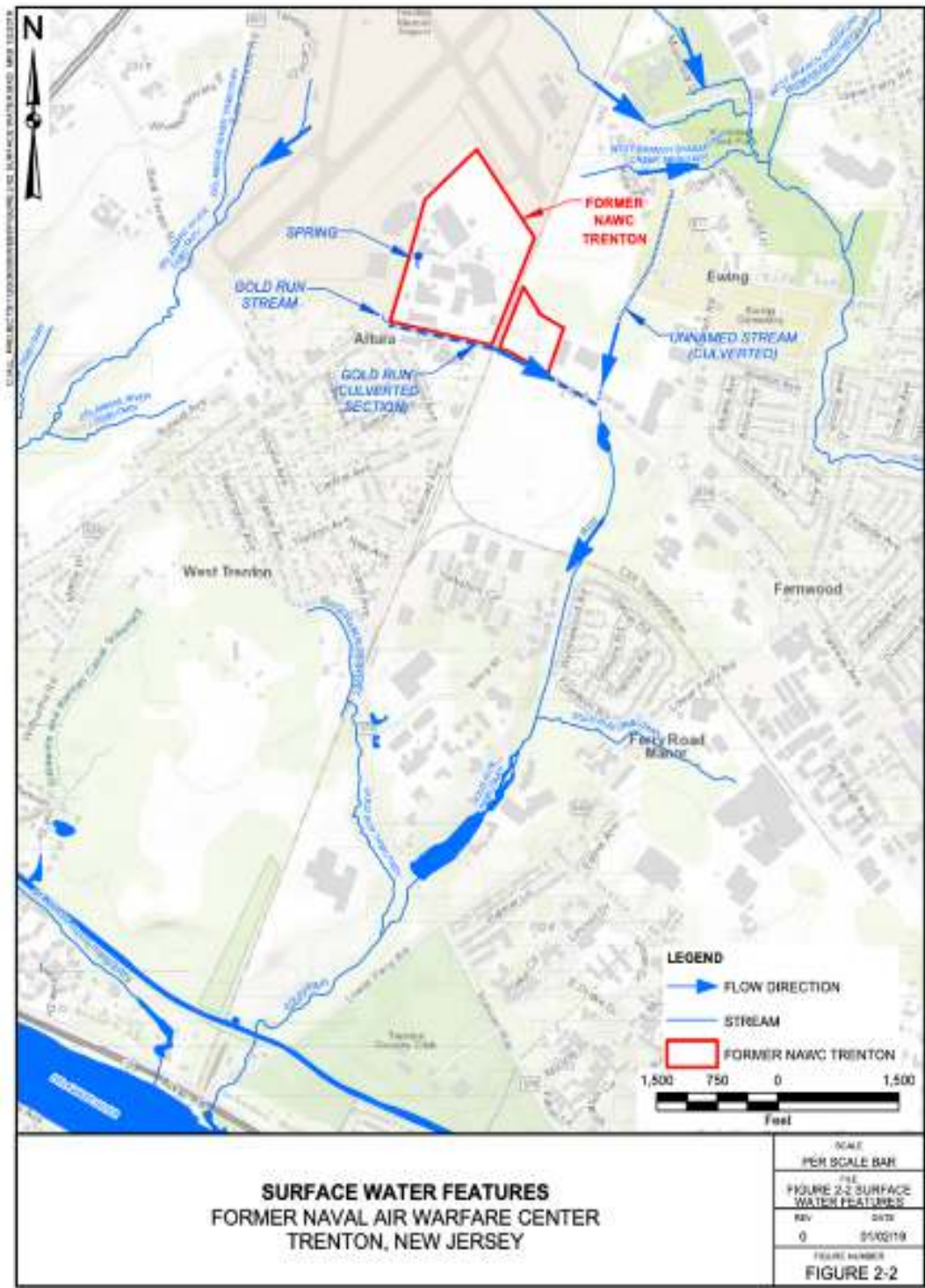


Source: Tetra Tech Final Fourth Five Year Review Report NAWC,12/31/18

https://www.navfac.navy.mil/niris/MID_ATLANTIC/TRENTON_NAWC/N62376_001226.pdf

Water treated on Parcel B is released into Gold's Run, a sensitive tributary that flows to the Delaware (See Exhibit 24).

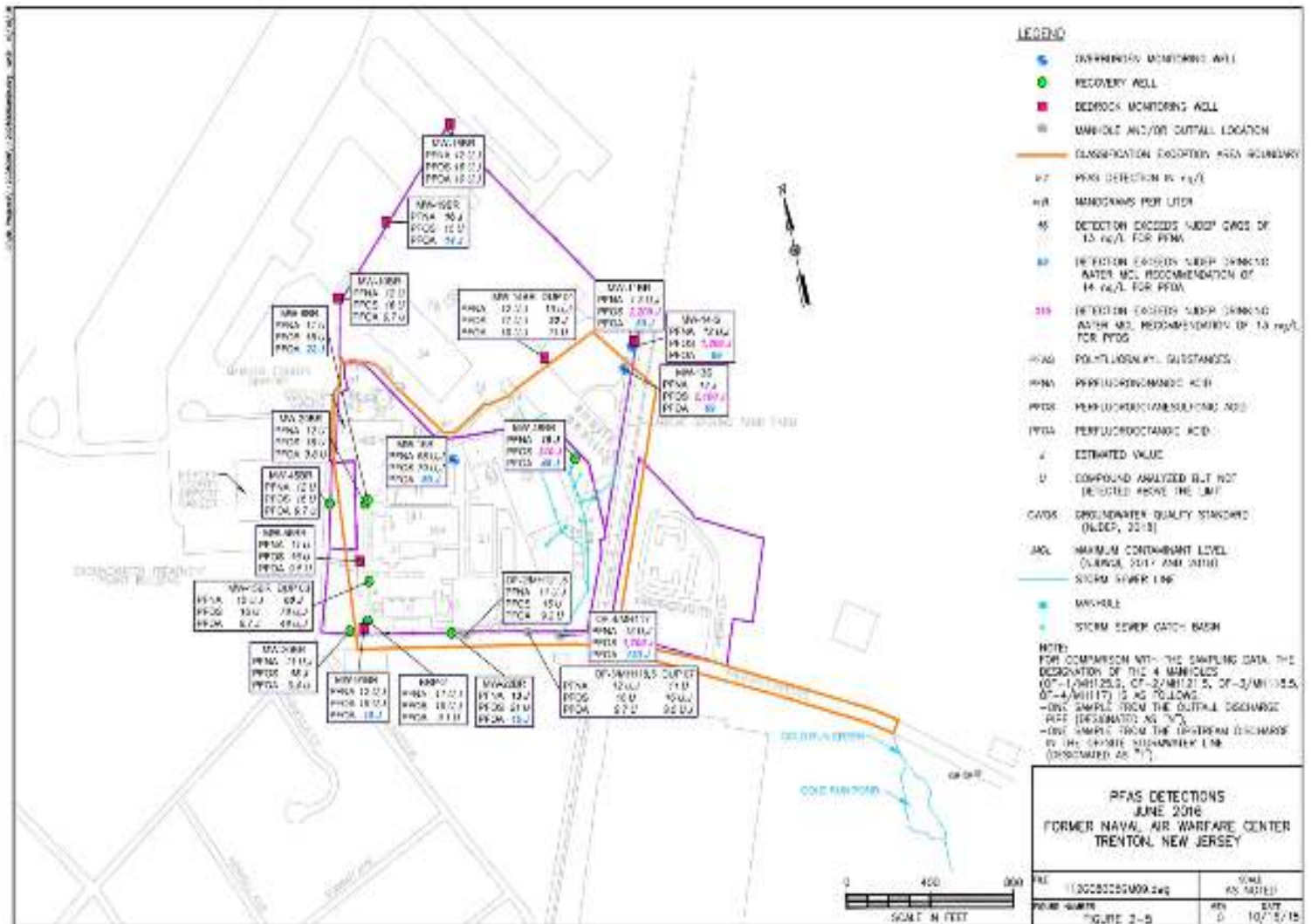
Exhibit 24



Source: Tetrattech Tetra Tech, “Final Evaluation of Potential Sources of Per and Polyflouroalkyl Substances NAWC Trenton NJ,” Naval Facilities Engineering Command. Dec. 1, 2018.

https://www.navfac.navy.mil/niris/MID_ATLANTIC/TRENTON_NAWC/N62376_001235.pdf

Exhibit 25: PFOS/PFOA Contamination





Source: Tetrattech Tetra Tech, "Final Evaluation of Potential Sources of Per and Polyflouroalkyl Substances NAWC Trenton NJ," Naval Facilities Engineering Command. Dec. 1, 2018.
https://www.navfac.navy.mil/niris/MID_ATLANTIC/TRENTON_NAWC/N62376_001235.pdf.

The former NAWC is further contaminated by extremely high levels of Per/ Polyfluoroalkyl Substances (PFOS/PFOA) (Exhibit 25), a known [human toxin](#). These compounds pose a particularly high risk of environmental harm because they spread insidiously and do not degrade with time. Despite documentation of extremely high levels of PFOS/PFOA on Parcel A, these toxins remain incompletely assessed and entirely untreated. PFOS/PFOA are not included in the toxins being monitored or treated by the Navy. Levels greater than 100 times the NJDEP drinking water limit have been documented at NAWC Parcel A: PFOS/PFOA were found in 13 of the 24 wells sampled in June 2016 (Tetra Tech, p. 2-11) and 23 of 38 wells sampled according to a 2018 Department of Defense Congressional Brief from Rep. Fitzpatrick, communication below (Exhibit 26).

While most of the contaminated groundwater from Parcel A flows through the Navy-run remediation facility on Parcel B, PFOS/PFOA is neither sampled nor treated at the Navy's Parcel B facility. Further, a [2018 USGS study](#) indicates that groundwater from the highly contaminated Northeastern Corner of Parcel A is at risk of flowing off site to the East (Exhibit 27). This area is highly contaminated with both VOCs and PFOS/PFOA. The potential for spread is further elevated by the Runway Protection Zone (RPZ) obstruction removal which has been approved for 7.4 acres of tree removal within 100 feet of contaminated NAWC Parcel A (See Exhibit 28 below).

Exhibit 26

<p>BRIAN K. FITZPATRICK U.S. House of Representatives</p> <p>COMMITTEE ON FOREIGN AFFAIRS SUBCOMMITTEE ON SECURITY AND COOPERATION IN EUROPE</p> <p>COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE</p>		<p>1001 CONGRESS PARK DRIVE, SUITE 200 WASHINGTON, DC 20515 (202) 226-1226</p> <p>1113 CONGRESS PARK DRIVE, SUITE 400 WASHINGTON, DC 20547 (202) 328-1122</p>
<p>Congress of the United States House of Representatives Washington, DC 20515</p>		
<p>November 12, 2019</p>		
<p>Elaine L. Chao U.S. Department of Transportation 1200 New Jersey Ave SE Washington, DC 20590</p>		
<p>Dear Secretary Chao,</p>		
<p>I am writing today in response to the letter I received from the Federal Aviation Administration dated August 6, 2019 regarding Trenton-Mercer Airport (TTN). In the letter, Acting Administrator Daniel K. Elwell indicated that the FAA has reviewed the projects at TTN and believes that the airport has not engaged in segmentation and has properly evaluated cumulative impacts. As stated in my letter addressed to the U.S. Department of Transportation dated May 9, 2019, I continue to be concerned that TTN has chosen to segment these projects to reduce the level of environmental study required. Additionally, I am greatly concerned that the TTN has overlooked potential existing ground water contamination while conducting their Environmental Assessment (EA). Therefore, I am requesting that the FAA review the mechanisms used by TTN to complete their Environmental Assessment to ensure that all environmental impacts, including threats to the safety of ground and drinking water, be evaluated.</p>		
<p>The FAA, following the NEPA process, issued a FONSI/ROD for the TTN Runway Protection Zone and Obstruction Mitigation project after evaluating the Environmental Assessment. The TTN EA indicates that the proposed project will result in the <u>clearing of 2.3 acres of trees within 100 feet of contaminated groundwater associated with the Naval Air Warfare Center (C&S Companies Environmental Assessment for Runway Protection Zones and Obstruction Mitigation page 3-24, July 2019).</u> Although several contaminants are listed in the EA, there is no mention of the presence of PFOS/PFOA. However, according to a 2018 Congressional Brief by Maureen Sullivan, Deputy Assistant Secretary of Defense, the DoD monitored groundwater wells around the Naval Air Warfare Center Trenton and found that the majority tested near above the EPA LHA for PFOS/PFOA. <u>Of the 38 wells tested, 23 tested above the EPA LHA with readings in the range of 178 – 27,800 PPT. (FY18 HASC on PFOS-PFOA, page 36)</u> Considering the proximity of the wells to TTN, and how quickly PFOS/PFOA contaminations bioaccumulate, it is likely that the contaminants have spread to neighboring wells and ground water. Given the health risks associated with PFOS/PFOA exposure, it is critical that the environmental assessment for any project at TTN take these risks into account.</p>		
<p>It is my understanding that the spirit of the NEPA process is to ensure that project impacts are reviewed in their totality to ensure that proper environmental protections are maintained. I share the concern of my constituents that the TTN master plan and RPZ project impact studies are not in keeping with the spirit of NEPA. I urge the TTN management, their consultants and the FAA to consider cumulative impacts of not only connected actions at the airport property, but also those off-airport factors that may impact the surrounding communities.</p>		
<p>I appreciate your attention to this matter and look forward to hearing from you.</p>		
<p>Sincerely,</p>		
<p></p>		
<p>Brian Fitzpatrick Member of Congress</p>		

c. Surface water

Of equally grave concern is contamination in stormwater outfall drainage in the area where Parcel A and RPZ obstruction removal meet: “Maximum PFOS concentrations (greater than 1,000 ng/L) were detected in groundwater and outfall samples in the eastern half of the former facility, including one outfall sample at the facility boundary”¹¹. This report showed the highest PFOS/PFOA contamination at the edge of Parcel A in close proximity to Runway 34 & RPZ tree removal. The report recommended that additional investigation beyond Parcel A should be undertaken and that Gold’s Run be sampled. PFOS/PFOA are not mentioned in the RPZ EA, despite proximity of contamination to RPZ obstruction removal and potential risk of spread.

The RPZ project plans limited soil sampling in the vicinity of Runway 34; there is no commitment to test PFOS or to extend the area of testing to the edge of Parcel A. There are also no plans to test the outfall runoff or Gold’s Run tributary as recommended in the TetraTec Report¹¹. The RPZ EA’s plan to leave stumps in place to avoid disruption of contaminants fails to acknowledge the impact on water absorption provided by live, mature trees with functioning root systems. The increased runoff will risk the spread of untreated PFOS/PFOA and possibly additional toxic contamination from nearby areas¹².

¹¹ Tetra Tech, “*Final Evaluation of Potential Sources of Per and Polyfluoroalkyl Substances NAWC Trenton NJ*,” Naval Facilities Engineering Command. Dec. 1, 2018. https://www.navfac.navy.mil/niris/MID_ATLANTIC/TRENTON_NAWC/N62376_001235.pdf.

¹² See also recent NAWC water analysis: Koman Government Solutions, *Final Fall Fourth Quarter 2018 Semi Annual Long Term Monitoring Report NAWC Trenton NJ*, July 1, 2020. https://www.navfac.navy.mil/niris/MID_ATLANTIC/TRENTON_NAWC/N62376_001561.pdf.

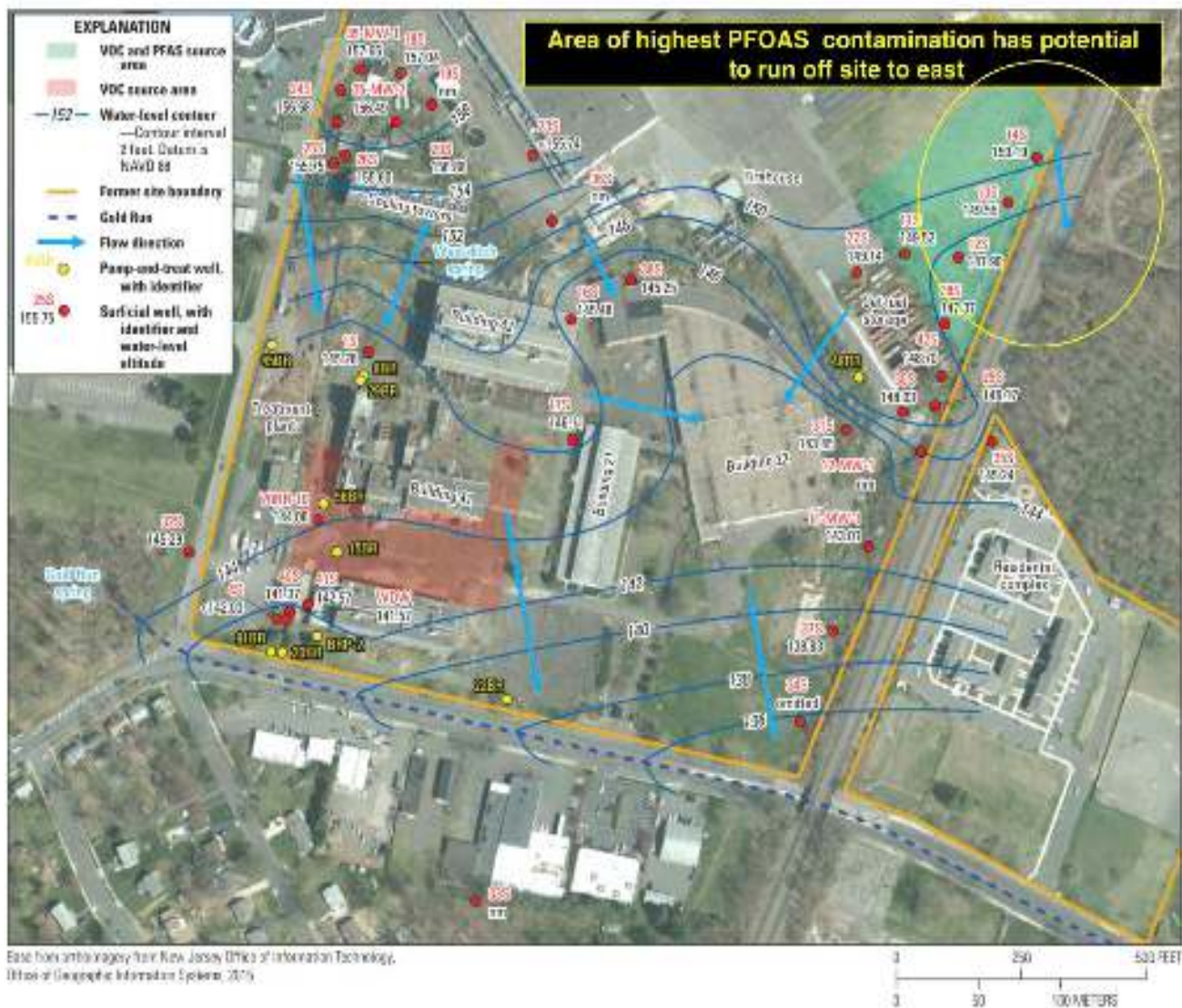


Figure 4. Groundwater levels, water-level potentiometric-surface contours, and groundwater-flow directions in the saprolite and fill, June 2018. Groundwater levels and contours are in feet. [VOC, volatile organic compounds; PFAS, per- and polyfluoroalkyl substances; NAVD 88, North American Vertical Datum of 1988]

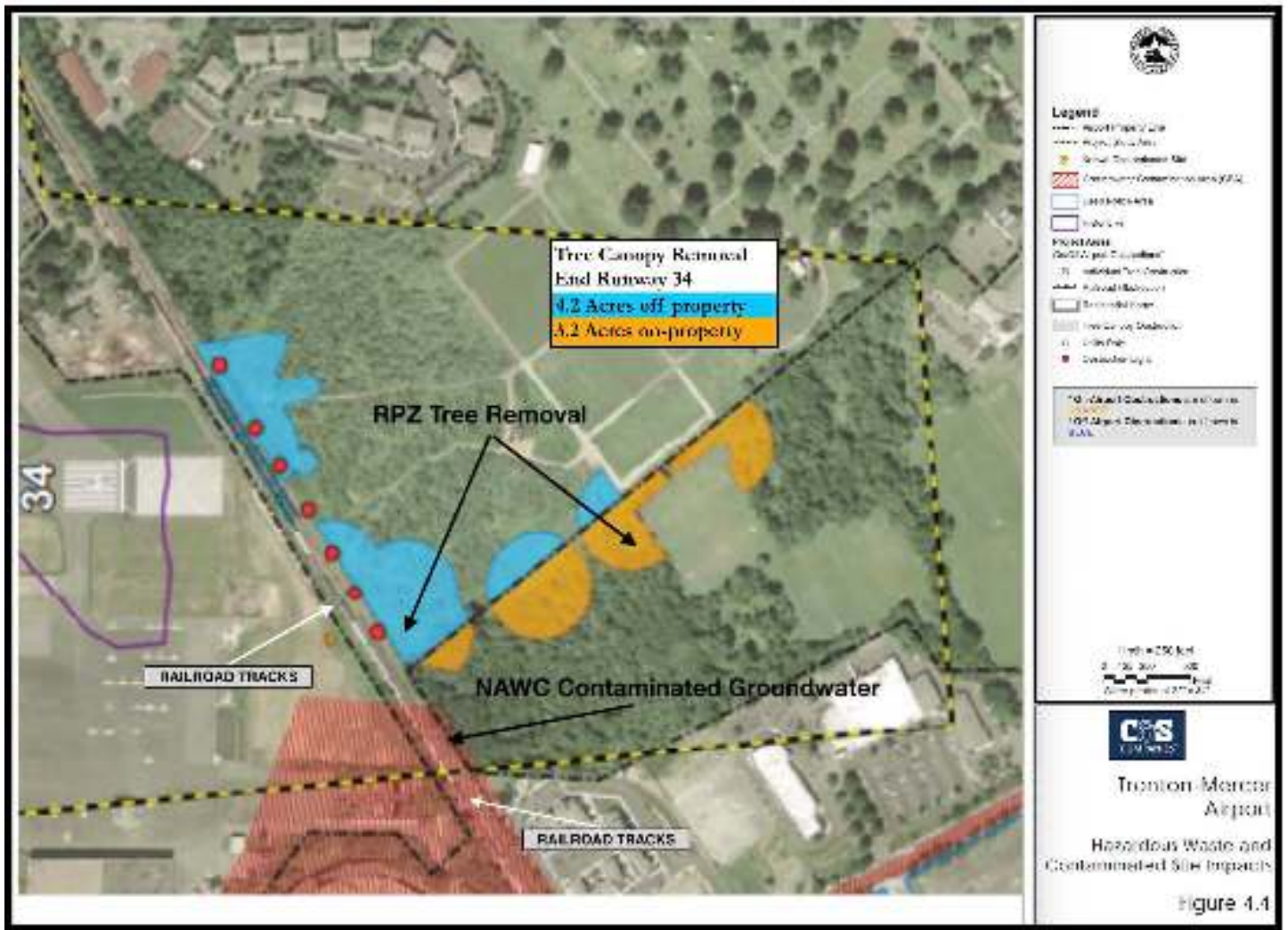
surficial groundwater is intercepted by P&T well 48BR. Water levels in surficial wells in the VOC and per- and polyfluoroalkyl substances source area in the northeastern corner of the NAWC indicate that groundwater in the saprolite at this location has the potential to flow off site toward the east.

pg. 18

Groundwater Levels & Generalized Potentiometric Surfaces, Former Naval Air Warfare Center, West Trenton, New Jersey, 2018, USGS Open File Report 2020-1016

<https://pubs.usgs.gov/of/2020/1016/ofr20201016.pdf>

Exhibit 28



Source: Trenton-Mercer Airport, Final Environmental Assessment for Runway Protection Zones and Obstruction Mitigation, FAA AIP: 3-34-0042-46-14, Prepared by C&S Engineers, July 2019. figure 4.4

<https://www.cscos.com/wp-content/uploads/2019/09/Volume-1-report.pdf>

Note: the orientation of the Exhibit 28 map, from TTN RPZ EA, is rotated when compared to Exhibit 27 (USGS map). The railroad tracks that mark the eastern airport boundary are of significant concern in NAWC remediation studies and USGS documents for area of highest/incompletely evaluated PFOS contamination, persistent VOC contamination, and eastward flow, bypassing the water treatment facility on NAWC Parcel B. This high risk location is adjacent to extensive tree removal in the RPZ plans.

In addition to PFOS/PFAS on NAWC Parcel A, the Terminal EA documents the presence of PFOS/PFAS contamination at the site of the proposed new terminal. The Terminal EA includes plans to demolish the current Aircraft Rescue and Fire Fighting (ARFF) Facility. A doubled, 10,000 square foot facility will be relocated to the East Quadrant at the site of the old NJ National Guard. The new ARFF site has known PAH and arsenic contamination. There is no mention of PFOS/PFAS testing at the new location. It would seem prudent, given the history of the use of airport property, the number of documented spills, use of land and soil fill, as well as close proximity to known groundwater contamination, that extensive testing for PFOS/PFOA would be conducted for every proposed building project on the airport property.

d. Deicing Containment

TTN's volume has dramatically increased over the past 5 years; it is unclear whether deicing & jet fuel containment systems have met this increase, particularly in light of record rainfall during the past two years. In 2019, TTN purchased 40,000 gallons of liquid runway deicer & 40 metric tons of solid runway deicer (See Exhibit 29, below). TTN's new deicing & jet fuel containment system is years away and with flight volume underestimated, concern for the potential for additional chemical runoff is more than warranted and realistic.

Exhibit 29

RESOLUTION

NO. 2019-200

-2-

PELICAN CHEMICALS, INC.
5920 SANDPIPER DRIVE
MISSOULA, MT 59808

**UP TO 40 METRIC TONS OF ECOWAY SF SOLID RUNWAY DEICER
IN 2,200LBS SUPER SACKS**

COST PER METRIC TON	\$1,485.00
TOTAL COST FOR (40) METRIC TONS	-- \$59,400.00

SCHOENBERG SALT CO.
P.O. BOX 128
OCEANSIDE, NY 11572

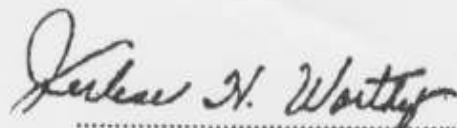
UP TO 40,000 GALLONS OF ALPINE RF-11 LIQUID RUNWAY DEICER

COST PER GALLON	\$5.09
TOTAL COST FOR 40,000 GALLONS	\$203,600.00; and,

WHEREAS, the Chief Financial Officer of Mercer County has certified in writing the availability of funds for the purposes set forth in this Resolution; said certification is on file with the Clerk to the Board, and funds for this purpose are contingent upon the inclusion in and adoption of the 2019 and 2020 Mercer County Budgets; and,

BE IT RESOLVED, that the County Executive and Clerk to the Board be and are hereby authorized to execute said contracts when presented in a form approved by County Counsel; and,

BE IT FURTHER RESOLVED, that the Clerk to the Board shall forward a copy of this Resolution to the Mercer County Airport Manager and the Mercer County Purchasing Department for further distribution.


.....
Clerk to the Board

Source: Mercer County Commissioner Meeting Resolutions, Resolution 2019-200.

<https://www.mercercounty.org/government/board-of-county-commissioners/meeting-agenda>

e. NAWC Treatment Facility Capacity

The Navy continues to remediate numerous contaminants on Parcel B, yet the capacity of NAWC's remediation facility to handle increased drainage is unknown. During a 2020 Mercer County Commissioners meeting, the airport attorney, Daniel Markind referred to the barrier as being "in significant disrepair." The most recent [NAWC inspection report](#) indicates that this issue persists. The [U.S. Global Change Research Program](#) study, "[The Impacts of Climate Change on Human Health in the United States: A Scientific Assessment](#)," notes that increased flooding and storm events, "increase the risk that infrastructure for drinking water, wastewater, and stormwater will fail due to either damage or exceedance of system capacity, especially in areas with aging infrastructure"¹³.

2. Impact on Air: The DEA fails to take a hard look at the Proposed Action's Air Quality Impacts

a. Non-attainment

The Airport and Mercer County Commissioners have hired an agency to recruit additional commercial carriers to meet expanded capacity. Mercer County is in a non-attainment area for 8-hour ozone and maintenance area for carbon monoxide and PM2.5. Given the County and surrounding areas' current poor air quality, it will only require a doubling (9,000/year) of the 2019 number of passenger jet operations (4,500/year) to reach the minimum thresholds (100 tons CO) that will worsen the County's current non-attainment status.

¹³ U.S. Global Change Research Program, *The Impacts of Climate Change on Human Health in the United States: A Scientific Assessment*. 2016. <https://www.globalchange.gov/browse/reports/impacts-climate-change-human-health-united-states-scientific-assessment>.

The airport has only studied the effects of their construction activities on air quality. The amount of pollution emitted in one landing/takeoff cycle of a Frontier A320/319 passenger jet contains approximately 6,900 lbs. of CO₂, 20 lbs. of NO, 38 lbs. of CO, 2 lbs. of SO₂, 1 lb. of methane, and 8 lbs. of hydrocarbon¹⁴. These calculations do not even take into account the corporate jet landing/takeoff cycle emissions which are also considerable.

b. Ultra-Fine Particulate Matter (UFP) & Ultra-Ultra Fine Particulate Matter (ultra-UFP)

In 2014, a groundbreaking study using mobile air quality monitors demonstrated that particulate matter from airplane emissions spread 10 miles outside of the flight path. This was not just for takeoff and landings, as previously presumed, but for overflights as well. Specifically, pollutants measured 4-5 fold at 6 miles downwind and persisted 2-fold at 10 miles downwind. The authors of the study concluded that air traffic exhaust was the “same general magnitude as the entire urban freeway network” occurring overhead, raining down on residents. Their findings “indicated that the air quality impact areas of major airports may have been seriously underestimated”¹⁵.

Until recently, studies regarding Traffic Related Air Pollution (TRAP) and

¹⁴ Kristin Rypdal, “Aircraft Emissions,” *Good Practice Guidance and Uncertainty Management in National Greenhouse Gas Inventories*, Jan. 01, 2003. https://www.ipcc-nggip.iges.or.jp/public/gp/bgp/2_5_Aircraft.pdf.

¹⁵ Neelakshi Hudda, Tim Gould, Kris Hartin, Timothy V. Larson, and Scott A. Fruin, “Emissions from an International Airport Increase Particle Number Concentrations 4-fold at 10 km Downwind,” *Environmental Science & Technology*, 2014. <https://pubs.acs.org/doi/pdf/10.1021/es5001566>.

Particulate Matter (PM 2.5, diameter <2.5 micrometers (µm), did not specifically address smaller Ultrafine Particles (UFP, diameter <100 nanometers nm) or the explicit contribution of aviation-origin emissions. The highly significant

Mov-Up Study, published in December 2019, utilized mobile air sensors to specifically delineate road vehicle exhaust from airplane emissions. The researchers were able to identify a fingerprint of UFP and ultra-UFP definitively emitted by planes. The Mov-Up researchers found that the size and velocity with which aviation UFPs are thrust from jet engines, allows for much further spread than heavier ground vehicle emissions, which fall to the surface a relatively short distance from roadways. Additionally, the velocity with which UFPs travel prevents adherence to other particles, allowing the UFPs to reach the earth unchanged in size¹⁶. The significance of UFP's <100 nm size is demonstrated in UFP's ability to permeate human tissue barriers far more efficiently than other PM; emerging studies correlate UFP with significant tissue inflammation, injury and risk.

Related studies have shown that the size and velocity of aviation-emitted UFPs allow for concentration indoors, and the concentrations in homes of aviation-origin UFP and NO₂ were comparable to, or exceeded near-road regulatory monitors¹⁷. Related reports demonstrated the inadequacy of stationary air quality

¹⁶ University of Washington Department of Environmental & Occupational Health Sciences. *Mobile ObserVations of Ultrafine Particles: The MOV-UP study report*. Seattle; 2019. <https://deohs.washington.edu/sites/default/files/Mov-Up%20Report.pdf>.

¹⁷ N. Hudda, M.C. Simon, W. Zamore, and J. L. Durant, "Aviation-Related Impacts on Ultrafine Particle Number Concentrations Outside and Inside Residences near an Airport," *Environmental Science & Technology*. 2018. <https://pubs.acs.org/doi/pdf/10.1021/acs.est.7b05593>.

monitors to accurately estimate residential exposures¹⁸.

The environmental toxicology studies regarding UFP and ultra-UFP recently published, support the fact that these particles, while causing the most human harm, are so miniscule, <100nm, that they are significantly underestimated in PM 2.5 studies¹⁹. While UFP is not specifically regulated, the associated harms to health are well documented and cannot be overlooked in light of proposed massive aviation volume expansion.

c. Future Technological Developments that Will Affect Air Quality

As explained earlier in Section IV, once the FAA provides TTN an AIP grant for TTN's plethora of projects to expand the airport and its operations, there are built-in triggers for additional growth and an inability for the community to place limitations on the size of planes or hours of operations. Additionally, the National Air Space is moving from Radar to Satellite (NextGen) and from Air Traffic Control Tower Voice to Text Communications (DataComm). While this technology is excellent for safety, both of these measures have allowed the industry to maximize operations by creating very specific and narrow lanes of travel, decreasing vertical

¹⁸ See reports: "Basel-Mulhouse Airport and Air Quality - part III: Immission by ultrafine particles –analysis and determination of the potential hazard to the residents," June 25, 2020.

https://www.adra-bale-mulhouse.fr/wp-content/uploads/2020/08/ADRA-BISF-Rapport-PUF-III_2020625.pdf. & Neelakshi Hudda, Liam W. Durant, Scott A. Fruin, and John L. Durant. "Impacts of Aviation Emissions on Near-Airport Residential Air Quality," *Environmental Science & Technology*. 2020. <https://pubs.acs.org/doi/10.1021/acs.est.0c01859>.

¹⁹ Xiaole Zhang, Matthias Karl, Luchi Zhang, and Jing Wang, "Influence of Aviation Emission on the Particle Number Concentration near Zurich Airport," *Environmental Science & Technology*. 2020. <https://pubs.acs.org/doi/pdf/10.1021/acs.est.0c02249>.

and lateral distances between planes. Our central Northeast corridor location already subjects us to record overflight aviation (Exhibit 30) and pass-through ground vehicular traffic. In fact, Mercer County is in the top three counties in NJ with regard to traffic volume (Exhibit 31). The impact of background Traffic Related Air Pollution must be considered with the end-use of a fully expanded TTN airport.

Exhibit 30

Departments » [Trenton-Mercer Airport](#) » [Airport Information](#) »

AIRCRAFT ACTIVITY

Font Size: [Share & Bookmark](#) [Feedback](#) [Print](#)

The owners/operators of aircraft identified by these tail numbers did not violate any law or regulation, nor should any violation of law or regulation be implied.

Please note, Trenton-Mercer Airport's Voluntary Nighttime Activity Curfew is midnight to 6 a.m. daily. If a breach of the voluntary curfew is identified, the airport sends an advisory letter to the owner/operator in question reminding them of the importance of our noise abatement efforts.

It has been recorded that the following aircraft utilized Trenton-Mercer Airport between midnight and 6 a.m. on the date(s)/time(s) noted. In the airport's continuing effort to be a good neighbor, the County of Mercer offers the information below.

Also please keep in mind that the aircraft you hear may not be associated with Trenton-Mercer Airport. Transient flights from all over the country and the world fly through this area to use the nearby Yardley VOR (navigational beacon) to navigate up and down the East Coast of the U.S. and Canada, very large aircraft exiting or entering Newark and Philadelphia often fly through here, as well as flights from local airports such as Trenton-Robbinsville Airport, Princeton Airport, and several area military bases.

For further information on the aircraft listed below, go to the Federal Aviation Administration (FAA) Aircraft Registry site on the web at <http://162.58.35.241/acdatabase/acmain.htm>.

1) massive overflights contributing to our poor AQ even w/o expansion
2) TTN nighttime curfew is voluntary & not enforced.

Source: [Mercercounty.org](https://www.mercercounty.org/departments/transportation-and-infrastructure/trenton-mercero-airport/airport-noise-faqs) website
<https://www.mercercounty.org/departments/transportation-and-infrastructure/trenton-mercero-airport/airport-noise-faqs>

61

66

Exhibit 31

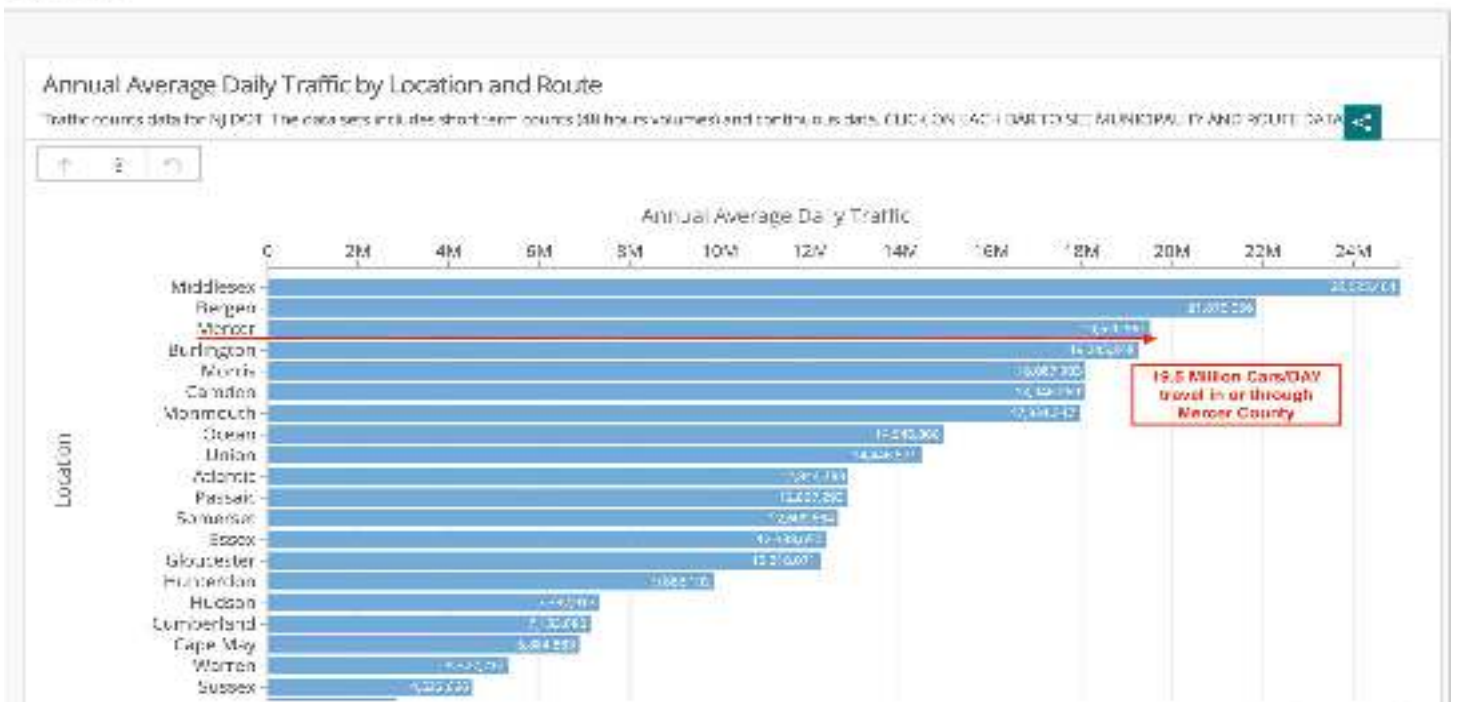


State of New Jersey
NJGIT Open Data Center
Data.NJ.gov

Home Page Browse Download

Annual Average Daily Traffic by Location and Route Transportation

More Info

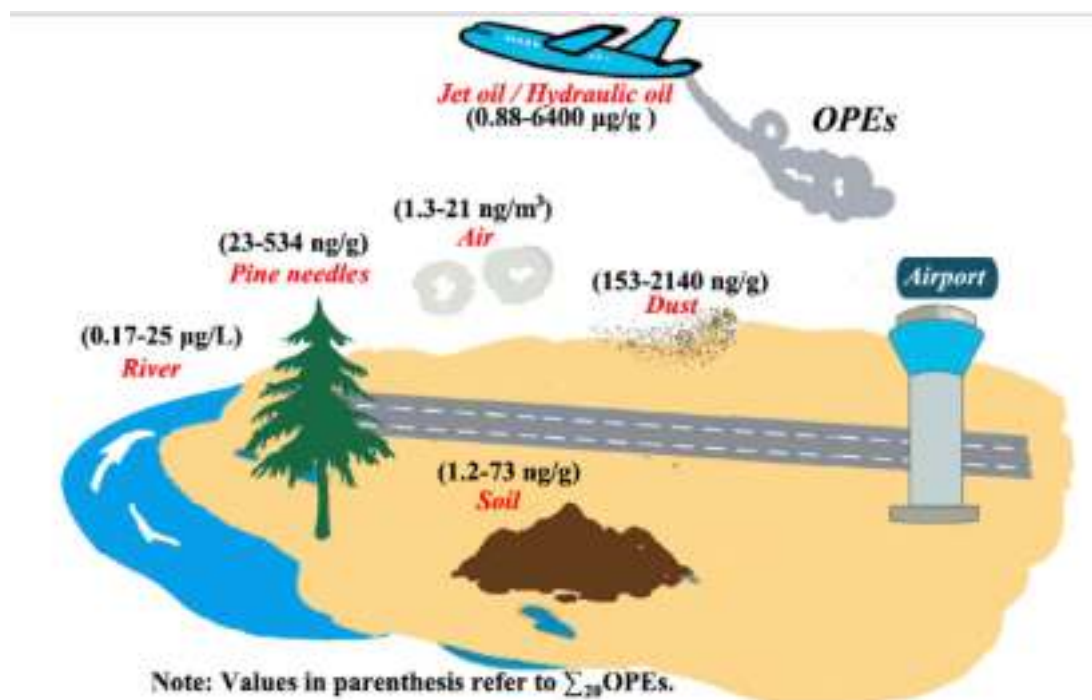


<https://data.nj.gov/Transportation/Annual-Average-Daily-Traffic-by-Location-and-Route/dfun-zupj>

3. Impact on Land: The DEA fails to take a hard look at the Proposed Action's Impact on Soil and Farmland

While most consider plane emissions to impact only air, data is emerging demonstrating dangerous organophosphate emissions landing on & permeating soil and water and being taken up by vegetation. A study at Albany International Airport (60K flights/yr) shows just such data²⁰ (Exhibit 32).

Exhibit 32



Source: Wenhui Li, Yu Wang, Kurunthachalam Kannan, "Occurrence, distribution and human exposure to 20 organophosphate esters in air, soil, pine needles, river water, and dust samples collected around an airport in New York state, United States," *Environment International*, Volume 131, 2019

²⁰ Wenhui Li, Yu Wang, Kurunthachalam Kannan, "Occurrence, distribution and human exposure to 20 organophosphate esters in air, soil, pine needles, river water, and dust samples collected around an airport in New York state, United States," *Environment International*, Volume 131, 2019, <https://reader.elsevier.com/reader/sd/pii/S0160412019318537?token=0A1E2D44DF2B4FE6C7777E5587711037F07EC9BD453A745F4B0BFAB77DCABC6242F8DBB2E7D2A294F9B7E89C3678FFDE&originRegion=us-east-1&originCreation=20210727215324>.

²¹ See: <https://deohs.washington.edu/characterization-urban-nanoparticles>.

²² Sharmila Ray, P.S. Khillare1, and Ki-Hyun Kim, "The Effect of Aircraft Traffic Emissions on the Soil Surface Contamination Analysis around the International Airport in Delhi, India," *Asian Journal of Atmospheric Environment*. Vol. 6-2, pp.118-126, June 2012. <http://asianjae.org/xml/19865/19865.pdf>.

General Aviation fuel remains leaded and there is concern that aviation related UFPs contain additional heavy metals, as demonstrated by a study examining soil contamination surrounding the international airport in Delhi, India²². The exact composition of aviation-emitted UFP will be further delineated in the ongoing Mov-Up Part 2: “The Characterization of Urban Nanoparticles”²¹. TTN’s neighbors include many farms, public open spaces, schools and homes, yet expansion analysis has been limited to airport property. A comprehensive evaluation must extend beyond airport boundaries, incorporate current research and include honest estimates of post-expansion operations, airplane and ground vehicle emissions.

4. Impact on Climate: The DEA fails to take a hard look at the Proposed Action’s Climate Change Impacts

In addressing the issues raised by climate change impacts and greenhouse gas (GHG) emissions, the ultimate utility and projected operating capacity of the Airport should be considered, inclusive of Trenton-Mercer Airport’s expanded terminal and all related, interconnected projects. This task is particularly pertinent in light of aviation’s growing contribution to greenhouse gas emissions and climate change, which is largely unregulated. The alarming speed at which aviation unfavorably impacts climate change has been undervalued and unrecognized.²³

²³ Hiroko Tabuchi, “Worse Than Anyone Expected’: Air Travel Emissions Vastly Outpace Predictions,” *New York Times*, Sept. 20, 2019, https://www.nytimes.com/2019/09/19/climate/air-travel-emissions.html?fbclid=IwAR3W3LQm3q0S_EwOwRkWteSEaEfZ0jNMPqEw-YMzydW4cOy85TkBL3aumU.

²⁴ US Environmental Protection Agency, “EPA Finalizes First Steps to Address Greenhouse Gas Emissions from Aircraft Engines,” *Federal Register*, Aug. 15, 2016, <https://www.govinfo.gov/content/pkg/FR-2016-08-15/pdf/2016-18399.pdf>.

Although the EPA ruled in 2016 that "*Greenhouse Gas Emissions From Aircraft Cause or Contribute to Air Pollution That May Reasonably Be Anticipated To Endanger Public Health and Welfare*," no regulations were proposed²⁴. Only recently have aviation-related GHG Emission Standards for aircraft been proposed²⁵ and ultimately accepted, ([EPA, Jan 2021](#)). However, the new EPA regulations consider only engine standards for future airplane production; they neither reduce emissions from currently operating fleet nor acknowledge the impact of increased flight operations, a major goal of the FAA's Airspace Redesign, NextGen, Data Comm and Airport Expansion projects.

The FAA-approved (9/2019) TTN Runway Protection Zone Environmental Assessment acknowledges the veracity and magnitude of this issue:

"4.2.2: Climate Change: Since there are no federal or state standards for aviation-related GHG (Greenhouse Gas) emissions, there is no significant impact threshold for GHGs" ([RPZ EA,pg. 4-9](#)).

Similarly, the TTN Terminal EA, released in May 2021, is outdated. It not only fails to consider both the recent EPA ruling and the urgency of the climate crisis, it is deliberately misleading with regard to actual operations of the airport after the Terminal Project and related airfield changes of the Airport Layout Plan are completed:

"4.3.1 Regulatory Setting:

Although no federal standards have been set for GHG emissions...."

and

"4.3.2 Affected Environment:

....Implementation of the Proposed Action would not increase the number of flights or type of aircraft using the airfield compared to the No Action because it would only affect the landside systems. The Proposed Action would not increase or change the number of passengers that would utilize the Airport in the future, it would

only change how they access the Airport and terminal facilities. Any new roadway lengths and surface vehicle changes (i.e. vehicle miles traveled) are expected to be minimal compared to the No Action. As a result, operational emissions, associated airfield emissions sources, parking, and traffic were not inventoried or evaluated as part of this EA ([Terminal EA pg 4-11 & 4-12](#)).

Greenhouse gas emissions, while disturbingly unregulated, are only one component of aviation's contribution to global warming. The impact of aviation on climate change should be considered in the context of Effective Radiative Forcing (ERF) which also includes the synergistic impacts of contrail cirrus and Nitrogen Oxides. Calculating the true climate impact of aviation emissions further shows the interrelated and expansive effects of aviation emissions on our climate crisis (Exhibit 33).

The DEA fails to acknowledge these climate impacts, yet provides a detailed six-page description of construction vehicle emissions²⁶. Astoundingly, there is no analysis of anticipated emissions of final, long-term end-use *after* completion of the Terminal Project and related capacity-increasing projects inclusive of the enlarged passenger terminal, new garage and parking lots, redesigned taxiways, RPZ, and the new Air Traffic Control Tower, all of which are designed for increased efficiency and volume.

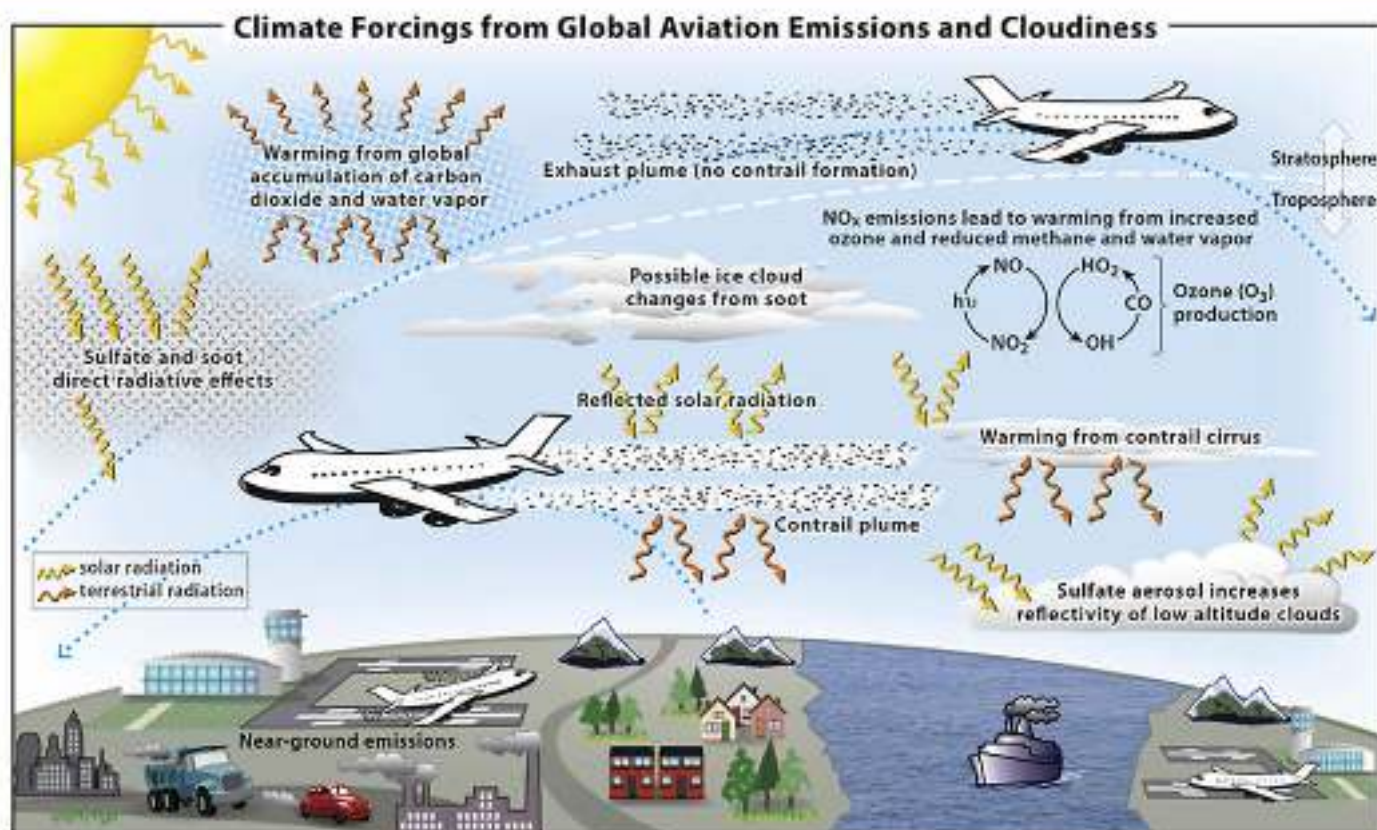
²⁵ US Environmental Protection Agency, "EPA Proposes First Greenhouse Gas Emissions Standards for Aircraft," News Releases. July 22, 2020.

<https://www.epa.gov/newsreleases/epa-proposes-first-greenhouse-gas-emissions-standards-aircraft>.

²⁶ *Trenton-Mercer Airport Terminal Area Improvements Draft Environmental Assessment*, Pgs. 5-11 through 5-17.

https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/22b3e8_9689056171474547a61f31f7e9797bcd.pdf.

Exhibit 33



Jet Engine Combustion	Exhaust Plumes	Plume Composition	
Air: nitrogen (N_2) + oxygen (O_2)		Gases	Aerosol Particles
Kerosene fuel: carbon (C_x), hydrogen (H_y), sulfur, aromatics	No contrail formation	Carbon dioxide (CO_2)	Cloud condensation nuclei
		Nitrogen oxides (NO_x)	Ice nuclei
	Contrail formation in low-temperature ice-supersaturated air	Carbon monoxide (CO)	Contrail ice
		Water vapor (H_2O)	Others
		Sulfur compounds	
		Unburned hydrocarbons (HC)	

Schematic overview of the processes by which aviation emissions and increased cirrus cloudiness affect the climate system. Net positive RF (warming) contributions arise from CO_2 , water vapor, NO_x , and soot emissions and from contrail cirrus (consisting of linear contrails and the cirrus cloudiness arising from them). Negative RF (cooling) contributions arise from sulfate aerosol production. Net warming from NO_x emissions is a sum over warming (short-term ozone increase) and cooling (decreases in methane and stratospheric water vapor, and a long-term decrease in ozone) terms. Net warming from contrail cirrus is a sum over the day/night cycle. These contributions involve a large number of chemical, microphysical, transport and radiative processes in the global atmosphere. Source: Lee et al (2020)

<https://www.carbonbrief.org/guest-post-calculating-the-true-climate-impact-of-aviation-emissions>

and

[The contribution of global aviation to anthropogenic climate forcing for 2000 to 2018](#)

Similarly omitted is the anticipated increase of on-ground facility operations, increased passenger car volume, and significantly increased flight operations after the airport has realized its master plan expansion and is working at full capacity. The increased burden of pollutants coupled with warmer temperatures further accelerates this detrimental process. *“Climate change could alter the dispersion of primary pollutants, particularly particulate matter, and intensify the formation of secondary pollutants, such as near-surface ozone”*. Warmer temperatures escalate the rapidity with which ozone is formed. Mercer County is in 8-hour ozone nonattainment. The synergistic relationship of climate change & ozone formation will cause a self-perpetuating and inter-related cycle of environmental and human health harms, including ozone-related deaths. Again, the expansion of Trenton Mercer Airport cannot be considered as just a set of buildings with an airfield, but must be earnestly addressed with regard to emissions related to its intended end-use.

5. Impact on Environmental Justice: The DEA fails to take a hard look at the Proposed Action’s Environmental Justice impacts

NEPA requires federal agencies to “analyze the environmental effects including human health, economic, and social effects, of Federal actions, including effects on minority communities and low-income communities, when such analysis is required by NEPA.” Exec. Order No. 12898, 59 Fed. Reg. 7629 (1994). Analysis of environmental justice, or “EJ”, as it is known, should consider the unique conditions of a region and its population and draw its boundaries for the affected environment accordingly, which “may be larger (or smaller) and differently shaped than the boundaries that would have been drawn without the existence of [unique

conditions],” Federal Interagency Working Group on Environmental Justice & NEPA Committee, Promising Practices for EJ Methodologies in NEPA Reviews (Mar. 2016). Agencies may need to revise their “baseline characterization ... of the affected environment” to reflect “pockets of minority population and low-income populations.” *Id.*, p. 17.

The DEA inadequately assesses EJ impacts by failing to properly characterize the affected environment. The EJ Analysis by the Airport for both TTN’s Terminal Expansion and the RPZ limit consideration to Ewing and the location of the airport, and concludes that Ewing is not an EJ community either with regard to income or minority population. The terminal plan lists statistics individually for Hopewell Township and Yardley Borough as well as Mercer County as a whole (See Exhibit 34, below).

The city of Trenton, an EJ community by both economic and minority population criteria, is not considered individually but as part of Mercer County as a whole, potentially diluting any effect on this vulnerable population. This is significant because we know that aviation emissions travel 10 miles downwind, and that aviation related UFP are related to preterm delivery, in addition to other health concerns listed later.


Exhibit 34

<p>Table 4-4 below is a brief compilation of demographic profiles for the town of Ewing, Hopewell, and Mercer County. As shown on the table, the socioeconomic characteristics included are population, racial/ethnic composition, median household income, travel time to work, and population in the labor force.</p>			
<p>Table 4-4: Demographics</p>			
	Township of Ewing	Township of Hopewell	Mercer County
Population	36,057	18,224	368,762
White	23,100 / 64.1%	15,641 / 85.8%	241,383 / 65.5%
Hispanic or Latino	3,026 / 8.4%	917 / 5.0%	63,371 / 17.2%
Black or African American	10,697 / 29.7%	920 / 5.0%	79,230 / 21.5%
Asian	1,912 / 5.3%	1,781 / 9.8%	42,844 / 11.6%
Native Hawaiian or other Pacific Islander	0	209 / 1.1%	706 / 0.2%
American Indian/ Alaska Native	442 / 1.2%	1	1,982 / 0.5%
Other	727 / 2.0%	302 / 1.7%	11,032 / 3.0%
Minority Percentage	35.9%	14.2%	34.5%
Median Household Income	\$97,610	\$132,813	\$79,990
Mean Travel Time to Work (minutes)	22.5	29.5	28.0

4-32

Affected Environment

TTN TERMINAL EA, pg. 4-32



McFarland Johnson

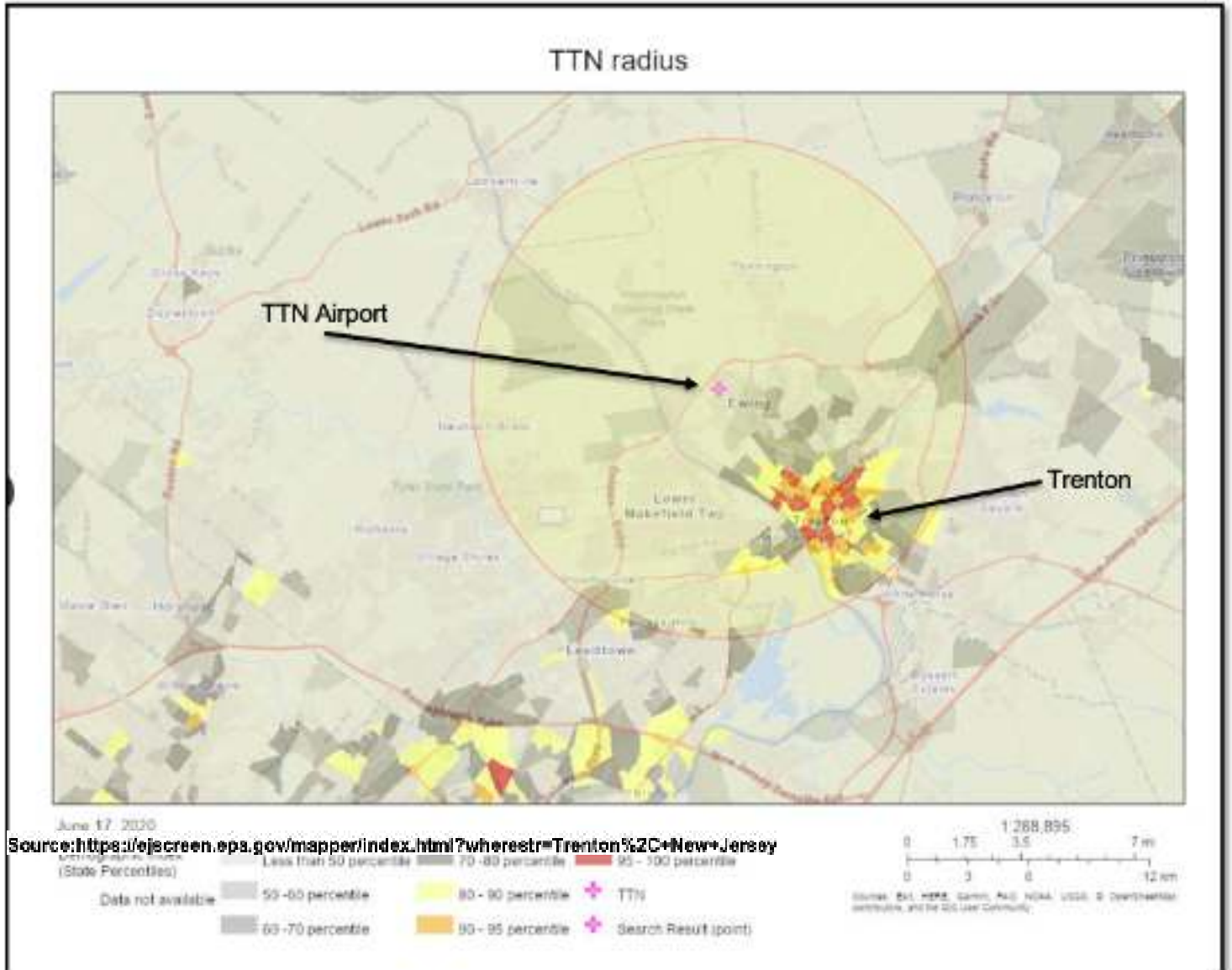
According to March of Dimes, the preterm birth rate in New Jersey is 9.6% and the preterm birth rate among Black women is 48% greater than all other women. The EPA's Environmental Justice Screening tool, EJ screen, clearly demonstrates the at-risk population within the 10-mile radius of the airport (See Exhibit 35). Additionally, Trenton is closer to the airport than many parts of Hopewell Township, which are included in the submitted analysis. Downwind directional spread of aviation emissions needs to be assessed and then multiplied in consideration of the actual anticipated volume of flight operations post-expansion. The societal and public health costs of preterm labor, asthma, heart attacks and other diseases caused or exacerbated by Traffic-Related Air Pollution (TRAP) must be assessed.

Exhibit 35:

Environmental Protection Agency Environmental Justice Tool

with Applied Demographic Index:

Percent Low Income & Percent Minority Population within a 10 Mile Radius from Trenton Mercer Airport



Source: EJScreen: <https://www.epa.gov/ejscreen>

6. Impact on Noise: The DEA fails to take a hard look at the Proposed Action's Noise Impacts.

a. DEA fails to take the findings of the FAA's Neighborhood Environmental Survey into account

By claiming that there will be no increase in flight operations over the very minimal projected growth, this draft EA fails to measure the current, real noise impacts of the HF/LC Frontier Airlines flights and the future detrimental impacts from the multiple other airlines being actively recruited by TTN. Recognizing that the FAA Neighborhood Environmental Survey (NES)²⁷ identified errors in the current FAA sound analysis, an updated noise analysis under the flight path should be conducted using realistic future growth numbers reflecting the double digit growth in the 2017- 2019 passenger jet operations at TTN.

b. The DEA neglects to account for Infrasound

A significant but unaddressed component of noise is infrasound -the low frequency sound waves that are below the limit of human hearing and are experienced as vibration. Because this low frequency sound is inaudible, it is unaccounted for in FAA noise metrics. Infrasound, also known as C-weighted sound, is the result of violent air eddies created from air disruption as the planes pass overhead. The resulting vibrations penetrate buildings and human tissue. Anyone who experiences this vibration in their home or school can testify to how uncomfortable and disturbing these vibrations are. Worse, is the emerging data that

²⁷ Federal Aviation Administration, "Neighborhood Environmental Survey," Feb. 22, 2021. https://www.faa.gov/regulations_policies/policy_guidance/noise/survey/.

infrasound vibrations compound the negative health impacts of typical A-weighted noise and aviation UFP emissions. Both the results and the delay in publishing of the NES study demonstrate the FAA's pro industry bias and disinterest in thoroughly understanding and minimizing the impact to residents on the ground. Trenton Threatened Skies demands that sound studies include dual measurement and all sound, both A-weighted and C-weighted vibratory sound.

7. Impact on Socioeconomic Status: The DEA Fails to Take a Hard Look at the Proposed Action's Socioeconomic Impacts on Nearby Residents and Businesses

NEPA requires federal agencies to examine all potential adverse effects of a Proposed Action, including "economic , social, or health effects," that "occur at the same time and place as the proposed action" or that "are later in time or farther removed." 40 C.F.R. § 1508.1(g); see also § 1502.16(b). The socioeconomic costs of a project related to physical environmental impacts, including adverse effects on property taxes, must be analyzed. See *Minisink Residents for Environmental Preservation and Safety v. FERC*, 762 F.3d 97, 112 (D.C. Cir. 2014). Here, the DEA does not address the socioeconomic impacts of the Proposed Action. Specifically, these effects are not adequately addressed because the DEA does not include any actual, quantitative analysis of the Proposed Action's potential economic and social effects. Instead, the DEA simply provides demographic information without any indication whether the Proposed Action would have any socioeconomic impact. The DEA fails to address economic costs of the new terminal.

For example, it is well-known that airports reduce home values, which in turn, affect property taxes. There are also costs associated with treatment of respiratory diseases caused by increased particulates, and costs of cleaning and repainting buildings caused by airport air pollution. These costs will be borne not by the Airport but by the residents and jurisdictions in the area surrounding the Airport while receiving little or none economic benefit. The DEA does not discuss any of these secondary effects in lieu of their terminal and airport expansion.

Notably, the DEA states that the “Proposed Action is located mostly on Airport property and is not anticipated to negatively affect landowners, and therefore would not produce a substantial change in the community tax base” (DEA, p.5-28). Yet, as noted the DEA does not actually consider whether the Proposed Action would adversely affect local tax bases. To make the conclusion that because the Proposed Action is located on Airport Property does not mean that its impacts will not have an effect on the community’s tax base. The DEA should be revised and recirculated to assess the potential loss of property taxes, along with short-term economic impacts related to nuisance caused by construction.

8. Impact on Health: The DEA Fails to Take a Hard Look at the Proposed Action’s Health Impacts

NEPA requires an agency such as the FAA to analyze the direct and indirect environmental consequences that a proposed action might have on public health and safety. 40 C.F.R. §§ 1501.3(B)(2)(III), 1502.16(a) – (b), 1508.1(g). A federal agency normally meets this statutory requirement by preparing a health risk assessment (“HRA”) or other comparable study, that is subject to a public comment

and review process to ensure all “likely health effects” are “adequately disclosed.” *Natural Resources Defense Council, Inc. v. U.S Dept. of Transp.*, 770 F.3d 1260, 1272 (9th Cir. 2014); see also *Beverly Hills Unified School District v. Federal Transit Administration*, No. CV- 12-9861-GW (SSX) 2016 WL 4650428, at *61 (C.D. Cal., Feb. 1, 2016). As discussed below, the DEA fails to take a hard look at the Proposed Action’s air quality impacts by failing to include an HRA or any comparable analysis and provides no support for the health and safety conclusions made in DEA 4.12.3.

As a threshold issue, the DEA’s analysis is improperly constrained to consideration only of health impacts to children. NEPA does not limit an agency’s health impact analysis to just children; rather, it mandates an agency consider “the degree of [a proposed action’s] effects on public health and safety.” 40 C.F.R. § 1501.3(b)(2)(iii), emphasis added. The Environmental Protection Agency’s (“EPA’s”) guidance advises agencies such as FAA to assess health impacts for all “population groups of concern.”

a. Health Risk Assessment

An HRA for a proposed action of this size and scope should include, at least, emissions estimations of hazardous air pollutants (“HAPs”), exposure assessments, dose-response assessments, and a potential health risk quantification. This requires consideration of all construction and operational sources of emissions, including on- and off-road equipment, and emissions/toxins associated with demolition. For example, the DEA indicates that there may be per- and polyfluoroalkyl substances

(PFAS) and/or other toxic materials, such as perfluorononanoic acid (PFNA), perfluorooctanoic acid (PFOA), and perfluorooctanesulfonic acid (PFOS), in soil unearthed as of the project and in the groundwater. In addition, the soil underneath and around the Airport likely contains other federally regulated substances, such as volatile organics, semi-volatile organics, PCBs, metals, pesticides, and petroleum hydrocarbons. The task of removing and remediating this contamination, alone, should be subject to an HRA-style analysis before the construction phase begins.

Moreover, while the federal government may not consider diesel particulate matter (“DPM”) exhaust in total to be a carcinogen, nearly all of the more than twenty individual exhaust constituents are regulated as HAPs by the Federal Clean Air Act. 42 U.S.C. § 7412(b). As such, the DEA should include an HRA that analyzes potential health impacts from construction activities, on-going airport ground operations (ground support equipment, emergency generators, truck deliveries, etc.), and aircraft operations. Exhaust from all of these sources contains benzene, formaldehyde, PAH’s, naphthalene, acetaldehyde, acrolein, 1,3-butadiene, chlorobenzene, propylene, xylene, ethyl benzene, arsenic, cadmium, chromium, lead, manganese, mercury, nickel, and selenium. These toxic contaminants must be analyzed in the DEA in relation to human health.

The DEA, in an effort to be as transparent and informative as possible as required by NEPA, should contain an HRA that includes all of the aforementioned sources and associated risks to human health. An HRA is critical for ensuring an

adequate disclosure of the Proposed Action's health effects to the public and decision makers. Natural Resources Defense Council, *supra*, 770 F.3d at p.1272.

b. Harmful air emissions

As indicated above, the DEA does not include any useful air emissions data to allow anyone to determine whether residents or other members of the public may be exposed to harmful emissions during the Proposed Action's and due to the increase in operations from the Airport. The DEA addresses only annual construction emissions measured in tons per year, which does little to aid assessment of the surrounding population's daily exposure to toxic construction and aircraft operations air emissions. To properly assess this specific impact, the FAA must look at daily average construction emissions for at least particulate matter ("PM") 2.5, PM10, and nitrogen oxide (NOx) –all of which are toxic at certain concentrations and can create long-term health effects in adults and children. This analysis is crucial to ascertain potential health impacts to the immediately surrounding population. The statement that, "there would be no significant air quality impacts resulting from the Proposed Action"²⁸ is misleading and premised on the inaccurate presumption that disclosure of potential health impacts is unnecessary.

c. Surrounding area

Furthermore, when preparing the HRA for the Proposed Action, the study area should be expanded to include a broader range of sensitive receptors. A cursory review shows several schools, hospitals, and other sensitive receptors exist within a

²⁸ *Trenton-Mercer Airport Terminal Area Improvements Draft Environmental Assessment*, Pg. 5-5.
https://cb96aa82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/22b3e8_9689056171474547a61f31f7e9797bcd.pdf.

two mile radius of the Airport property. Construction-related emissions such as diesel construction trucks and soil hauling would be expected to impact areas more than two miles away as a result of their operational characteristics and haul routes. Additionally, aircraft exhaust and noise from the increase in aircraft operations and change in the type of aircraft using the Airport will also affect an area considerably larger than the project area.

The DEA implies that there are no significant impacts that would disproportionately affect children's health or safety, including those related to air quality because the DEA found that "there are no schools, daycares, parks, and/or children's health clinics in the project areas." However, the DEA's focus on the "project areas" and not the surrounding areas is too restrictive.

d. Health Impact Assessment

A Health Impact Assessment or similar public health analysis should be part of the TTN environmental analysis. The significant harms to human health of poor ambient air quality are well known. Extensive correlations have been demonstrated in diverse illnesses, impacting all segments of the population²⁹. Air quality related

²⁹ National Research Council (US) Committee on Health Impact Assessment. "Improving Health in the United States: The Role of Health Impact Assessment" Washington (DC): National Academies Press (US); 2011. <https://pubmed.ncbi.nlm.nih.gov/22379655/> .

illnesses include breast cancer³⁰, brain tumors³¹, asthma³², and non-smoking COPD³³, heart attacks³⁴, poor cognition³⁵, Sudden Infant Death Syndrome (SIDS)³⁶, neonatal ICU admissions³⁷, and preterm delivery³⁸. Recent data linking Traffic Related Air Pollution (TRAP) to pregnancy related complications such as preeclampsia and gestational hypertension, is particularly alarming given the

³⁰ Mark S. Goldberg, France Labrèche, Scott Weichenthal, Eric Lavigne, Marie-France Valois, Marianne Hatzopoulou, Keith Van Ryswyk, Maryam Shekarrizfard, Paul J. Villeneuve, Daniel Crouse, Marie-Élise Parent, “The association between the incidence of postmenopausal breast cancer and concentrations at street-level of nitrogen dioxide and ultrafine particles,” *Environmental Research*, Volume 158, 2017, Pages 7-15. <https://www.sciencedirect.com/science/article/abs/pii/S0013935117304966?via=ihub>.

³¹ Poulsen, A.H., Hvidtfeldt, U.A., Sørensen, M. et al. “Intracranial tumors of the central nervous system and air pollution – a nationwide case-control study from Denmark,” *Environmental Health* 19, 81 (2020). <https://ehjournal.biomedcentral.com/track/pdf/10.1186/s12940-020-00631-9.pdf>. & Zorana J Andersen, Marie Pedersen, et. al. “Long-term exposure to ambient air pollution and incidence of brain tumor: the European Study of Cohorts for Air Pollution Effects (ESCAPE),” *Neuro-Oncology*, Volume 20, Issue 3, March 2018, Pages 420–432, <https://doi.org/10.1093/neuonc/nox163>.

³² Rui-Wen He, Farimah Shirmohammadi, Miriam E. Gerlofs-Nijland, Constantinos Sioutas, Flemming R. Cassee, “Pro-inflammatory responses to PM_{0.25} from airport and urban traffic emissions,” *Science of The Total Environment*, Volumes 640–641, 2018, Pages 997-1003, <https://www.sciencedirect.com/science/article/abs/pii/S0048969718320394>.

³³ Wang M, Aaron CP, et. al., “Association Between Long-term Exposure to Ambient Air Pollution and Change in Quantitatively Assessed Emphysema and Lung Function.” *JAMA*. 2019 Aug 13;322(6):546-556. <https://pubmed.ncbi.nlm.nih.gov/31408135/>.

³⁴ Anne E. Corrigan, Michelle M. Becker, Lucas M. Neas, Wayne E. Cascio, Ana G. Rappold, “Fine particulate matters: The impact of air quality standards on cardiovascular mortality,” *Environmental Research*, Volume 161, 2018, Pages 364-369, <https://www.sciencedirect.com/science/article/abs/pii/S0013935117317036?via=ihub>.

³⁵ Sunyer J, Esnaola M. et. al. “Association between traffic-related air pollution in schools and cognitive development in primary school children: a prospective cohort study.” *PLoS Med*. March 3, 2015. <https://pubmed.ncbi.nlm.nih.gov/25734425/>.

³⁶ Litchfield IJ, Ayres JG, Jaakkola JJK, et al, “Is ambient air pollution associated with onset of sudden infant death syndrome: a case-crossover study in the UK,” *BMJ Open*. 2018. <https://bmjopen.bmj.com/content/8/4/e018341.citation-tools>.

³⁷ National Institutes of Health, “Release: NIH study links air pollution to increase in newborn intensive care admissions,” July 19, 2019. <https://www.nichd.nih.gov/newsroom/news/071919-air-pollution-NICU>.

³⁸ Currie, Janet, and Reed Walker. 2011. “Traffic Congestion and Infant Health: Evidence from E-ZPass.” *American Economic Journal: Applied Economics*, 3 (1): 65-90. <https://www.aeaweb.org/articles?id=10.1257/app.3.1.65>.

maternal mortality crisis occurring nationwide³⁹. A well-designed study documented airport delays and taxiing time to an increased incidence of hospitalizations for asthma and heart attacks⁴⁰. Data is now emerging regarding the specific risk of UFPs. UFPs cause unique risk to health because their small size allows passage across tissue barriers, including the difficult to permeate blood-brain barrier. Recent NIH studies have demonstrated UFP exposure related brain tumors⁴¹, childhood cancers⁴², asthma⁴³, heart attacks⁴⁴, mental health issues, including teen ER visits for anxiety and suicidal ideation⁴⁵, and various pregnancy complications, specifically preterm birth⁴⁶. Babies and children may be particularly susceptible because they

³⁹ US Department of Health and Human Services, “NTP Monograph on the Systematic Review of Traffic-related Air Pollution and Hypertensive Disorders of Pregnancy,” Dec. 2019, https://ntp.niehs.nih.gov/ntp/ohat/trap/mgraph/trap_final_508.pdf.

⁴⁰ Wolfram Schlenker, W. Reed Walker, “Airports, Air Pollution, and Contemporaneous Health,” *The Review of Economic Studies*, Volume 83, Issue 2, April 2016, Pages 768–809, <https://academic.oup.com/restud/article-abstract/83/2/768/2461206?redirectedFrom=fulltext>.

⁴¹ Weichenthal, Scott, et. al. “Within-city Spatial Variations in Ambient Ultrafine Particle Concentrations and Incident Brain Tumors in Adults,” *Epidemiology*: March 2020. Volume 31, Issue 2, p 177-183. https://journals.lww.com/epidem/Fulltext/2020/03000/Within_city_Spatial_Variations_in_Ambient.4.a.spx.

⁴² Eric Lavigne, et. al, “Ambient ultrafine particle concentrations and incidence of childhood cancers,” *Environment International*, Volume 145, 2020, <https://reader.elsevier.com/reader/sd/pii/S0160412020320900?token=B65772AB2B54D0528D0917D7BDBEB9B63CBA926078384E3DDAA0A9D32C35E9EFBC8449ACAA8D09EAD76F51FD17A36C75&originRegion=us-east-1&originCreation=20210727224946>.

⁴³ Habre R, Zhou H, Eckel SP, Enebish T, Fruin S, Bastain T, Rappaport E, Gilliland F. “Short-term effects of airport-associated ultrafine particle exposure on lung function and inflammation in adults with asthma.” *Environ Int*. 2018 Sep;118:48-59. <https://pubmed.ncbi.nlm.nih.gov/29800768/>.

⁴⁴ George S. Downward, et. al. “Long-Term Exposure to Ultrafine Particles and Incidence of Cardiovascular and Cerebrovascular Disease in a Prospective Study of a Dutch Cohort,” *Environmental Health Perspectives*, Vol: 126, Issue 12, Dec. 19, 2018. <https://ehp.niehs.nih.gov/doi/pdf/10.1289/EHP3047>.

⁴⁵ Cole Brokamp, Jeffrey R. Strawn, Andrew F. Beck, and Patrick Ryan. “Pediatric Psychiatric Emergency Department Utilization and Fine Particulate Matter: A Case-Crossover Study,” *Environmental Health Perspectives*, Vol: 127, Issue 9. Sept. 25, 2019. <https://ehp.niehs.nih.gov/doi/pdf/10.1289/EHP4815>.

⁴⁶ Sam E. Wing, Timothy V. Larson, Neelakshi Hudda, Sarunporn Boonyarattaphan, Scott Fruin, and Beate Ritz, “Preterm Birth among Infants Exposed to in Utero Ultrafine Particles from Aircraft Emissions,” *Environmental Health Perspectives*, Vol: 128, Issue 4, April 2, 2020. <https://ehp.niehs.nih.gov/doi/pdf/10.1289/EHP5732>.

accumulate UFPs at higher relative concentrations than adults⁴⁷.

Recent COVID-19 related public health trends, specifically decreased asthma admissions and preterm birth and increased COVID-19 mortality for residents in areas of poor air quality⁴⁸, are tangible examples of the real-time consequences of air quality. One recent study showed an increase by only 1 µg/m³ of PM_{2.5} is associated with an 8% increase in the COVID-19 death rate⁴⁹. It is imperative that we quantify the emissions pollutant volume and dispersal patterns with regard to public health and environmental justice.

⁴⁷ Joana Madureira, Klara Slezakova, Ana Inês Silva, Bruna Lage, Ana Mendes, Livia Aguiar, Maria Carmo Pereira, João Paulo Teixeira, Carla Costa, "Assessment of indoor air exposure at residential homes: Inhalation dose and lung deposition of PM₁₀, PM_{2.5} and ultrafine particles among newborn children and their mothers," *Science of The Total Environment*, Volume 717, 2020, <https://www.sciencedirect.com/science/article/abs/pii/S0048969720308032?via=ihub>.

⁴⁸ A. Zander S. Venter, Kristin Aunan, Sourangsu Chowdhury, Jos Lelieveld, "Air pollution declines during COVID-19 lockdowns mitigate the global health burden," *Environmental Research*, Volume 192, 2021, <https://reader.elsevier.com/reader/sd/pii/S0013935120313001?token=6A402730EADD6C6D90090D89DDC6B76B6B5EF3608AC5817C187A695995F4BB3DC61D0B41B0A45E22522D78090FDBBFB2&originRegion=us-east-1&originCreation=20210727234450>.

B. Elizabeth Preston, "During Coronavirus Lockdowns, Some Doctors Wondered: Where Are the Premies?," *New York Times*, July 19, 2020, <https://www.nytimes.com/2020/07/19/health/coronavirus-premature-birth.html?referringSource=articleShare>.

C. Lisa Friedman, "New Research Links Air Pollution to Higher Coronavirus Death Rates," *New York Times*, April 17, 2020, <https://www.nytimes.com/2020/04/07/climate/air-pollution-coronavirus-covid.html>.

⁴⁹ Xiao Wu, Rachel C Nethery, M Benjamin Sabath, Danielle Braun, Francesca Dominici, "Exposure to air pollution and COVID-19 mortality in the United States: A nationwide cross-sectional study," *medRxiv*. 2020. <https://www.medrxiv.org/content/10.1101/2020.04.05.20054502v2.full.pdf>.

VII. Conclusion

This letter only touches upon the many concerns that we, Trenton Threatened Skies, have regarding the plethora of projects that Trenton-Mercer Airport has undertaken in an effort to expand its airport, under the guise of “rehabilitating” and “rebuilding” it. We are concerned about the effects that the Airport’s projects have on our community’s health, wellness, and environment, as we have detailed above in this letter. Trenton-Mercer Airport has failed to adequately assess the many potential environmental effects that its proposal and ambitions will have. To ensure that all potential environmental effects are mitigated *before* they arise, we request that the FAA remand the Draft EA and re-issue the Draft EA as an Environmental Impact Statement to address our and the general public’s concerns.

Moreover, we are disappointed in the manner in which the Airport has pursued its projects, segmenting each project to lessen the jurisdiction and power that oversight agencies such as the NJDEP and the FAA have to ensure that these projects are being pursued carefully, methodically, and openly with best practices in mind with regard to public input and participation. These segmented projects have a cumulative impact on the environment, but the Airport and its engineering firm have dismissed or downplayed the environmental impact of these projects. As stated earlier, we believe that the expansion of the Airport terminal, detailed in the DEA, will maximize throughput at TTN, increase the number of commercial operations, and exponentially increase the number of enplanements, among other effects.

We have many more comments to still make and wish too, but the timing of the Draft EA was sudden and poor, and we were only given 30 days to read, draft, and respond to the Draft EA for Public Comment. We submitted numerous OPRA and FOIA requests for information in anticipation of the county's quest for continued expansion, but we encountered obstacles and received only limited advance information regarding the environmental impacts of the new terminal project and other projects that the Airport is pursuing or has already undergone. Several times we requested more time to submit public comments, and received no response from Mercer County. This epitomizes the obstruction that we face as a public group of concerned citizens in voicing our concerns and exercising our rights in a timely and fair manner by the Airport. We reserve the right to continue to pursue studies and investigations into the health and environmental impacts as they evolve because the extent of contamination is unknown and the actual volume of flights and their impact are also unknown. The assumptions made by the Airport, in its Draft EA for the Terminal, are flawed, as we have pointed out in this letter.

Please also let it be known for the record that we wish to also incorporate the arguments presented by other people in Public Comment for this Draft EA.

Signed:
Trenton Threatened Skies, Inc



Congress of the United States
House of Representatives
Washington, DC 20515

June 11, 2021

Trenton-Mercer Airport Terminal Area Improvements Draft Environmental Assessment
c/o McFarland Johnson, Inc.
49 Court Street, Suite 240
Binghamton, NY 13901

RE: Public Comment Trenton-Mercer Airport Terminal Area Improvements Draft Environmental Assessment

To Whom It May Concern,

I am writing today to add a public comment for the Trenton-Mercer Airport (TTN) as it relates to the Terminal Area Improvements draft Environmental Assessment (EA) that was conducted by McFarland Johnson Inc. as required for the Federal Aviation Administration's Airport Environmental Review Process, outlined by the National Environmental Policy Act (NEPA). As a member of the Aviation Subcommittee of the Transportation & Infrastructure Committee and the Quiet Skies Caucus in Congress, I understand the health and environmental impacts that an airport will have on neighboring communities. As you are aware, I have weighed in on several occasions on the plans to modify the existing TTN by outlining the myriad of issues I believe continue to be overlooked. At the forefront of issues, regardless of the new names of the proposed project, this project is nothing more than an expansion project. Moreover, there are multiple independent variables that have the potential to adversely affect human health and our environment.

It is imperative that we collectively call this project what it is – an expansion project. The classification of this project is important due to the discrepancies of preliminary review. If the project is labeled as an improvement, many safeguards will be waived. To be in compliance with environmental regulations, the project must be classified for what it is and not classified incorrectly in an effort to evade environmental regulation/safeguards and extinguish liability/extra hurdles.

There are a plethora of reasons why this project should be considered an expansion. The numerous new physical construction projects proposed in the draft EA are an obvious indication of an expansion rather than improvement. Additions to TTN include but are not limited to, a new terminal building to replace the existing structure, expansions of multiple new runways, and the construction of a new parking garage. Each one of these segmented projects will significantly increase passenger capacity. Furthermore, it is important to note that the draft EA describes these projects more times as an expansion/extension rather than an improvement. The word "expan(d/sion)" has been used 37 times and the word "exten(d/sion)" has been used 30 times; whereas, the word "improvement" is referenced 37 times throughout the draft EA. Whether the project adds one square foot or in this case, hundreds of thousands of square feet, it is an expansion; not just an embellishment and revival of a preexisting structure.

Additionally, the draft EA contends that there is no reason for expansion classification due to TTN's low growth rate but it has been widely reported by several news outlets that a 12 month study conducted by the Sixel Consulting Group, Inc. concluded that TTN was the fastest growing airport in the nation.¹ One of the ways that the growth rate is determined is by calculating enplanements. Throughout the draft EA, both FAA forecasts and actual enplanements were used interchangeably to support the argument of public need which I believed was manipulated in order to fit the narrative that there is no substantial growth. To highlight an example, the draft EA cited an FAA forecast of an average growth rate of roughly negative one percent between 2014 and 2020 where there was a significant decrease in enplanements due to the coronavirus pandemic.

To underscore the misuse of this metric, the draft EA used FAA forecasted data of 314,665 enplanements in 2016 and 358,728 enplanements in 2020. In actuality, the airport facilitated an average of 377,166 enplanements per year through 2016-2019 with the latter 2 years exceeding over 400,000 enplanements per year. The number of enplanements dropped significantly in 2020 to 127,923 due to the pandemic. In addition to manipulated data, information presented in the draft EA is not credible because it relies heavily on forecasts by the FAA rather than actual enplanements. Therefore, the draft EA is inconsistent with government documentation provided by the FAA as the number of enplanements have far exceeded the FAA projected amounts. According to the FAA, between 2010 and 2020, the average growth rate has been 269.2%; not including 2020 due to the anomaly in data, the average growth rate has been 307.14%. Below is table depicting these findings. These numbers are important considering it highlights how the airport already has the capabilities of exceeding FAA projections all while only utilizing two terminals when the airport is fully operational.

Enplanements

Year	#	Percentage change
2010	853	X
2011	3,414	300.23%
2012	6,459	89.19%
2013	147,826	2188.68%
2014	377,961	155.67%
2015	389,598	3.07%
2016	278,486	-28.53%
2017	363,654	30.50%
2018	404,349	11.19%
2019	462,173	14.30%
2020	358,728 (forecast)	-22.38%
2020	127,923 (actual)	-72.32%

One final note to make about future flight growth, the draft EA states “[L]eisure travel is expected to recover in 2021. As such, TTN is well positioned to benefit from pent-up travel demand... Resumption of hiring suggests that Frontier is confident in the recovery in 2021.” This section goes on to state that this is a clear demonstration of confidence in the quick recovery of TTN to the point that TTN should rebound to the point that they are congruent with long term growth

¹ See: https://www.buckslocalnews.com/yardley_news/study-trenton-mercero-airport-fastest-growing-in-nation-with-four-digit-growth/article_41445b4a-9640-5fdf-aed3-e5d1ed2fbb8d.html

trends. The draft EA argues this is why it is essential to go forward with the terminal project which only further supports the argument that 2020 enplanements should be negated in all future projections for this proposed project.

Addressing the environmental impact of this expansion project, regardless of what is stated in the clearly biased draft EA, this project will cause significant adverse impacts to the environment and health of our residents. Clearing trees and the excavation of wetlands to construct a new terminal building contributes to many new and longstanding issues such as air and water quality, elimination of habitats, harmful effects to endangered species and the prolonged postponement of remediation of hazardous PFAS compounds. These issues are further exacerbated by the increase of greenhouse gases and noise pollution caused by the influx of flights.

Collectively, the project would remove 30.7 acres of trees on and off site. The proposed action requires an extermination of a natural resource that filters carbon-dioxide while simultaneously, increasing the emissions due to a significant increase in air traffic. It is important to note that the draft EA uses the argument in Section 4.3.2. “Affected Environment” that since the proposed plan would not increase the number of flights, there is expected a minimum change thus resulting in no action necessary. This is once again false information. Second, another major issue due to the removal of over 30 acres of trees is the great impact or demise of numerous endangered species, most notably, the Bald Eagle. Not only does it infringe on the habitat of protected species, but the increase of aircraft operation doubles the possibility for bird strikes. It is crucial that not only environmental and public health is protected, but also that our national bird as well as other endangered species are not jeopardized.

Regarding wetlands, there are several issues if the project expands into this area. First, wetlands are protected areas under N.J.A.C. 7:7A and regulated by NJDEP. NJDEP classifies boundaries of delineated wetlands which are subject to review and verification. Directing your attention to Figure 4-7, the approximate project extension wipes out a large majority of freshwater wetlands and encroaches into two freshwater ravines that directly connect to the Delaware River which is approximately 1.5 miles away. Given this proximity, NJDEP then must approve of the project expansion into the wetlands. Thus, this project poses significant hurdles before construction is even possible. Second, wetland excavation would pose a significant environmental impact. Not only does it provide a habitat for thousands of species, prolific and endangered, wetlands serve as a filter for groundwater. Finally, in addition to the negative environmental impacts of building on wetlands, the wetlands have been tested for PFAS and should not be built upon until remediation occurs.

The land within and around TTN has been subjected to decades long exposure of PFAS through prior military use and TTN’s use of the fire foams for the purposes of training drills and to extinguish fire outbreaks. Again, the draft EA presents misleading information under REC No. 3 – Historic Firefighting Drills stating, “There are currently no NJDEP or federal standards or screening levels for PFAS in soil.” This is misleading information due to the pending litigation regarding the federal government’s violation of the New Jersey State environmental standards for PFAS. The suit heavily incorporates the Trenton-Mercer Airport as an example of a hotspot. See *State of New Jersey, Department of Environmental Protection v. United States of America*. No: 2:18-mn-2873. The State knows of the devastating health concerns resulting from PFAS exposure and has an aggressive sense of urgency for remediation.

As stated in the draft EA, it is recommended that construction and potential remediation can happen at the same time while failing to state whether remediation is mandatory in the first place. Although proper remediation has yet to be determined due to the early stages of litigation, progression of the project should cease until a proper remedy is determined. The removal of an extremely hazardous manmade chemical that is present at TTN should be top priority rather than the expansion of the airport. It is also in TTN's best interest to postpone construction to ensure this project will not impact the health of the neighboring residents, help preserve the water quality of the Delaware River, and prevent further expenditures.

In addition to the direct health implications this expansion would cause to the community, this proposed project also has the potential of causing both long and short term noise pollution. Citing the earlier argument that the draft EA fails to properly account for the growth of emplacements, the increase of flights will cause a significant increase in noise pollution that is not properly accounted for. To highlight this point, the draft EA cites noise studies conducted in 2020 where emplacements were significantly less prior to the COVID-19 pandemic. The 2020 noise studies were then used to project 2022 noise pollution. Using these numbers and failing to account for the actual increase of flights this expansion project will cause is disingenuous. Also, in the short term, it should be noted that the construction of the proposed project would result in temporary elevated noise levels related to heavy vehicles hauling materials and debris to and from the work site and on-site construction activities.

While I understand the coronavirus pandemic has significantly impacted the use of air travel across America, I believe the constant use of 2020 numbers and using the abnormally low projection levels projected by the FAA is deceitful and used in a way to circumvent the necessary environmental review that is a requirement for any other expansion project of this large scope. Let me be clear: this expansion project will adversely affect the health of residents and the environment and cause a significant impact to the entire region.

As you are aware, there are many local residents on both sides of the river that have already commented and share the same concerns. I have spoken to numerous constituents throughout the lower Bucks County region and my office has received hundreds of emails expressing their concerns of the implications this project will have on both our environment and health. These residents live directly in the flight path of the Trenton Mercer Airport and are directly impacted by the emissions. Not to mention the many other residents who live in my district and the many other residents who rely on the Delaware River as their water source. If this draft EA is left unchecked, I believe this project will cause substantial damage to our community for generations to come.

I appreciate your attention to this matter. If I can provide any further information, please do not hesitate to reach out to me at 215-579-8102.

Sincerely,



Brian Fitzpatrick (PA-01)
Member of Congress

STATE SENATOR
STEVE SANTARSIERO
10TH SENATORIAL DISTRICT

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Senate of Pennsylvania

June 15, 2021

Honorable Brian Hughes
Mercer County Executive
640 S. Broad St.
Trenton, NJ 08650

Mercer County Commissioners
640 South Broad Street
P.O. Box 8068
Trenton, NJ 08650

RE: Trenton-Mercer Airport Expansion - Written comment for June 2nd Public Hearing

Dear Mr. Hughes:

I continue to be concerned about the planned expansion of the Trenton-Mercer Airport (TTN) and the impact that it will have on the health and well-being of surrounding area residents. I, along with several other participants and subject matter experts, have requested an additional 30 days in order to more thoroughly review the Environmental Assessment Report and provide complete public comment. My office has made multiple attempts to reach Mercer County Commission Chair, Samuel Frisby, but our calls and emails have gone unanswered.

Those who support the proposed construction of a new terminal at the Trenton Mercer Airport describe the work as a "modernization" of the facility. I would not oppose a true modernization, but what is being proposed is not that. It is a significant expansion of the current facility, increasing the terminal size fivefold and doubling the number of gates. I don't support shutting down the airport, and in the nearly 20 years in which I have been involved in this issue, I never have. I simply do not want to see a small regional airport in the middle of a residential area turn into a major regional hub with a dramatic increase in flights, which is what I fear this expansion will lead to in time.

I am also concerned that PFAS contamination from the adjacent site of the former Naval Air Station will find its way into the Delaware - the source of drinking water for over 13 million people - if this project moves forward. PFAS levels of 178 ppt to nearly 28,000 ppb have been detected at that site; those numbers are many times higher than NJDEP's limit of 13 ppt and greater than the USEPA's limit of 70 ppt.

COMMITTEES

SENATE JUDICIARY COMMITTEE
DEMOCRATIC CHAIR
APPROPRIATIONS
CONSUMER PROTECTION
PROFESSIONAL LICENSURE
ENVIRONMENTAL RESOURCES
ENERGY
INTERGOVERNMENTAL RELATIONS

Twitter: @SteveSantarsiero
Facebook: @SteveSantarsiero
Website: @SteveSantarsiero
Instagram: @SteveSantarsiero
Email: SteveSantarsiero@senate.pa.gov

Finally, the argument that the expansion of the airport is needed for economic reasons simply does not ring true. I support the creation of jobs with good pay and benefits in our region and will always support our union building trades because their work is unparalleled. That is why I played a leading role in reviving the KOIL at the former US Steel site in Falls Township. That project will employ over 1,000 construction workers and over 8,000 permanent workers. Those are jobs that will be filled by Bucks County residents as well as people from Mercer County and other parts of New Jersey. In contrast, a major regional airport is not only a bad fit for our residential region but also unnecessary. Philadelphia Airport is only 40 minutes away to the south, and Newark Airport is only 50 minutes away to the north. Both are connected to the Mercer-Bucks community by the Northeast Corridor rail line that runs through our region and the interstate highway system that already makes our area a major commercial hub. A vast expansion of Trenton Mercer Airport is simply not needed in an area that is already well serviced by transportation infrastructure.

I hope that you will reconsider the scope of this expansion, and in so doing take into account the true impact of so significant an enlargement of the airport on communities on both sides of the river. Moreover, I urge you to grant an additional 30 days for public comment to ensure the critical perspective from subject matter experts is presented. I welcome the opportunity to discuss this matter in greater detail and thank you for your consideration.

Very truly yours,



Steven J. Santarsiero
10th Senatorial District

CC: FAA Administrators
Ms. Melinda Montgomery, Airport Manager
Trenton Threatened Skies, Inc
BERAM

Public comments at June 2, 2021 TTN Terminal Area Draft Environmental Assessment
Public Hearing

I'm John Lewis an elected Supervisor in Lower Makefield.

The plans filed for the terminal expansion indicate the construction will **increase the size of the terminal 4-fold**. In 2006, the Federal Aviation Administration (FAA) concluded that if the airport were to increase the terminal size from 25,000 sq. ft. to 64,000 sq. ft., it would have a significant noise impact because of the increased air traffic growth. However, Mercer County is now arguing that increasing the terminal to 125,000 sq. ft. will have no significant impact. The 125,000 sq. ft. terminal will have a very significant impact on our area, and it will be made worse because of the complementary projects, such as parallel taxiways.

The increase in terminal size will lead to a drastic impact to the surrounding community. According to the FAA approved forecasts represents an approximately **51% increase in enplanements!**

The noise, air, and water pollution impact of these multiple projects and the associated significant increase in air traffic appears not to be addressed by the FAA environmental assessments. Projects are being reviewed individually, instead of looking at the cumulative impact which directly contradicts FAA Order 1050.

Consequently, we are concerned that the cumulative impacts associated with multiple projects over time, including indirect emissions from airplanes associated with the increased taxiing and flight levels of the runway protection zone and other related proposed projects, are not being considered as required by the National Environmental Policy Act (NEPA). Because of the cumulative impact of these projects, it is incorrect to conclude in the runway protection zone EA that a Conformity Determination is unnecessary.

Furthermore, this DEA only considers direct impacts by the physical expansion of the terminal and does not consider the cumulative impacts of other associated projects considered in the Airport Master Plan. Mercer County is undertaking segmentation in direct contradiction to FAA and NEPA guidance and regulations to avoid further NEPA review. The collection of projects should be analyzed collectively because of the significant potential environmental impact they will have on the area, including impacts to air quality, water quality, habitat and other resources

due to the amount of pervious surface that will disappear as the result of parking lots, taxiways, hangars and the expanded terminal and increased air traffic.

John B. Lewis
Secretary, Board of Supervisors
Lower Makefield Township
1100 Edgewood Road
Yardley, PA 19067
267-994-4564 (c)
<https://www.lmt.org>

BRRAM

25 S. Main St # 208

Yardley, PA 19067

bucks residents for responsible airport management

June 12, 2021

Trenton Mercer Airport Terminal Area Improvement Draft Environmental Assessment
c/o McFarland Johnson, Inc
49 Court Street Suite 240
Binghamton, NY 13901

AND VIA EMAIL: trenton@mjinc.com

RE: PUBLIC COMMENT ON DRAFT ENVIRONMENTAL ASSESSMENT (EA) TRENTON-MERCER AIROPRT-TERMINAL AREA IMPROVEMENT

Dear Sir or Madame,

My name is Holly Bussey, president of Bucks Residents for Responsible Airport Management or BRRAM. I am writing for not only as private citizen, but for the over 800 members of BRRAM as well; an organization that has actively monitored TTN for over 24 years.

This document is an expansion of the comments that I made verbally during the public comment period held June 3, 2021. Because of the 3-minute time limit, I needed to pick one issue to comment upon. Below is the entire comment document of issues.

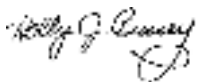
BRRAM's 800+ members are comprised of residents from Lower and Upper Makefield, Newtown, Falls and Langhorne Townships, Yardley, Morrisville, and Newtown Boroughs, as well as many New Jersey residents. They are all rightly concerned about the dramatic increase in the number of airport construction projects being approved by the Mercer-County Freeholders aimed at increasing the air traffic and passenger handling capabilities of the Trenton Mercer (TTN) Airport facility.

All are justifiably concerned on many levels regarding the expansion of the terminal with no consistent accountability or continuity. The document following examines many of these areas.

Please read on and respond.

Thank you.

Sincerely,



(Ms)Holly J. Bussey
BRRAM President

**Public Comment on Draft Environmental Assessment
Trenton-Mercer Airport - Terminal Area Improvement
Public Comments, June 11, 2021
HOLLY BUSSEY, President, BRRAM**

This latest EA Review lacks calling itself what it is: AN EXPANSION.

It is imperative that this project be acknowledged for what it is: A TOTAL EXPANSION PROJECT. How this project is classified is critical due to the many discrepancies of the preliminary review. Labeling this project as a rebuild or improvement, many safeguard checks and balances are waived.

THE TERMINAL “IMPROVEMENT” use of terminology:

Numerous new physical construction projects proposed in the draft EA clearly indicate expansion not improvement. (new terminal at 125,000 sq ft.; multiple new runways and taxiways to hold more planes in a que; new parking garage construction).

The use of the term “expand/expansion” is used throughout the EA (over 60 times). Expanding 125,000 square feet is clearly an expansion not just an improved original facility. During the testimony several NJ lawmakers confirmed that the original building has outlived its use and a new bigger terminal is necessary.

Adding additional parking through the construction of a parking garage and listing the potential for future remote parking facilities suggests that they view this project as an expansion. The Terminal EA suggests that the airport believes its actions will lead to increased passenger volume with comments stated on Page 4-27 – a future project including a railroad link to the airport.

IMPACT and Disregard to FAA recommendation in 2006:

In February 23, 2006, a FONSI was issued regarding the Terminal Area Improvements. During that time TTN/Mercer County expressed an interest in increasing capacity. Known as Alternative Build 2, it included a 64,000 square foot terminal and four gates. At that time, the FAA noted the following: “implementing Build Alternative 2 would likely cause sufficient noise and other impacts that would require the preparation of an Environmental Impact Statement.”¹

The current Trenton-Mercer Airport Replacement Terminal project would increase the size of the terminal from approximately **25,000 square feet to 125,000 square feet**. The current EA argues

¹ Order Withdrawing Finding of No Significant Impact/Record of Decision (FONSI/ROD February 23, 2006 for the Trenton Mercer Airport (TTN) Terminal Replacement Project and other Projects in the Capital Improvement Program page 2 footnote 3)

that increasing the terminal will have no significant impact. How can this be true? There are already complimentary projects in development (parallel taxiways, etc.) can only make the impact even more significant. Frontier Airline is already a LF/HF airline operating out of TTN.

HOW HAS ALL THIS BEEN MADE POSSIBLE without triggering an EIS as suggested by the FAA in 2006? This is a blatant disregard.

OVERALL ENVIROMENTAL IMPACT

PFAS: Despite the presence of documented water contamination and the State of New Jersey's lawsuit, the FAA has approved with a finding of no significant impact for the airport's plans to remove trees on an area that comes within 100 feet of contaminated ground water.

We are concerned about the health hazards associated with these pollutants making their way into the drinking water because of the disturbances caused by airport projects and the airport and the FAA are ignoring the potential impact of these actions.

The so-called maintenance projects the Mercer County Executive forging ahead with FAA backing involve moving soil and changing water flow in land adjacent to a PFAS superfund site.* That serious contamination has almost certainly migrated onto and beyond airport property.

We, the citizens of PA and NJ who may potentially be impacted by PFAS cannot afford to wait any longer to understand the extent of the PFAS contamination at the Naval Air Warfare Center. It is not acceptable to perform PFAS remediation without public input. It is not acceptable to defer PFAS remediation to a later date, in some cases possibly never identifying the presence of PFAS.

After EA approval, we will have no public means to ensure the comprehensive and appropriate remediations measures are taken by the airport.

We therefore must insist that the full scope of PFAS contamination at the airport must be identified and remediated and these toxic chemicals have been removed, BEFORE approval of the Terminal Area Improvements EA and BEFORE any further construction starts. Additionally, the airport must halt its development of the site until these toxic chemicals have been removed.

****Please see specifics from BRRAM
Board of Trustee Mr. Donald Wilcox who discusses PFAS in detail.***

Water Quality Impact

The impact of aircraft operations on water quality degradation cannot be denied. TTN operates within 3 miles of the Delaware River. A river that provides drinking water to over 11 million people. It's an essential part of everyday life for people, animals, and plant species and sustains orchards, wineries, dairy farms, and nurseries. To not look at the water impact holistically vs. just on the airport property is reckless. To deny any impact due to increased air traffic effluent and pollutants associated with airport operations and vehicular traffic is illogical.

Addressing the environmental impact of this expansion project, regardless of what is stated in the clearly biased draft EA, this project will cause significant adverse impacts to the environment and health on residents. Clearing trees and the excavation of wetlands to construct a new terminal building contributes to many new and longstanding issues such as air and water quality, elimination

of habitats, harmful effects to endangered species and the prolonged postponement of remediation of hazardous PFAS compounds. These issues are further exacerbated by the increase of greenhouse gases and noise pollution caused by the influx of flights.

Tree removal and Wildlife

Collectively, the project would remove 30.7 acres of trees on and off site. The action will require the extermination of a natural resource that filters carbon-dioxide while simultaneously, increasing the emissions due to a significant increase in air traffic. It is important to note that the draft EA uses the argument in Section 4.3.2. "Affected Environment" that since the proposed plan would not increase the number of flights, there is expected a minimum change thus resulting in no action necessary. This is once again inaccurate and deceptive information.

Another major issue is with the removal of 30+ acres of trees, it cannot be denied that there would be a threat posed to numerous endangered species, most notably, the Bald Eagle—a species now just making a comeback in this area. Infringing on habitat is only one issue. The increase of aircraft operation doubles the possibility for bird strikes. It is crucial that not only environmental and public health is protected, but also that our national bird as well as other endangered species are not jeopardized.

Wetlands Endangerment

With the proposed expansion project, there are multiple threats to the area wetlands that this EA dismisses:

1) Wetlands are protected areas under N.J.A.C. 7:7A and regulated by NJDEP. NJDEP classifies boundaries of delineated wetlands which are subject to review and verification. In Figure 4-7 of the EA, the approximate project extension eliminates most freshwater wetlands and encroaches on two freshwater ravines that directly connect to the Delaware River which is approximately 1.5 miles away. Given this proximity, NJDEP then must approve of the project expansion into the wetlands. Thus, this project poses significant hurdles before construction is even possible.

2) Excavating wetlands poses a significant environmental impact. Not only does it provide a habitat for thousands of species, prolific and endangered, wetlands serve as a filter for groundwater.

3) Finally, in addition to the negative environmental impacts of building on wetlands; HAVE THE wetlands have been tested for PFAS? How can it be considered to build until all the facts are in and MITIGATION has occurred?

It is troubling that in this draft EA, it is recommended that construction and potential remediation can happen *at the same time while failing to state whether remediation is mandatory* in the first place. Although proper remediation has yet to be determined due to the early stages of litigation, the entire airport project should immediately cease *until a proper remedy is determined*. The removal of an extremely hazardous manmade chemical that is present at TTN should be top priority rather than the expansion of the airport. *It is also in TTN's best interest to postpone construction to ensure this project will not impact the health of*

the neighboring residents, help preserve the water quality of the Delaware River, and prevent further expenditures.

The new airport terminal is situated, in part, on top of a portion of the wetland, eliminating that portion completely. The airport addresses wetland/open water complex and adjacent streambed mitigation as follows:

Opportunities for mitigation on Airport property are very limited due to FAA restrictions within runway protection zones and runway approaches; therefore, compensatory mitigation for freshwater wetlands impacts is proposed through the purchase of NJDEP-approved mitigation bank credits within the watershed. Two (2) wetland mitigation banks are located within a service Draft Environmental Assessment Trenton Mercer Airport Environmental Consequences 5-40 area that includes the Lower Delaware Watershed Management Area (WMA #11), the Nishisakawick and Willow Grove Lake. All mitigation banks have credits available to sell. The NJDEP would determine the amount of mitigation required as part of the permit application process.²

How does the purchase of wetland “credits” benefit the environment immediately surrounding the airport?

While this might balance out impacts from a global perspective, it does nothing to realize the benefit of the wetlands to the community or wildlife surrounding the airport or the use the Delaware River for recreation, fishing or drinking water. In fact, it represents a further degradation of drinking water and water environment near the airport.

Community Impact

SECTION 4.9.2 Residential Areas, Schools, Places of Worship, Outdoor Areas

Definitions used in this section of the EA are confusing and contradictory and provide no standards or consistency in reporting the impact of schools, houses of worship etc.

4.9.2. Residential Areas, Schools, Places of Worship, Outdoor Areas oor Areas Residential areas, schools, elderly care facilities, and publicly owned outdoor areas are found in the immediate vicinity of the Airport. Fisher Middle School on Lower Ferry Road, The Goddard School and Ewing Church on Scotch Road are within one mile of the Airport, to the east. West Trenton Presbyterian Church on Grand Avenue, Our Lady of God Counsel Church on West Upper Ferry Road, and a residential area are located within one mile of the Airport to the southeast. A new luxury apartment rental complex between Bear Tavern Road and Sam Weinroth Road, Greene 750, is adjacent to the southwestern boundary of the Airport. Further to the southwest, Lore Elementary School is located on Westwood Drive, with surrounding residential development. Parks and recreational areas in the vicinity of the Airport are discussed in Section 4.3. A luxury apartment complex was recently constructed off Bear Tavern Road, within 200 feet of the existing terminal entrance and parking areas along Sam Weinroth Road. *There are no other residential, schools, places of worship, or outdoor recreational areas within proximity to the existing terminal and parking area.*

THIS IS NOT CORRECT.

There is no information of why such a small area was examined and why certain facilities were not also included in the study when they are located closer to the airport, are directly in line with the

² EA, Section 5.12.1 Wetlands, page 5-39

main runway. Vila Victoria, Bear Tavern Elementary, Unitarian Universalist Church at Washington Crossing among others were not examined. To say that impact of noise, pollution etc. would not affect these other organizations is false and misleading. There hasn't been an exhaustive evaluation.

Regarding Environmental Justice, there has been no consideration of airport and plane air pollution, which can spread up to 10 miles. Downwind from airport there are disadvantaged neighborhoods that are being impacted and that impact will increase with airport expansion. The EA only focuses on the project areas and construction instead of the air pollution impacts of increased air traffic.

Also, to say that the overall impact is limited to under 2 miles of a major airport whose approaches are long and low is also irresponsible.

Washington Crossing State Park (PA AND NJ) both are less than 5 miles away. Portions of the Raritan and Pennsylvania Canal Parks system are also impacted by this proposed expansion.

How can an airport that has landing approaches that well exceed 1-mile radius not be considered with regards to impact when low-flying jets use and impact those spaces?

How can an entire area of Pennsylvania be ignored when the major flight path flies over historical areas (Yardley Borough/Makefield Village etc.) under 300 yards and not be examined?

The assumption that all impacts stop at the end of the chain link fence of the airport property is absurd.

In the Terminal EA, states, "The study area evaluated for the following resources consists of the limit of disturbance boundary for the proposed terminal and ARFF facility, as shown on Figure 3-11 *and in some cases, resources are evaluated within the entire airport property.*"³

What are the criteria for evaluating just the work area vs evaluating the entire airport property? The criteria appear to be simply what is useful to limit any impacts, while fending off any criticism of the EA.

Shouldn't the scope be expanded to consistently consider the entire airport property and, in fact, also include areas beyond the property lines, especially when there is a clear impact?

There is NO evaluation regarding property values, and it is well understood that proximity to an airport and growth in airport flights have a negative impact on property values.

Regarding the impact on floodplains caused by the new construction, the airport suggests the purchase of offsetting credits from a different location:

Mitigation would be required to compensate for the impacts to these regulated areas. Opportunities for riparian zone mitigation on Airport property are very limited and would likely result in a conflict with FAA regulations (FAA AC 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports); therefore, mitigation would likely be satisfied through compensatory mitigation for riparian zone impacts through the purchase of NJDEP-approved mitigation bank credits. Two riparian zone mitigation banks are located within a service area that includes the Lower Delaware Watershed Management Area

³ EA Page 4-1.

(WMA #11): the Nishisakwick and Wickecheoke Creek Mitigation Banks. All mitigation banks have credits available to sell. The NJDEP will determine the amount of mitigation required as part of the permit application process.⁴ (EA Section 5.12.2, Floodplains, page 5-43)

Additionally, as underlined:

The state of New Jersey protects residents and property from flood events through its Flood Hazard Area Control Act (FHACA) at N.J.S.A. 58:16A-50. ... Specifically, the FHACA Rules regulate the alteration of topography through excavation, grading, and/or placement of fill; the creation of impervious surface; the storage of unsecured material; and construction, reconstruction, repair, alteration, enlargement, elevation and removal of structures in the flood hazard area. The FHACA Rules also regulate the clearing, cutting, and/or removal of vegetation in a riparian zone, the land and vegetation within and adjacent to a regulated water. To minimize flooding impacts as the result of uncontrolled development, the NJDEP has instituted a 0% net-fill change in the maximum total percentage of flood storage volume displacement lawfully allowed, including offsite credits (N.J.A.C. 7:13-11.4). The FHACA Rules are designed to be highly descriptive, and to a certain extent, prescriptive to mitigate the adverse impacts to flooding and the environment that can be caused by development.

There is no explanation of how the purchase of credits will help to mitigate the increased flooding in the area, especially for the citizens who experience flooding on a recurring basis.

The impacts to Water Resources due to the new construction at the airport include to Wetland, Wetland Transition Buffer, Perennial Stream, Riparian Zone, Flood Hazard Area, and DRCC Stream Corridor.⁵

Financial Soundness of the entire TTN Airport Project

THE EA States that this project will be an economic engine for the area. The figures used in the EA are inaccurate and compare apples to oranges (private flights vs. commercial service). These economics are separate, and they cannot be used to justify a new commercial terminal. With respect to commercial aviation, the Draft EA states that:

“Total commercial employment was estimated at 311, commercial service payroll total was estimated at \$24,226,500, and total output was estimated at \$80,348,200. In summary,

TTN is a critical part of not only the local economy by providing jobs and bringing revenue into the area, but also part of New Jersey’s overall economy.”⁶

Furthermore, the claim that TTN is a significant contributor to Mercer County’s overall economy is unfounded. According to U.S. Census data, 199,859 people are employed in Mercer County. The U.S census reports 129,936 households in Mercer County, at a median household income of

⁴ EA section 4.14.2 Floodplains, page 4-42

⁵ EA, Table 5-11: Anticipated Impacts from Proposed Action, page 5-47

⁶ Introduction, page 1-7 of EA

\$81,057, so the annual contribution of residential households alone is \$10.47B. U.S. census data reports a total annual payroll of Mercer County businesses as \$14.12B. The reported economic output of \$80.3M represents a 0.56% of Mercer County's TOTAL economy. Even if the number of jobs associated with commercial service at TTN were to triple, it would not be a significant contributor to Mercer County's economy.⁷

The EA looked at the Community Tax Base and decided there were no significant changes expected, because the "proposed action" (i.e., the scope of work of the EA) is located mostly on Airport property and not anticipated to negatively affect landowners⁸(EA, section 5.9.2). This represents a total failure to consider the impacts of increased air traffic on property values. Decreasing property values certainly reduce the Community Tax Base.

Furthermore, in the EA, states that "The Proposed Action would stimulate the local economy by creating construction jobs, demand for readily available construction materials, and job availability for the new terminal and ARFF construction, resulting in increased tax revenue to the community. The increase in the community tax base is not expected to be significant."⁹

The airport has spent thousands of dollars marketing the airport to try to attract an additional carrier. To date, this effort has not yielded nothing. This action suggests 1) the airport is hoping to expand air traffic and 2) no carrier sees this as a desirable destination, even given the expansion planned. Where is the economic support that this indeed will bring in money?

Failure to be a Good Neighbor

TTN has promised to institute an airport advisory panel since 2006. (similar to Teterboro). They have not and show no willingness to be a good neighbor to its surrounding communities in both New Jersey and Pennsylvania. Mercer County Commissioners can and must direct the airport to follow the good example set by Teterboro and institute similar procedures and operation limitations at TTN. Any such panel should include members from Pennsylvania in a proportion that will permit equal consideration of their concerns to those of New Jersey. The advisory panel would further need to have the power to effect change to address citizen concerns.

Failure to provide such an advisory panel to date suggests that the airport is unwilling to take this approach. If that is, in fact, the case, then this issue should be raised to the Federal Congressional level to ensure there is equal consideration for the rights of both New Jersey and Pennsylvania residents. Pennsylvania already bears an unfair burden, by sharing in increased environmental impacts of an expanded airport without having any way to influence the direction and with no way to share in the alleged "economic benefits" of this airport expansion.

Procedures and operational limitations at TTN that could help to mitigate the impact on both New Jersey and Pennsylvania residents should include:

- curfews for incoming and outgoing flights, that would result in meaningful fines for non-compliance.
- Changes to flightpaths to avoid more densely populated areas. For example, consider using the I-295 corridor for this purpose, which has precedents at nearby Newark International Airport among many others.

⁷ [U.S. Census Bureau QuickFacts: Mercer County, New Jersey;](https://www.census.gov/quickfacts/mercercountynewjersey#qf-flag-D)
<https://www.census.gov/quickfacts/mercercountynewjersey#qf-flag-D>

⁸ EA, section 5.9.2

⁹ EA page 5-29

Why won't the Airport look at recommendations as outlined in FAA: Suggestions as outlined by Aligning Community Expectations with Airport Roles. February 15, 2017?

An airport must follow Part 150 requirements if it is seeking grant assistance for noise mitigation from FAA. Some small airports may not have incompatible land uses, but still may have a noise problem if residents protest noise originating at the airport. An airport may choose to incorporate some aspects of a Part 150 noise study to address the community's concern. Public outreach and voluntary aircraft operational mitigation strategies could be implemented without conducting a formal Part 150 Program. Compliance Attainment Strategies The regulations that relate to aircraft noise.¹⁰

Lack of Transparency and Evidence of Manipulation in the Development of this EA

As noted in the Draft EA, "the general public, local communities, and authorities with environmental responsibility will be given an early, effective opportunity to express their opinion on the Draft EA before there is a finding on the EA. Broad-based stakeholder involvement is vital for a valid EA, as it is for project planning and development. Public participation has a benefit of improving project design and the quality of the EA."

The airport has consistently overpromised and underdelivered on its plans for public participation in the review of the draft EA.

- They have adhered to the bare minimum requirements for public notification of review meetings.
- They have limited public comment to the bare minimum requirements.
- They have timed public reviews for times when the public have been distracted by other events, such as holding the public review during the week of the Memorial Day holiday, when many families have planned vacations.
- Questions about the EA were not permitted to be submitted before the Draft EA Hearing, nor were questions able to be raised during the Draft EA Hearing.
- They have promised multiple reviews and progress report meetings during their initial presentations, only to greatly curtail the number of meetings without notification or explanation, as can be seen in their Public Participation/Public Meeting PDFs.
- They have promised to hold a Public Meeting in Pennsylvania for review of draft EAs but have never held one. When the Mercer Commissioners were directly asked about this, the Mercer Executive responded that a meeting would be held in Pennsylvania AFTER the FAA had approved the EA. It was obvious on its face, that the Executive fully understood that such a meeting would be useless, leaving the residents of Pennsylvania without an opportunity to fully understand and provide public comment, which was their right.

The airport has manipulated the presentation of information in the EAs, including this one, to enhance their predetermined conclusion in favor of proceeding with their segmented plan.

¹⁰ Chapter 5: NOISE Page 46 Small Airport applicability

- The EA assumes 1% growth in enplanements through 2035 to minimize environmental impacts, but describes optimism for growth post-Pandemic and the value of the airport as an economic engine to justify the 5-fold increase in terminal size and addition of a parking garage, rather than upgrading the current terminal to today's standards.
- Claiming "improvement" rather than expansion, while increasing passenger and plane handling capacities through terminal design, parallel taxiways, extended tarmac available for enplanement (regardless of whether they claim that a portion of the tarmac will be reserved for other uses).
- Deferring action on serious issues such as PFAS Remediation, when the region has a clear indication of the significant health impacts and financial costs for remediation demonstrated by the Willow Grove Naval Air base in Montgomery County, PA.
- Suggesting that PFAS remediation can proceed concurrently with construction, ignoring the additional cost of remediating PFAS after construction.
- Many issues are deferred to a later date and the promise of addressing the concerns of the public through the future permitting process or development of BMPs with no enforcement mechanism, leaving no assurances that any of this will be done or done in a manner acceptable to the public. Section 5.14 of the EA contains a partial list of issues whose resolution specifics has been deferred to the permitting process. Many other issues will be addressed by BMP, which is undefined in most discussions, but defined in section 5.0 as "Best Management Practices". Basically, this translates to whatever they want to do and as well as they get around to self-managing it in practice. It certainly does not enhance oversight of the proper resolution of the issue.
- Claiming that Cumulative Impact is simply the sum of the Environmental Impacts of segmented projects that only consider the scope of the work area or other limited areas that fit their predetermined assessment of impact.
- Providing no explanation for when they consider the area of environmental impact as highly limited and when they arbitrarily decide to broaden the area that they will consider – which is always when it will benefit their case or reduce criticism of it.
- Regarding Environmental Justice, ignoring the impact of increased air pollution on disadvantaged communities downwind from the airport, while limiting the scope of consideration to construction activities and impacts at the work sites.
- Deferring action on PFAS while ignoring and possibly increasing the cost of remediation, which may be significant.
- Omitting facts in evidence such as claiming that no PFAS was found in soil sample S-15 during conclusions about PFAS contamination in section 6.2, while including it in a table of findings from Table 3-1 of the same document – EAS Phase II.
- Ignoring water contamination in the Delaware River because it is outside the work zone and because it does not have a Wild & Scenic Rivers designation.
- Constraining the assessment on Community Tax Base to the construction activities of the airport without considering the impact of increased air traffic on property values.
- The EA acknowledges that the proposed action would automatically be considered a "major project", and that approval from the DRCC would be required. It then admits that there were discussions with the DRCC about feasibility and that similar projects had been approved. However, no approval has, in fact, been received. (Reference, EA, Section 5.12.2. Surface Waters, page 5-44).
- The EA confirms that the Lower Delaware River has a National Wild and Scenic Rivers designation. It then flatly declares that the proposed project would not impact any federally

designated wild and scenic rivers, because the Delaware is located 2-4 miles away from the project. It ignores the impact of any water runoff from storms, construction activities, or existing pollution from PFAS adjacent to the wetlands feeding into the Delaware.

- What is the plan to address the NJ State Endangered species of animal? No plan is required because the airport is not on State lands.

Through these questions and concerns it is difficult to understand how this project is not looked at AS A TOTAL HOLISTIC project that it is....an airport expansion. TTN is carrying out a large number of projects all oriented towards a common purpose of dramatically increasing the airport's capacity for handling flights which will cause problems for NJ and PA communities in the airport's vicinity in terms of public health, quality of life, property value and financial burden to local and national taxpayers.

- It's time to halt the mixed messages.
- It's time to cease all construction until ALL the FACTS are unbiasedly presented and until PFAS has been completely remediated on site.
- It's time to have a full extensive and exhaustive Environmental Impact Statement (EIS) and work for the future and with the community.

TTN Draft EA Public Hearing
PA State Representative Perry Warren public comments
June 2, 2021
Transcript

Thank you. Thank you for including us in this hearing. I'm Perry Warren. I represent the communities of Lower Makefield Township, Morrisville, New Town, and Yardley in the Pennsylvania House of Representatives. We're right across the river from which we get much of our drinking water and where airplanes fly to and from the airport and fly over our homes. With respect to the Draft Environmental Assessment, at Section 5.13, "Cumulative Impacts," it says the assessment is determined for projects occurring within the past three years and projects within the next five years. It further says that the geographic area for that concern is generally the airport property. The environmental impact of airport expansion extends well beyond airport property. The noise extends across the river and into our communities. The aircraft shakes homes, schools, and other buildings. The aircraft impacts the quality of our air; the airport affects our water, and the airport traffic extends across the bridges into our communities. The limitation of the cumulative impact assessment to only three years before and five years ahead is indicative of segmentation of this expansion; this on-going expansion which began before and will continue beyond that time period. Then at pages 4-28 to 32 of the environmental assessment, there's a discussion of noise yet as far as I can tell, it relates only to the noise at the airport and construction noise. It doesn't address the offsite noise caused by aircraft passing overhead. Further, as the Senator commented, the environmental assessment mentions the presence of PFAS but it doesn't address a plan -a plan to ensure that the expansion of the airport doesn't result in PFAS contamination in our water. Our residents aren't Mercer County residents, and they're not New Jersey residents, but they are Americans. And they're your neighbors. And we, again, we've asked for this prior to comment periods with respect to airport expansion, we ask again for a thorough, wholistic environmental assessment, analyzing and addressing the full environmental impact of the entire expansion -past, present, and future, on the entire geographic area impacted by the airport and by the proposed airport expansion. Again, thank you for considering our comments and considering the concerns of our residents across the river in Pennsylvania.



Congress of the United States

House of Representatives

Washington, DC 20515

August 13, 2020

Chairman John Valeri, Jr., Esq.
New Jersey Clean Air Council
401 E State Street
Trenton, NJ 08608

RE: Public Comment Regarding Air Quality Around Our Ports and Airports

Dear Chairman Valeri,

I am writing today to add to the public comments for the New Jersey Clean Air Council public hearing regarding air quality around our ports and airports. As a member of the Aviation Subcommittee of the Transportation & Infrastructure Committee and the Quiet Skies Caucus in Congress, I understand the impacts airports have on a neighboring community. I have been heavily involved in the proposed plan to modify the existing Trenton-Mercer Airport (TTN) and continue to be concerned with many of the environmental assessments that have gone into the proposed plan. I am requesting that the New Jersey Clean Air Council review their assessments on environmental impacts on all past, present and future airport plans and ensure that these evaluations receive the highest standard of review.

As you are aware, TTN has proposed and implemented several projects over the past 25 years with little input from the surrounding community as required by the National Environmental Policy Act of 1969 (NEPA) and the Federal Aviation Administration (FAA) Order 1050.1F - Environmental Impacts: Policies and Procedures. TTN implemented a comprehensive Master Plan that calls for large-scale enhancements to the terminal, taxiway, and runway to increase passenger traffic at TTN. Unfortunately, TTN has chosen to segment these projects in an effort to reduce the level of NEPA analysis required from an Environmental Impact Statement (EIS) that would require a broader scale cumulative impact analysis that would take into consideration the impacts to my constituents in Pennsylvania.

The planned airport expansion has the potential to negatively impact the residents, businesses, and community that comprise PA-01 as a flight path associated with the airport is directly above the district. Adding to the already poor air quality of the Philadelphia Metropolitan area, the first phase of the proposed plan will result in the clearing of 2.3 acres of trees within 100 feet of contaminated groundwater associated with the Naval Air Warfare Center (NAWC). In a response letter I received on May 11, 2020, the Federal Aviation Administration (FAA) acknowledged the NJDEP is actively working to remediate NAWC while stating the removal of trees will not significantly impact the groundwater quality in that impacted area.

1/2

Additionally, the standard of studying noise pollution is not consistent amongst airports. The amount of noise studies and impacts of noise pollution of airports are very different when comparing Newark Liberty International and the TTN. Larger airports are constantly testing noise impacts whereas smaller scale airports conduct sparse noise studies.

Going forward, I request New Jersey Clean Air Council review their assessments on environmental impacts and consider expanding its testing protocol on all existing and future evaluations.

If my office can be of any further assistance, please contact me at 215-514-0579.

Thank you,



Brian Fitzpatrick
Member of Congress (PA-01)

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BUILDING 100, SUITE 121
BOYLESTOWN, PA 18901
215-489-8900



Senate of Pennsylvania

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LOCAL GOVERNMENT

E-MAIL: SenatorSantarsiero@psenate.com
FACEBOOK: Sen. Steve Santarsiero
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August 14, 2020

New Jersey Clean Air Council
Public Hearing held on July 30, 2020
Oral Testimony Submission

RE: Past, Present, and Future: Air Quality Around Our Ports and Airports

Dear New Jersey Clean Air Council,

I am concerned about the planned expansion of the Trenton-Mercer Airport (TTN) and the impact that it will have on the health and well-being of surrounding area residents.

Over the past twenty years, the Trenton-Mercer Airport (TTN) has succeeded in its desired expansion efforts through various segmented projects and to date, it continues to pursue large scale expansion under those same segmented methods. Regrettably, in doing so, the Trenton-Mercer Airport (TTN) has been able to bypass having to complete a cumulative and expansive Environmental Impact Study (EIS) that would have likely measured the impacts on all affected Mercer County (NJ) and Bucks County (PA) municipalities.

All of the segmented and individually considered projects currently being pursued are outlined and appear to be related and interdependent of the Trenton-Mercer Airport's (TTN) Master Plan of 2018. The Mercer County Website describes said Master Plan as such, "the Airport Master Plan is essentially a facility planning study that sets forth a conceptual framework for possible future airport development." The Airport Layout Plan (ALP), which is part of the Master Plan, identifies a proposed terminal expansion, the runway protection zone, and development of Parcel A of the Naval Air Warfare Center where there are known PFOS, VOC'S, mercury, and other contaminants.

Our concerns include, but are not limited to:

- Release of contaminants to surrounding tributaries and the Delaware River, which is a primary source of residential drinking water for millions of people;
- Increased aviation emissions and noise, which can cause heart attacks, asthma, pregnancy complications, learning, behavioral and psychiatric issues; and,
- Overall decreased quality of life and home values for nearby residents.

The Trenton-Mercer Airport (TTN) is currently pursuing a large number of projects individually, yet their cumulative impact should be considered rather than independent of one another. To date, there are roughly twenty-five projects that have either been approved, are in the process of seeking approval, or are planned in the near future. Without a cumulative Environmental Impact Study (EIS), it is entirely unclear how said projects may impact the local environment.

I request that all proposed expansion or renovation projects at the Trenton Mercer Airport (TTN) first undergo an extensive Environmental Impact Study (EIS) to determine the cumulative impact on noise, pollution, and safety to ensure the health and well-being of the area's surrounding residents.

Very truly yours,



Steven J. Santarsiero
10th Senatorial District

CC: Bucks Residents for Responsible Airport Management (BRRAM)
Residents for Regional Traffic Solutions, Inc. (RRTS)

PERRY WATSON, MEMBER
31ST LEGISLATIVE DISTRICT

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HARRISBURG, PENNSYLVANIA 17120-2081
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House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

Aug. 12, 2020

Ms. Heidi Jones
New Jersey DEP
436 E. State St.
Trenton, NJ 08608

Re: 2020 New Jersey Clean Air Council Public Hearing – Past, Present and Future: Air Quality Around Our Ports and Airports

Dear Ms. Jones:

I represent the 31ST Legislative District in Bucks County, Pennsylvania, the communities of Lower Makefield Township, Morrisville, Newtown Borough, Newtown Township and Yardley. Thank you for accepting comments in connection with the 2020 New Jersey Clean Air Council Public Hearing – Past, Present and Future: Air Quality Around Our Ports and Airports. I submit these comments specifically with respect to the Trenton-Mercer Airport.

The Trenton-Mercer Airport is located adjacent to a residential neighborhood, across the Delaware River, two to three miles from the suburban residential communities that I represent. In recent years a growing number of commercial flights have flown daily from and to Trenton-Mercer Airport, following flight patterns above our communities. Notwithstanding the recent increase in flights, the Trenton-Mercer Airport has proposed further expansion.

Many of our residents' air quality is impacted by the operations of the Trenton-Mercer Airport, and the air quality in our communities may be negatively impacted if the airport expands without comprehensive air pollution control measures.

A substantial concern in our communities is that studies and analyses of the environmental and pollution impacts of airport expansion have been "segmented" by virtue of the airport's separate expansion plans. I have received and reviewed letters from the Lower Makefield Township Board of Supervisors, the Residents for Regional Traffic Solutions, Inc., and the Bucks Residents for Responsible Airport Management. Each of these entities raises in their respective letters the issue of the "segmentation" of what appear to be "connected," or at the least "similar," actions, with respect to what amounts to a substantial expansion of the Trenton-Mercer Airport and its operations. The

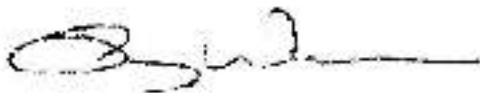
cumulative impact of the past and future Trenton-Mercer Airport expansion may adversely affect the air quality of our residents.

The "segmentation" of the proposed expansion is evidenced by the separate public meetings conducted by the Trenton-Mercer Airport. Indeed, the Notice of the Trenton-Mercer Airport's November 27, 2018 "Public Meeting Environmental Assessment for the Runway Protection Zone and Obstruction Mitigation Project for Trenton Mercer Airport" included the parenthetical "(This is not the Terminal EA or Airport Master Plan Project.)" The assessment of the air quality currently emitted by the airport and its future construction projects should not be conducted in a vacuum. Rather, the assessment ought to be of all of the proposed expansion project(s) without segmentation. Our residents are affected by the entirety of the past, present and proposed future expansion of the airport and its operations and by the off-airport projects.

Accordingly, I join the Lower Makefield Township Board of Supervisors and the stakeholder organizations and other members of our community in requesting a more holistic evaluation, such as an Environmental Impact Statement, with respect to the totality of the past, present and future expansion of the airport and the airport's operations and of the off-airport projects. Only through such a holistic lens and examination can the actual cumulative impact of the Trenton-Mercer Airport upon our community and its residents be accurately assessed and any negative impact mitigated or eliminated.

Thank you for your consideration of these comments and the best interest of our community and the health, safety and welfare of our residents.

Sincerely,



State Representative, 31st Legislative District

District Office: 91 South Main Street, Yardley, PA 19087 | (215) 494-5420

Capitol Office: 218 East Wing, Harrisburg, PA 17120-0031 | (717) 767-4475

www.billleary.com/learyton





Township of Lower Makefield

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John B. Lewis, Supervisor

August 14, 2020

emailed to Heidi.Jones@dep.nj.gov

State of New Jersey
Clean Air Council
401 E State Street, 2nd Floor
PO Box 420
Trenton NJ 08625-0420

To the NJ Clean Air Council

The Pennsylvania Lower Makefield Township (LMT) Board of Supervisors would like to bring to the attention of the New Jersey Clean Air Council our community's air and water pollution concerns regarding \$177M of planned development projects at the Trenton-Mercer Airport in New Jersey. The projects are aimed at significantly expanding air traffic capacity and the airport is ignoring critical NEPA guidelines regarding the environmental impact of these changes as outlined in the LMT letter attached below.

The Trenton-Mercer Airport Master Plan has projected a low rate of air traffic growth of 1% over the period of 2015-2035. But their 2018 and 2019 flight operations already exceed the 2035 projection and the projects have not yet been carried out. Their plans are to increase the terminal by a factor of five while adding taxi ways and other infrastructure projects that will support significantly higher numbers of air operations. To base their environmental impact on an unrealistically low growth rate means the environmental assessments are disingenuous and not reflective of the air and water pollution levels the local NJ and PA communities will experience. Our concerns about these issues has led our Congressman Brian Fitzpatrick to write to the FAA objecting to the procedures being followed by the airport. This letter emphasizing water pollution concerns is also attached below. One of the key problems is that the FAA and airport authorities assert that all of these projects are disconnected and they do not recognize the cumulative impact that these projects will have on the local community and environment in terms of air, water and noise pollution.

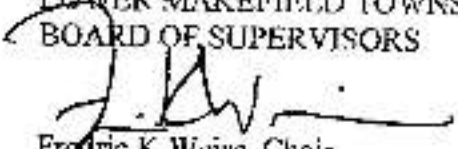
We request that the NJ CAC address these concerns to protect the health and quality of life of our collective citizens and our shared environment from a pollution

level that will be significantly higher than has been analyzed if these projects go through. We request that you push the NJ DEP to prepare a full environmental impact statement for the collection of planned projects.

We would be happy to answer questions you may have and support discussions with the council regarding these issues.

Very truly yours,

LOWER MAKEFIELD TOWNSHIP
BOARD OF SUPERVISORS


Fredric K. Weiss, Chair

Attachments

IMT letter to TTN/Urban Engineers dated November 9, 2018

Congressman Fitzpatrick letter to FAA dated May 9, 2019

Congressman Fitzpatrick letter to FAA dated November 12, 2019

New Jersey Clean Air Council Public Hearing held on July 30, 2020:
RE: Past, Present, and Future: Air Quality Around Our Ports and Airports

Written Statement Submitted for the record.

Trenton Threatened Skies, Inc. is a non-profit 501(c)3, led by a group of concerned Mercer County residents, who have lived here for decades, loving, enjoying, and contributing in many ways to our community, with its beautiful green spaces, caring residents, peaceful atmosphere and organic farms. Our mission is to gather, review, analyze, and disseminate information regarding the Trenton-Mercer Airport, in Ewing, New Jersey, with respect to the environmental, public health, safety, and economic impacts of the proposed and future operations of the airport.

Emerging health data links aviation emissions and noise to heart attacks, asthma, pregnancy complications, learning, behavioral and psychiatric issues. Our home values can be expected to decrease up to 30% with increased commercial flight volume and our air and water quality will certainly deteriorate.

We have become increasingly alarmed because our local Mercer County authorities have been unresponsive to our concerns. Trenton Mercer Airport continues to seek and win approvals for a number of projects without regard to the cumulative impact on the environment of surrounding Mercer County communities and our public health. There are at least twenty-five (25) in-process individual projects that have either been approved, are in the process of seeking approval, or are planned in the near future as "unrelated" or "independent" improvements. All of these individually considered projects are outlined and proven to be related & interdependent in the Master Plan of 2018. The Airport Layout Plan (ALP), part of the Master Plan, clearly identifies a proposed terminal expansion, the runway protection zone, and development of Parcel A of the Naval Air Warfare Center where there are known PFOS, VOC's, mercury and other contaminants.

Prior to the CoVid 19 Pandemic, Trenton Mercer Airport's annual flight volume had already exceeded the 2035 estimates used to gain approval from the FAA for expansion and presented in public hearings in 2018. Mercer County residents are already subjected to a record number of overflights & vehicular through traffic and this local airport expansion will further degrade our already failing air quality.

The particles in airplane exhaust are directly tied to heart disease and asthma. Heavy metals and jet soot exhaust will put our local food at risk for contamination. Toxic emissions from planes flying below 800 feet are endangering visitors and wildlife at Mercer Meadows and Rosedale Park. Unregulated airplane exhaust impacts on our air quality has been seriously underestimated and the citizens of Mercer County implore the New Jersey Clean Air Council to vigorously oppose the expansion plans of the Trenton-Mercer Airport.

Sincerely,

Robin Karpf, M.D., President
Trenton Threatened Skies, Inc.
800 Denow Road, Suite C #375
Pennington, NJ 08534



12 August 2020

TO: New Jersey Clean Air Council Public Hearing held on July 30, 2020.

Written Statement Submitted for the record

RE: **Past, Present, and Future: Air Quality Around Our Ports and Airports**

For over 25 years, BRRAM** has expressed concern about the environmental impacts of the Trenton-Mercer Airport on the health and well-being of the residents of the surrounding areas.

The newest health data links aviation emissions and noise to heart attacks, asthma, pregnancy complications, learning, behavioral and psychiatric issues.

Ultrafine particle exposure, produced from aircraft emissions, has been linked with adverse cardiovascular and respiratory health effects (and even possibly the risk of dementia (<https://depts.washington.edu/nsmblog/lrac-pollution-and-dementia>)). Studies have shown that airports can increase particle number concentrations up to 4-fold at 10 km downwind.

According to an article published in the Guardian, "New research has linked air pollution nanoparticles to brain cancer for the first time... Environmental risks like air pollution are not large in magnitude – their importance comes because everyone in the population is exposed," said Scott Weichenthal, at McGill University in Canada, who led the study. "So when you multiply these small risks by lots of people, all of sudden there can be lots of cases, which is meaningful, particularly given the fact that these tumors are often fatal."

When airports expand it is documented that home values can be expected to decrease up to 30%. Studies clearly show that air and water quality also deteriorate with airport expansion and increased air traffic.

Currently, the Trenton-Mercer Airport is doggedly pursuing a Master Plan to expand the airport, over the public outcry about health, noise and property value impacts.

Residents are increasingly alarmed about the large number of projects that TTN has sought approvals for, without regard to cumulative impact on public health and the environment in surrounding New Jersey & Pennsylvania communities. There are at least twenty five (25) in-process individual projects

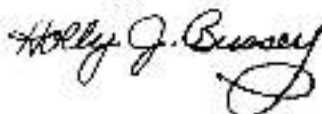
that have been identified that have either been approved, are in the process of seeking approval, or are planned in the near future as "unrelated" or "independent" improvements.

BRRAM opposes any form of expansion or renovation of TTN until the environmental issues of noise, pollution and safety are first identified and resolved. BRRAM believes that Trenton-Mercer Airport should perform a full Environmental Impact Statement (EIS) that would include not only the grounds of the airport, but the surrounding 10-mile radius that is impacted by the airport in both Pennsylvania and New Jersey.

Members of BRRAM from NJ and PA urge the New Jersey Clean Air Council to vigorously oppose the expansion plans (all projects) of the Trenton-Mercer Airport (TTN). Additionally, we implore that TTN be required to undergo rigorous environmental review (EIS).

Thank you for your kind attention.

Sincerely,



Holly J Bussey, President
BRRAM

***Bucks Residents for Responsible Airport Management (BRRAM) is a non-profit volunteer organization comprised of over 1,000 concerned citizens. BRRAM works with other organizations in both Pennsylvania and New Jersey, as an advocate for our residents, to help demand accountability from TTN and that TTN be a "good neighbor" respecting the environmental health, safety and well-being of all its neighbors.*

Cc: Sue Simon <sue.simon@mail.house.gov>,
kyle melander <kyle.mclander@mail.house.gov>,
Santarsiero, Senator Stovo* <Steve.santarsiero@pasenate.com>,
Rose Wuenschel <Rosemary.wuenschel@pasenate.com>,
Shannon.Sticker@pasenate.com
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CommDiGirolamo@buckscounty.org,
"Stone, Evan" <estone@buckscounty.org>

pg 2/2

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbuckspsa5@gmail.com

New Jersey (NJ) Clean Air Council Public Hearing Held on July 30, 2020
RE: Past, Present, and Future: Air Quality Around Our Ports and Airports

WRITTEN TESTIMONY SUBMISSION (via email, in Microsoft Word)

August 12, 2020

Pages: 11-page cover letter

Attachments: 8, plus 1 VIDEO

BEFORE IT IS TOO LATE: Our "ASKS" of the NJ Clean Air Council & the NJ Department of Environmental Protection (NJ DEP)

1.) We implore the NJ Clean Air Council and the NJ DEP to vigorously & formally oppose all current and proposed expansion plans of Trenton-Mercer Airport (TTN), including the **Master Plan of 2018** that calls for:

- ...building a Passenger Terminal that is five (5) times the size of the current terminal,
- ...the **Runway Protection Zone & Obstruction Mitigation Project**, and
- ...twenty-five (25) individually-considered, segmented-out projects

These expansion plans will result in toxic air & water pollution that will cause irreparable harm to affected residents in Mercer County, NJ and Bucks County, PA.

TTN continues to recklessly move forward with plans to expand the airport substantially, with no regard for the water, air, wildlife, and other environment impacts on its citizens in the surrounding region. The former Naval Air Warfare Center in West Trenton, NJ (NAWC) is known to have groundwater polluted with PFAS* and other toxic chemicals. TTN's expansion plans will increase the water run-off through the former NAWC site and into the Delaware River, which is the drinking water supply for thousands of Mercer County and Bucks County citizens. **PFAS contamination of drinking water is linked to harming children's neurological development, kidney cancer and testicular cancer.**

* PFAS- per-and polyfluoroalkyl substances – are a class of man-made chemical compounds used in producing products such as non-stick cookware coatings, fire retardant furniture, and foam used in firefighting. PFOA, once used to make Teflon, and PFOS, once used in Scotchgard, are among the most widely known, yet there are hundreds more still being used in manufacturing.

2.) We also implore the NJ Clean Air Council and the NJ DEP to develop an actionable response to meaningfully address the toxic air & water pollution that *ALREADY EXISTS TODAY*. TTN has *already* experienced large-scale expansion over the past 20 years, while skirting around having to do a Cumulative & Expansive Environmental Impact Statement (EIS) to measure the **cumulative impacts** on affected Mercer and Bucks County municipalities. The airport avoided having to do the EIS by breaking expansion into smaller projects, so that they were only subjected to narrow, isolated Environmental Assessments (EAs). This is segmentation, this is disingenuous, and this *already* threatens the health, safety & welfare of affected NJ and PA citizens.

SUMMARY

Residents in Mercer County (NJ) & Bucks County (PA) ask you to vigorously & formally oppose TTN's current & proposed expansion plans because...

1.) ...the airport's continued reckless, unchecked expansion will harm them & their families, as explained in the VIDEO at below link:

<https://www.youtube.com/watch?v=ZHU7m1Rzyvw&feature=youtu.be>

2.)...Health

- Airport plans will change storm drainage; there is known PFAS & other toxic chemical contamination of groundwater on airport property & the NAWC site, which could make TTN the next Flint [Michigan]. PFAS contamination of drinking water is linked with harming children's neurological development, kidney cancer and testicular cancer. (See attached Philadelphia Inquirer article titled PFAS testing planned for 2 counties: Adults and children from Bucks and Montco are being sought for a national study on the chemicals.)
- U.S. Senators Bob Menendez (NJ) & Bob Casey (PA) are amongst 19 senators who want the U.S. government to find out if exposure to PFAS chemicals can make people more vulnerable to coronavirus.
- The particles in airplane exhaust are directly tied to heart disease and asthma. The dangerous, invisible, microscopic exhaust particles travel up to ten (10) miles outside the flight path. Even if residents cannot see the planes, they are at risk.
- Eat Locally? Thousands of residents depend on fresh fruits, vegetables & meats grown in Lawrence & Hopewell Townships. Heavy metals & organic compounds in airplane exhaust put our food at risk of contamination.
- There is a wealth of data about the negative impact of noise on learning, which is compounded by both vibration and by exhaust, as well as noise on hearing loss, particularly in children.

Environment

- Researchers are equating unregulated airplane exhaust to an urban freeway network & are warning that the air quality impacts have been seriously underestimated.
- Toxic emissions from planes flying below 900 feet endanger joggers, cyclists, and wildlife at Mercer Meadows Park & the Pole Farm Bird Sanctuary.
- Mercer & Bucks County residents are already subject to a record number of overflights & vehicular through-traffic; local airport expansion will further degrade our poor air quality. [Mercer County (NJ) is rated "F" in Air Quality by the American Lung Association.]
- The long term effects of ongoing, increased emissions in close proximity to residential areas and watershed tributaries cannot be ignored.

Financial

- Home values are estimated to decrease up to 30% near an airport.
- Mercer County has invested ?\$\$\$ in the airport over the last 20 years. What financial benefit has accrued and/or is flowing to the county and its citizens?

Irresponsible Government

- Past & current expansion has been divided into smaller projects to avoid doing a Comprehensive & Expansive Environmental Impact Statement (EIS) that measures the **cumulative impacts** on ALL affected NJ and PA municipalities.
- The residents who have been, and will continue to be, hardest hit by the airport's success in skirting around doing the EIS, are those residing in Ewing Township (NJ) and the City of Trenton (NJ). Environmental Justice & Social Justice are not being practiced.
- There has been (a) a history of blatant disregard for authentically including the public in the decision-making process for airport projects, (b) an unconscionable lack of transparency and (c) an **intentional neglect** on the part of New Jersey politicians & the airport to do whatever it takes to protect the health, safety & welfare of affected NJ and PA citizens.
- Annual flight volume through early 2019 has already exceeded the 2035 flight estimates presented to the community by 17,238 take-off/landings, 16 YEARS EARLY & PRIOR TO TERMINAL EXPANSION
- Mercer County Freeholders just authorized a \$54,000 contract to market the airport in the middle of a pandemic, when the future demand for air travel is completely uncertain and many airlines may go out of business
- During the unprecedented pandemic with unemployment and decreased tax revenues, why are much-needed county \$ being spent on the airport?

BACKGROUND

1.) RRTS, along with BRRAM (Bucks Residents for Responsible Airport Management) and Mercer County - based grassroots groups, has been concerned with the expansion of TTN for over 20 years. TTN expanded "under the radar" throughout the past 20 years, by approving and implementing numerous individual projects, whose whole equaled large-scale expansion. By dividing the expansion into segments, TTN has avoided having to do the Cumulative & Expansive Environmental Impact Statement (EIS) that would measure its **cumulative impacts** on ALL affected Mercer County, NJ & Bucks County, PA municipalities.

2.) Recently, residents are alarmed by the large number of projects that TTN has sought approvals for, without regard to **cumulative impact** on the environment, surrounding NJ & PA communities, and public health. There are at least twenty-five (25) in-process individual projects that we can list that have either been approved, are in the process of seeking approval, or are planned in the near future as "unrelated" or "independent" improvements.

All of these segmented, individually- considered projects are *outlined and proven to be related & interdependent in the Master Plan of 2018*. The Mercer County Website describes the Master Plan as such: *"the Airport Master Plan is essentially a facility planning study that sets forth a conceptual framework for possible future airport development"*. The **Airport Layout Plan (ALP)**, part of the Master Plan, clearly identifies a proposed terminal expansion, the **Runway Protection Zone & Obstruction Mitigation Project (RPZ Project)**, and development of Parcel A of the Naval Air Warfare Center (NAWC) where there are known PFOS, VOCs, mercury and other contaminants.

The danger of considering these projects separately was demonstrated at the Mercer County Freeholder Board Webex meeting on 4/23/20 when the development of Parcel A of the NAWC was discussed. Airport attorney, Mr. Markind, referred to the remediation barrier on Parcel A as being "in total disrepair" several times. There are known PFOS, VOCs, mercury and other contaminants on Parcel A and the adjacent Parcel B. Both groundwater and surface water contamination have been reported. While Parcel B continues to be managed by the Navy, it appears that Parcel A is going to be cleaned up privately as part of the Flightserv lease agreement. It was not clear, and the Freeholders did not seem to know, who was overseeing & responsible for the project.

Residents are concerned that the **Parcel A FONSI** indicates that there is "no impact, due to no changes in storm water run-off", ignoring the fact that the adjacent, massive **RPZ Project** changes are anticipated to affect storm run off by nearly 1.5 million (1, 500,000) gallons/year, as estimated by the Watershed Institute during the public comments portion of the **Environmental Assessment for the RPZ Project** (pg. P-200-202). This estimate relates only to **RPZ Project-associated** changes to landscape, and did not account for climate-change related increases in precipitation or the additional massive airport build-out, as described above.

It makes sense that the Parcel A remediation barrier should be repaired. It also makes sense that its ability to withstand both **RPZ Project – caused** and climate-related increases in storm drainage, be addressed well in advance of any **RPZ Project** structure removal. This is but one example of why these projects **MUST** be considered together.

3.) The attached 11/12/19 letter from PA Congressman Brian Fitzpatrick to the U.S. Department of Transportation **RE: the RPZ Project** states,

"...I continue to be concerned that TTN has chosen to segment these projects to reduce the level of environmental study required. Additionally, I am greatly concerned that TTN has overlooked potential existing groundwater contamination while conducting their Environmental Assessment (EA). Therefore, I am requesting that the FAA review the mechanisms used by TTN to complete their Environmental Assessment to ensure that all environmental impacts, including threats to the safety of ground and drinking water be evaluated.....Although several contaminants are listed in the EA, there is no mention of the presence of PFOS/PFOA. However, according to a 2018 Congressional Brief by Maureen Sullivan, Deputy Assistant Secretary of Defense, the DoD monitored groundwater wells around the Naval Air Warfare Center Trenton and found that the majority tested near above the EPA LHA for PFOS/ PFOA...Given the health risks associated with PFOS/PFOA exposure, it is critical that the environmental assessment for any project at TTN take these risks into account..."

RRTS has provided the Mercer County Freeholders with this letter several times during Public Comment at their meetings. Despite Congressman Fitzpatrick's repeated communications regarding his concern that segmentation has occurred (and that there has not been appropriate environmental scrutiny of TTN's cumulative impacts), it is the Federal Aviation Administration (FAA) who **routinely** responds that segmentation has not occurred. The problem is that the FAA is like the fox guarding the hen house. The agency has demonstrated that it is driven by a self-interested agenda that DOES NOT include protecting the safety & welfare of citizens. (See attached 2/21/20 Buchalter article titled Quiet Skies Congressional Caucus Gets Brush Off from FAA.)

4.) The Mercer County Freeholders maintain that the **RPZ Project** is motivated purely by safety concerns and will not change airport operations. This is bogus and disingenuous. Aviation Professionals have advised that IT DOES NOTHING to change the safety margin. WHAT IT DOES is enable more operations and better fleet mixes.

In Mercer County's own EA, in Chapter 4, it states,

"The existing runway length needs to be maintained or it will result in a loss of operations and/or operational restrictions for the Airbus 320/320neo and the Gulf stream IV/V during wet and slippery runway conditions."

We experience wet and slippery conditions right now - should those planes be operating from this airport now? If the Mercer Co. Freeholders truly thought that this project was purely for safety concerns (which they learned about in March 2015), they would be curtailing those operations right now. It is blatantly obvious that a key purpose for this project is to effectively lengthen the runway so that TTN can have the big jets safely fly in all conditions, move lower flying & heavily laden planes, and significantly increase airport operations.

5.) More than eighteen (18) months ago, TTN promised that there would be a Public Meeting held in Bucks County, PA for New Jersey & Pennsylvania residents to review the EA and the status of the multiple current & planned projects associated with the **Master Plan of 2018**. Recently, BRRAM formally gave public comment at a Mercer County Freeholder meeting to request that the meeting be held. BRRAM also sent a formal letter to Freeholder Chairman, Andrew Koontz, requesting same. Below is the 8/3/20 email response that BRRAM received from Chairman Koontz & Mercer Co. Administrator Lillian Nazzaro:

"We forwarded your communication to the County Administrator. Please see their response below.

LAURENTI, Mario

Confidential Aide to Freeholder Andrew Koontz

From: Nazzaro L. Lillian, Esq. <lnazzaro@mercercounty.org>

Sent: Monday, August 3, 2020 9:28 AM

To: Koontz, Andrew <akoontz@mercercounty.org>

Subject: RE: Mercer Freeholders Public Comment July 16 follow up - Request for Virtual Meeting on Trenton Mercer Airport

Chairman,

As previously discussed in Freeholder meetings, a public meeting will take place in Pennsylvania as soon as the EA is approved by the FAA. The County has every intention of going forward with the public meeting and residents of Pennsylvania will be advised accordingly. Finally, the meeting will most likely be a Tele Town hall meeting.

Thank you,

Lillian L. Nazzaro, Esq.

Mercer County Administrator"

This is unacceptable. It ignores the concerns of PA citizens and is not acting in good faith.

6.)At the 10/24/19 meeting of the Delaware Valley Regional Planning Commission (DVRPC) Board, RRTS gave public comment expressing the serious concerns that affected New Jersey & Pennsylvania residents have with the continued, unchecked expansion of TTN. The 11/17/19 GUEST OPINION that appeared in the local paper, THE ADVANCE OF BUCKS COUNTY, summarized our public comment. (See Guest Opinion titled An open letter to the DVRPC on Trenton-Mercer Airport in the attachment labeled **DVRPC-related communications**.)

In the 11/4/19 letter from Barry Seymour, DVRPC Executive Director, to Jennifer Solomon of the FAA (See 11/4/19 letter in attachment labeled **DVRPC-related communications**), it states,

"...As TTN continues to advance their improvement plans for the facility, residents of both Mercer County, NJ and neighboring Bucks County, PA have expressed concerns about potential environmental and social impacts created by any changes in facility operations. We strongly support the continued examination and consideration of these impacts and potential mitigation strategies, in accordance with the FAA guidelines..."

The DVRPC is disingenuous in its expression of concern for the health, safety & welfare of NJ and PA residents. **The following disturbing quotes are from DVRPC's July 2014 publication titled 2040 Regional Airport System Plan (RASP), a plan that calls for expanding TTN far beyond an appropriate-sized local airport:**

On page 32, there's a section titled "Trenton-Mercer (TTN), New Jersey" and the first sentence of the second paragraph states, *"The airport is marketing itself as an alternative to PHL [Philadelphia International Airport] and EWR [Newark's Liberty International Airport], offering less hassle".*

Page 1 is the "Executive Summary" which states this half way down the page, *"Therefore, the objectives for the 2040 RASP took these factors into account, and the following priorities were agreed upon by the RASP subcommittee: 1. Expand commercial air service capacity within the region...3. Sustain and improve infrastructure to attract more users...This report is being prepared with the support of the Federal Aviation Administration (FAA) ..."*

Page 3 states this in the first paragraph, *"'Aviation' to most people in the region will likely be associated with Philadelphia International Airport (PHL), the 11th busiest airport in the world (in terms of aircraft operations), but the Delaware Valley is also served by two other commercial service airports, Trenton-Mercer (TTN) and Wilmington (ILG)..."*

Page 4 is "Figure 1: Regional Airport System Map". TTN has the same icon as Philadelphia International Airport (PHL) and Wilmington (ILG).

Halfway down page 5 it states, *"One specific economic aid for the region comes with the availability of U.S. Customs and Border Protection facilities at the region's airports. All three commercial service airports – PHL, TTN, and ILG- have these facilities."*

On page 7, it states this in the third paragraph, *"Commercial service airports serve scheduled service airlines, corporate aviation, and in the case of ILG and TTN, some military operations."*

The DVRPC's plan to expand TTN into a "booming airport" (as referenced on page 43 of DVRPC's 2014 publication titled *[resilience]*), is inconsistent with its stated vision on its website Home Page on 2/19/20 which stated,

"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."

(See attachment labeled **DVRPC-related communications**: DVRPC's Vision on 2/19/20 website Home Page)

The DVRPC should re-examine its plans to make TTN a "booming airport" and re-prioritize the importance of clean water to the region as one of the primary goals.

7.)It is unconscionable that New Jersey politicians, from the local level up through the Federal level, ignored the attached 9/30/19 letter from RRT5 titled:

RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN): New Jersey & Pennsylvania residents living in municipalities surrounding TTN, worry that it will cause irreparable harm to their health, safety & welfare. The harm is likely to include, but not be limited to, irreparable damage to the water supply.

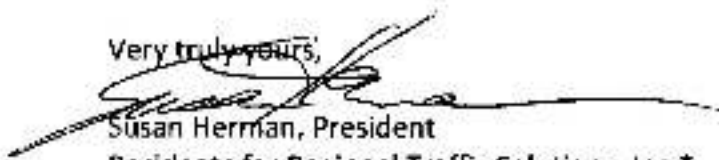
Our 9/30/19 letter is a formal, integral part of this written comment that we are submitting. We respectfully request that the NJ Clean Air Council & Commissioner McCabe read it in its entirety. If it is a problem that it is in pdf format, note that Commissioner McCabe received a hard copy of it via FedEx (signature required).

8.) Attached is our ORAL TESTIMONY given at the 7/30/20 Public Hearing (in Microsoft Word).

9.) FOR RRTS's USE ONLY, we have also attached a pdf comprised of our written and oral testimony for the 7/30/20 NJ Clean Air Council Public Hearing.

Thank you for the opportunity to comment.

Very truly yours,



Susan Herman, President
Residents for Regional Traffic Solutions, Inc.*

**Residents for Regional Traffic Solutions, Inc. (RRTS) is a non-profit organization founded in August, 2001. Its purpose is to engage in public awareness as to traffic issues in the Central Bucks County area. RRTS focuses on issues related to transportation, infrastructure and the impact of transportation-related decisions on regional populations. In the case of Trenton-Mercer Airport, the impacted regional populations are in Mercer County, NJ & Bucks County, PA.*

Attachments:

- RRTS WRITTEN TESTIMONY cover letter: 7/30/20 NJ Clean Air Council Hearing (in Microsoft Word)
- 7/13/20 Philadelphia Inquirer article: PFAS testing planned for 2 counties
- 11/12/19 letter from PA Congressman Fitzpatrick to U.S. DOT
- 2/21/20 Buchalter article: Quiet Skies Congressional Caucus Gets Brush Off from FAA
- DVRPC-related communications: 11/17/19 Guest Opinion In THE ADVANCE, 11/4/19 letter from DVRPC to FAA, DVRPC's Vision on 2/19/20 website Home Page
- 9/30/19 letter from Residents for Regional Traffic Solutions, Inc. (RRTS)
RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN):
New Jersey & Pennsylvania residents living in municipalities surrounding TTN, worry that it will cause irreparable harm to their health, safety & welfare. The harm is likely to include, but not be limited to, irreparable damage to the water supply.
- RRTS ORAL TESTIMONY: 7/30/20 NJ Clean Air Council Hearing (in Microsoft Word)
- FOR RRTS USE ONLY:** 7/30/20 NJ CAC Hearing, written and oral testimony pdf
- VIDEO titled Trenton Airport Expansion: Your Neighbors' Concerns (youtube link provided)

CC: All individuals/groups will receive this via email. Those asterisked will also receive it via Certified Mail, Return Receipt.

FEDERAL LEVEL:

U.S. Senator Rob Casey (PA)*
U.S. Senator Pat Toomey (PA)*
Congressman Brian Fitzpatrick (PA)*
U.S. Senator Bob Menendez (NJ)*
U.S. Senator Cory Booker (NJ)*
Congresswoman Bonnie Watson-Coleman (12th Cong. District-NJ)*
Congressman Tom Malinowski (7th Cong. District-NJ)*
Congressman Chris Smith (4th Cong. District-NJ)*
Congressional Quiet Skies Caucus

STATE LEVEL:

Governor Tom Wolf (PA)*
Secretary Patrick McDonnell, PA DEP*
Secretary Leslie Richards, PA DOT*
PA Attorney General Josh Shapiro*
Senator Steve Santarsiero (PA)*
State Representative Perry Warren (PA)*
Governor Phil Murphy (NJ)*
Commissioner Catherine McCabe, NJ DEP*
Commissioner Diane Gutierrez-Seacetti, NJ DOT*
Senator Shirley Turner (D15-NJ)*
Senator Linda Greenstein (D14-NJ)*
Senator Christopher Bateman (D16-NJ)*

COUNTY LEVEL:

Mercer County Executive Brian Hughes*
Mercer Co. Freeholders (NJ): Cimino*, Koontz (chair)*, Cannon*, Walter*, Frisby*, Colavita*, Melker*
Bucks County Commissioners (PA): Ellis-Marsaglia (chair)*, Harvie* DiGirolamo*

MUNICIPAL LEVEL:

Members of Councils/ Committees in Mercer County (NJ):

East Windsor Twp.: c/o president (pres.)*
Ewing Twp.: c/o president*
Hamilton Twp.: c/o pres.*
Borough of Hightstown: c/o pres.*
Hopewell Borough: c/o pres.*
Hopewell Twp.: c/o pres.*
Lawrence Twp.: c/o pres.*
Borough of Pennington: c/o pres.*
Princeton: c/o pres.*
Robbinsville Twp.: c/o pres.*
City of Trenton: c/o pres.*
West Windsor Twp.: c/o pres.*

Members of Councils/ Boards of Supervisors (PA):

Langhorne Borough Council: c/o pres.*
Lower Makefield Twp. Board of Supervisors (BOS): Grenier*, Weiss (chair)*, Lewis*, Blundin*, McCartney*
Middletown Twp. BOS: c/o chair*
Morrisville Borough Council: c/o pres.*
Newtown Borough Council: c/o pres.*
Newtown Twp. BOS: Calabro (chair)*, Oxley, Mack, Davis, Fisher
Upper Makefield Twp. BOS: c/o chair*
Yardley Borough Council: c/o Bria (pres.)*
Falls Twp. BOS: c/o chair*

Sue Simon
Kyle Melander
Rose Wuerstchel
Shannon Sticker
Dan Fagan
Ryan Bevitz
Ruth Foster (Director, NJ DEP, Office of Permit Coordination & Environmental Review)*
Barry Seymour, Executive Director, DVRPC*
DVRPC Board members
John Ward, DVRPC Deputy Executive Director*
Patty Elkins, DVRPC Director of Planning*
Evan Stone, Executive Director, Bucks County Planning Commission*
Lower Makefield Township (LMT) Manager, Kurt Ferguson*
LMT Solicitor, David Truelove*
LMT Trenton-Mercer Airport Review Panel
Bucks Residents for Responsible Airport Management (c/o President, Holly Bussey)
Trenton Threatened Skies
Mercer Quiet Skies
Residents for Regional Traffic Solutions, Inc.
William Penn Foundation*
Water Resources Association of the Delaware River Basin*
Partnership for the Delaware Estuary*
Buxmont Coalition for Safer Water*
Delaware River Keepers
Delaware/Raritan Canal Commission
Pennsylvania Canal Society
Canal Society of New Jersey
NJ Sierra Club
PA Sierra Club
Clean Air Council (Philadelphia, PA)
NJ Audubon Society
Bucks County Audubon Society
Watershed Institute*

INTRODUCTION

I am writing to you as a medical doctor and concerned Mercer County resident, to outline the significant risk to public health that increased and unregulated aviation emissions have on the residents of our state. The convergence of several detrimental factors demand consideration: 1) the identification of Ultrafine Particulate Matter (UFP, diameter <100 nanometers nm) specific to aviation exhaust, 2) significant contribution of UFP to perilous and costly health conditions, 3) increased flight volume, including overflights, in a background of poor ambient air quality, 4) the lack of regulation regarding Greenhouse Gases (GHG) emitted from aviation sources. There are numerous other pollutants and issues related to aviation emissions, but I will focus on these four concerns which have been poorly considered as the Trenton Airport seeks to massively expand operations.

AIRPLANE EMISSIONS

In 2014, a groundbreaking study using mobile air quality monitors demonstrated that particulate matter from airplane emissions spread 10 miles outside of the flight path.¹ This was not just for takeoff and landings, as previously presumed, but for overflights as well. Specifically, pollutants measured 4-5 fold at 6 miles downwind and persisted 2-fold at 10 miles downwind. The authors of the study concluded that air traffic exhaust was the "same general magnitude as the entire urban freeway network"² occurring overhead, raining down on residents. Their findings "indicated that the air quality impact areas of major airports may have been seriously underestimated".³

Until recently, studies regarding Traffic Related Air Pollution (TRAP) and Particulate Matter (PM_{2.5}, diameter <2.5 micrometers (µm), did not specifically address smaller Ultrafine Particles (UFP, diameter <100 nanometers nm) or the specific contribution of aviation-origin emissions.⁴ The highly significant Mov-Up Study, published in December 2019, utilized mobile air sensors to specifically delineate road vehicle exhaust from airplane emissions.⁵ The researchers were able to identify a fingerprint of UFP specifically emitted by planes. The Mov-Up researchers found that the size and velocity with which aviation UFPs are thrust from jet engines, allows for much further spread than heavier ground vehicle emissions, which fall to the surface a relatively short distance from roadways. Additionally, the velocity with which UFPs travel prevents adherence to other particles, allowing the UFPs to reach the earth unchanged in size. The significance of UFP's <100 nm size is demonstrated in UFP's ability to permeate

human tissue barriers far more efficiently than other PM; emerging studies correlate UFP with significant tissue inflammation, injury and risk, as outlined in the health section below.

Related studies have shown that the size and velocity of aviation-emitted UFPs allow for concentration indoors,⁶ and the concentrations in homes of aviation-origin UFP and NO₂ were comparable to or exceeded near-road regulatory monitors.⁷ This same report also demonstrated the inadequacy of stationary air quality monitors to accurately estimate residential exposures. Stationary air quality monitors are currently utilized in New Jersey.

The exact composition of aviation-emitted UFP will be further delineated in the ongoing Mov-Up Part 2: "The Characterization of Urban Nanoparticles".⁸ There is concern that aviation related UFPs contain heavy metals, as demonstrated by a study examining soil contamination surrounding the international airport in Delhi, India.⁹ Of additional concern is the recent report of aviation-originated emission organophosphates in the water, soil and vegetation surrounding airports.¹⁰

PUBLIC HEALTH

As a medical doctor, I am overwhelmed and alarmed by mounting environmental toxicology data implicating serious harm related to airplane emissions. We have known for a long time about the significant harms to human health of poor ambient air quality. Extensive correlations have been demonstrated in diverse illnesses, impacting all segments of the population. Air quality related illnesses include cancer,¹¹ asthma and non-smoking COPD,¹² Heart Attacks,¹³ poor cognition,¹⁴ Sudden Infant Death Syndrome (SIDS),¹⁵ Neonatal ICU admissions and Preterm delivery.¹⁶

Recent data linking TRAP to Pregnancy related complications such as Preeclampsia and Gestational Hypertension, is particularly alarming given the Maternal Mortality crisis occurring nationwide.¹⁷ A well-designed study documented airport delays and taxiing time to an increased incidence of hospitalizations for asthma and heart attacks.¹⁸

Data is now emerging regarding the specific risk of UFPs. UFPs cause unique risk to health because their small size allows passage across tissue barriers, including the difficult to permeate blood-brain barrier. Recent NIH studies have demonstrated UFP exposure related brain tumors,¹⁹ asthma,²⁰ heart attacks, mental health issues, including teen ER visits for anxiety and suicidal ideation,²¹ and various pregnancy complications, specifically preterm birth.²² Babies and

children may be particularly susceptible because they accumulate UFPs at higher relative concentrations than adults.²³

Recent COVID-19 related public health trends, specifically decreased preterm birth²⁴ and increased COVID-19 mortality for residents in areas of poor air quality,²⁵ are two tangible examples of the real-time consequences of air quality. It is imperative that we quantify the emissions pollutant volume and dispersal patterns with regard to public health and environmental injustice.

FLIGHT VOLUME

New Jersey residents' risk from aviation-emission toxicity are compounded because of our poor ambient air quality, our population density and our location. We are the unfortunate recipients of massive pass-through vehicular²⁶ and aviation overflight exhaust. Our location along the northeast corridor makes us specifically susceptible to exhaust generated by residents of other states passing through and flying over en route to out of state destinations. The burden of our impact was increased with the FAA's 2007 tristate metropolitan area airspace redesign²⁷ which sought to streamline routes into condensed sky highways: *"Each layer includes a finite piece of airspace defined by lower and upper altitude limits and defined geographic boundaries"*. The Redesign, by delineating specific, narrowed lanes of travel, allows for increased volume and additional flight routes: *"new departure gates and arrival posts would permit the development of new routes in the airspace structure. Expanding the boundaries of the terminal airspace environment would permit less restrictive separation rules to be used in a larger volume of airspace"*. The net impact of the redesign was not only to increase flight volume to/from New Jersey, but also to dramatically increase overflights.²⁸ The resultant expansion of air traffic over the past decade, prior to the COVID-19 pandemic, has contributed to New Jersey's poor air quality and public health issues.

The NY-NJ-PHL Airspace redesign established the local framework for the FAA's NextGen system, which transitions airspace to satellite-based navigation nationwide.²⁹ The FAA is unapologetic in their goal of drastically increasing flight volume. As James Eck, the Assistant Administrator for NextGen commented: *"overarching objectives for the future remain the same — maximizing airspace capacity with more sophisticated and seamlessly integrated information about the future position of aircraft at a given time"*. NextGen has already been implemented at major US airports, with a phased approach for nationwide integration by 2025. NextGen uses satellite guided positioning to reduce mandatory distances, including vertical distances, between

planes and to expand multiple runway operations. Thus, airport operations can be drastically increased. While this has been skillfully accomplished in the name of "aviation safety" and efficiency, the FAA's description of NextGen as *"a collaborative effort between the FAA and the aviation community"* underscores the fact that the FAA has not considered the safety, health or air quality of citizens on the ground. In fact, the FAA's primer on aviation emissions, impacts and mitigation maintains "Aviation's contribution to a region's air emissions inventory is generally small".³⁰ Because aviation emissions have been both minimally studied and minimally regulated, residents are being crop-dusted with invisible turbine exhaust and dangerous pollutants, the health impacts of which are only now being recognized.

CLIMATE

Aviation's contribution to greenhouse gases is unregulated. Thus, the alarming speed at which aviation negatively impacts climate change has also been unrecognized.³¹ Although the EPA ruled in 2016 that "Greenhouse Gas Emissions From Aircraft Cause or Contribute to Air Pollution That May Reasonably Be Anticipated To Endanger Public Health and Welfare" no regulations were proposed.³² Only recently have Aviation related GHG Emission Standards for Aircraft been proposed.³³

The following assessment in the TTN Airport Runway Protection Zone Environmental Assessment emphasizes the veracity and magnitude of this issue:

1.4.2 Greenhouse Gas Pollutants: Since there are no federal or state standards for aviation-related GHG, there is no significant impact threshold for GHGs.³⁴

The same report includes 5 pages detailing construction vehicle emissions and duration of use during the Runway Protection Zone obstacle clearance, yet there is no analysis of anticipated emissions after completion of RPZ and other related Master Plan projects (new 4x current capacity passenger terminal, new corporate terminal, Flightserv terminal, redesigned taxiways for increased efficiency and flight operations). Projected airport operations used in the analysis are extremely underestimated: total operations calculations for 2035³⁵ had already been surpassed by 2019.³⁶ One would anticipate increased on-ground facility operations, increased passenger car volume, and significantly increased flight operations after the airport has realized its master plan³⁷ expansion and is working at full capacity. The report distracts from the continued impact that TTN will have on the local environment and climate change by extensively reviewing construction equipment during the finite, short-term obstacle clearance of the RPZ. The long-term, ongoing impact of the finished cumulative master plan projects, which

promise and threaten to be utilized at increasing capacities for decades to come, remains *unexamined*.

The disregard for air quality impacts was demonstrated with the onset of the coronavirus pandemic when major commercial airlines flew nearly empty so as to not lose their preferred scheduled slots.³⁸ The FAA promoted this practice, without regard for the impact on the environment and without promoting coordination and efficiency between airlines. Thus, airlines received billions in CARES grant bailout money without any incentives to reduce their environmental impact.

The complex interaction between climate and pollution is a self-perpetuating and escalating relationship. As some in the federal government have taken a pro-industry stance by withdrawing from the Paris Accord and stripping away the basic tenets of the Clean Air Act, it is up to politicians and government agencies at the state level to continue to be responsible. I appreciate the leadership Governor Murphy has taken with his Climate Bill, Executive Order No. 100. While air travel will recover over the next decade, it is imperative that we proceed as deliberately as possible with regard to the balance between the benefits of travel and our commitment to preserving our environment.

Thank you for your consideration,

Debra Baserman, MD
5 Van Kirk Road
Princeton, NJ 08540

Citations:

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³² Final Rule for Finding That Greenhouse Gas Emissions From Aircraft Cause or Contribute to Air Pollution That May Reasonably Be Anticipated To Endanger Public Health and Welfare. (2018, July 06). Retrieved August 14, 2020, from <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-finding-greenhouse-gas-emissions-aircraft>

³³ Environmental Protection Agency, Air and Radiation. (2020, July 22). *EPA Proposes First Greenhouse Gas Emissions Standards for Aircraft* [Press release]. Retrieved August 14, 2020, from <https://www.epa.gov/newsreleases/epa-proposes-first-greenhouse-gas-emissions-standards-aircraft>

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³⁹ United States, Mercer County. (2019). *Trenton-Mercer Airport Terminal Environmental Assessment Public Meeting*. Trenton, NJ. Retrieved August 15, 2020, from https://cb96au82-b970-489a-973b-dd16b4dfd8cc.filesusr.com/ugd/ccc6bc_0083af83dd174fcbad4b4f5d57ab0113.pdf.

⁴⁰ Airport Data and Information Portal. (n.d.). Retrieved August 15, 2020, from <https://adip.faa.gov/asis/public/#/public>

⁴¹ Airport Master Plan. (n.d.). Retrieved August 15, 2020, from <https://www.tnterminal.com/airport-master-plan>

⁴² Sillers, P. (2020, March 12). Ghost flights: Why our skies are full of empty planes. Retrieved August 14, 2020, from <https://www.cnn.com/travel/article/airport-slots-ghost-flights/index.html>

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

P.O. Box 285

Newtown, PA 18940

rrtsbuckspsa5@gmail.com

New Jersey Clean Air Council Public Hearing held on July 30, 2020:

RE: Past, Present, and Future: Air Quality Around Our Ports and Airports

ORAL TESTIMONY SUBMISSION: July 30, 2020 # Pages: 2

I am Susan Herman, President of Residents for Regional Traffic Solutions, Inc. (a.k.a. RRTS), P.O. Box 285, Newtown, PA 18940.*

Our comments are about Trenton-Mercer Airport (a.k.a. TTN). Our organization, along with BRRAM (Bucks Residents for Responsible Airport Management) and Mercer County-based grassroots groups, has been concerned with the expansion of TTN for over 20 plus years. TTN expanded "under the radar" throughout the past 20-plus years, by approving & implementing numerous individual projects, whose whole equaled large-scale expansion. By dividing the expansion into "segments", TTN has avoided having to do the Cumulative & Expansive Environmental Impact Statement (EIS) that would measure its **true negative impacts** on all affected Mercer County (NJ) and Bucks County (PA) municipalities.

Recently, residents are increasingly alarmed about the large number of projects that TTN has sought approvals for, without regard to **cumulative impact** on the environment, surrounding New Jersey & Pennsylvania communities, and public health. There are at least twenty-five (25) in-process individual projects that we can list that have either been approved, are in the process of seeking approval, or are planned in the near future as "unrelated" or "independent" improvements.

*Residents for Regional Traffic Solutions, Inc. (RRTS) is a non-profit organization founded in August, 2001. Its purpose is to engage in public awareness as to traffic issues in the Central Bucks County area. RRTS focuses on issues related to transportation, infrastructure and the impact of transportation-related decisions on regional populations. In the case of Trenton-Mercer Airport, the impacted regional populations are in Mercer County, New Jersey and Bucks County, Pennsylvania.

All of these segmented, individually- considered projects are **outlined and proven to be related & interdependent in the Master Plan of 2018**. The Mercer County Website describes the Master Plan as such: *"the Airport Master Plan is essentially a facility planning study that sets forth a conceptual framework for possible future airport development"*. The **Airport Layout Plan (ALP)**, part of the Master Plan, clearly identifies a proposed terminal expansion, the runway protection zone, and development of Parcel A of the Naval Air Warfare Center where there are known PFOS, VOC's, mercury and other contaminants.

The residents who have been, and will continue to be, hardest hit by the airport's success in skirting around doing a Cumulative & Expansive EIS [of all affected New Jersey and Pennsylvania municipalities], are those residing in Ewing Township and the City of Trenton. In Dr. Nicky Sheats' earlier presentation, he described the vulnerability of communities such as these and our obligation to study cumulative impacts and practice Environmental Justice & Social Justice.

It is unconscionable that New Jersey politicians - from the local up through the Federal level - ignored RRTS's September 30, 2019 letter which stated that residents are worried that the continued reckless, unchecked expansion of TTN will cause irreparable harm to our health, safety and welfare. The harm will include, but not be limited to, potential PFOS contamination of our water supply.*

Today, presenters have talked about the health impacts of air pollution around our ports and airports. Researchers are equating unregulated airplane exhaust to an urban freeway network & are warning that the air quality impacts have been seriously underestimated. PFOS contamination of drinking water is linked to harming children's neurological development, kidney cancer, and testicular cancer. The health impacts of the coronavirus - combined with those caused by air pollution and contaminated drinking water - will be devastating.

We implore the New Jersey Clean Air Council to vigorously oppose the expansion plans of the Trenton-Mercer Airport (including all individually-considered projects) that will potentially increase air and water pollution in New Jersey and Pennsylvania.

* RRTS's September 30, 2019 letter will be included in our written testimony, along with a written version of this oral testimony. The subject of our September 30, 2019 letter is **RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN): New Jersey & Pennsylvania residents living in municipalities surrounding TTN, worry that it will cause irreparable harm to their health, safety & welfare. The harm is likely to include, but not be limited to, irreparable damage to the water supply.**

ORAL TESTIMONY
NJ Clean Air Council 7/30/20 Hearing: page 2 of 2



Township of Lower Makefield

BOARD OF SUPERVISORS
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August 10, 2020

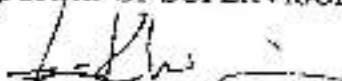
PA Department of Environmental Protection

RE: Public comment for the 2020 Pennsylvania Integrated Water Quality
Monitoring and Assessment Report

The Lower Makefield Township Board of Supervisors would like to bring to the attention of the PA DEP our community's water pollution concerns for the Delaware River regarding \$177M of planned development projects at the Trenton-Mercer Airport in New Jersey. The projects are aimed at significantly expanding air traffic capacity at the airport and they have not been given an adequate environmental review regarding ground water run-off, additional contaminants introduced through airport operations and air pollution, and the impact of construction projects on known locations of PFOA/PFOA contaminants. The details are presented in this letter dated November 12, 2019 from Congressman Brian Fitzpatrick to the Secretary of US Department of Transportation, Elaine L. Chao. One of the key problems is that the FAA and airport authorities assert that all of these projects are disconnected and they do not recognize the cumulative impact that these projects will have on the local community in terms of noise, quality of life and air and water pollution. We request that you ascertain what impact the TTN Airport Master plan projects will have on the safety and quality of drinking water for PA residents. We also ask that the PA DEP engage with the NJ DEP regarding their assessments and that you request NJ DEP prepare a full environmental impact statement for the collection of planned projects.

Very truly yours,

LOWER MAKEFIELD TOWNSHIP
BOARD OF SUPERVISORS


Fredric K. Weiss, Chair

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Congress of the United States
House of Representatives
Washington, DC 20515

November 12, 2019

Elaine L. Chao
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Chao,

I am writing today in response to the letter I received from the Federal Aviation Administration dated August 6, 2019 regarding Trenton-Mercer Airport (TTN). In the letter, Acting Administrator Daniel K. Elwell indicated that the FAA has reviewed the projects at TTN and believes that the airport has not engaged in segmentation and has properly evaluated cumulative impacts. As stated in my letter addressed to the U.S. Department of Transportation dated May 9, 2019, I continue to be concerned that TTN has chosen to segment these projects to reduce the level of environmental study required. Additionally, I am greatly concerned that the TTN has overlooked potential existing ground water contamination while conducting their Environmental Assessment (EA). Therefore, I am requesting that the FAA review the mechanisms used by TTN to complete their Environmental Assessment to ensure that all environmental impacts, including threats to the safety of ground and drinking water, be evaluated.

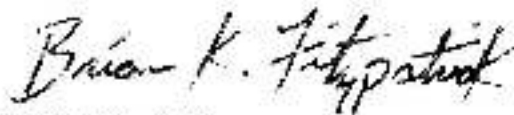
The FAA, following the NEPA process, issued a FONSI/ROD for the TTN Runway Protection Zone and Obstruction Mitigation project after evaluating the Environmental Assessment. The TTN EA indicates that the proposed project will result in the clearing of 2.3 acres of trees within 100 feet of contaminated groundwater associated with the Naval Air Warfare Center (C&S Companies Environmental Assessment for Runway Protection Zones and Obstruction Mitigation page 3-24, July 2019). Although several contaminants are listed in the EA, there is no mention of the presence of PFOS/PFOA. However, according to a 2018 Congressional Brief by Maureen Sullivan, Deputy Assistant Secretary of Defense, the DoD monitored groundwater wells around the Naval Air Warfare Center Trenton and found that the majority tested near above the EPA LHA for PFOS/PFOA. Of the 38 wells tested, 23 tested above the EPA LHA with readings in the range of 178 – 27,800 PPT. (FY18 HASC on PFOS-PFOA, page 36) Considering the proximity of the wells to TTN, and how quickly PFOS/PFOA contaminations bioaccumulate, it is likely that the contaminants have spread to neighboring wells and ground water. Given the health risks associated with PFOS/PFOA exposure, it is critical that the environmental assessment for any project at TTN take these risks into account.

2/3

It is my understanding that the spirit of the NEPA process is to ensure that project impacts are reviewed in their totality to ensure that proper environmental protections are maintained. I share the concern of my constituents that the TTN master plan and RPZ project impact studies are not in keeping with the spirit of NEPA. I urge the TTN management, their consultants and the FAA to consider cumulative impacts of not only connected actions at the airport property, but also those off-airport factors that may impact the surrounding communities.

I appreciate your attention to this matter and look forward to hearing from you.

Sincerely,

A handwritten signature in black ink that reads "Brian K. Fitzpatrick". The signature is written in a cursive, slightly slanted style.

Brian Fitzpatrick
Member of Congress

3/3

BRRAM

Bucks residents for responsible airport management

25 S. Main St # 208

Torresdale, PA 19067

11 August 2020

TO: Pennsylvania Department of Environmental Protection (PA DEP)

RE: 2020 Water Quality Monitoring and Assessment Report-PUBLIC COMMENT

In response to the Water Quality Monitoring and Assessment Report, the Bucks Residents for Responsible Airport Management (BRRAM)** would like to comment on this assessment.

The public has been made aware of dangerous chemicals contaminating the water supply around the Willow Grove Naval Air base. PFAS, are now making headlines in Bucks as studies are being done to determine the impact on our health. PFAS in your blood stays forever and even minute amounts impact health, including increased cancer risk, infertility, and issues surrounding growth and learning in children. In a recent Philadelphia Inquirer article ([click here](#)), this issue is explained.

The PA DEP should be aware that PFAS has been found in the soil at Trenton Mercer Airport (TTN) in Ewing, New Jersey—less than 4 miles from the Delaware River. This Airport is adjacent to surrounding wetlands and then the Delaware River – a major water supply intake.

BRRAM has begun circulating a petition. Within the 7 days, we've received over 250 signatures expressing concern about the impact TTN will have on our water quality. The signatures accumulate daily:

Whereas,

the Pennsylvania Department of Environmental Protection 2020 Water Quality Monitoring and Assessment Report highlights the importance of clean water to Pennsylvania citizens along with its extensive restoration efforts and seeks public comment by Aug 11, 2020,

the former Naval Air Warfare Center site in West Trenton, NJ is known to have groundwater polluted with PFAS (poly and perfluoroalkyl substances) and other toxic chemicals,

the expansion plans of the Trenton Mercer airport (TTN) will increase the water runoff through the former Naval Air Warfare Center site and into the Delaware River, which is the drinking water supply for thousands of Bucks County (PA) and Mercer County (NJ) residents,

proactively avoiding dangerous water pollution is in the best interests of the health, environment and community of Bucks County (PA) and Mercer County (NJ) citizens;

And Whereas,

1/2

The Trenton Mercer Airport continues to move forward with plans to expand the airport substantially with no regard for the water, air, wildlife, other environment impacts or its citizens in the surrounding region;

the undersigned concerned citizens hereby request and petition that

the Pennsylvania Department of Environmental Protection should vigorously oppose the expansion plans of the Trenton Mercer Airport (TTN) that will potentially increase water pollution in the state

the Delaware Valley Regional Planning Commission (DVRPC) should re-examine its plans and re-prioritize the importance of clean water to the region as a one of the primary goals

the Trenton Mercer Airport should conduct a full and comprehensive Environmental Impact Statement (EIS) to assess the cumulative effect of its expansion over the last twenty years and its future expansion plans, particularly considering the impact of PFAS pollutants on the Delaware River drinking water supply

the Mercer County (NJ) Board of Freeholders should immediately halt ALL expansion plans for the Trenton-Mercer Airport until a cumulative Environmental Impact Statement is completed that truly measures the negative impacts to all affected Pennsylvania and New Jersey municipalities, with a full public review

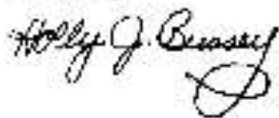
elected officials at every level of local and state government in Pennsylvania should vigorously use all means at their disposal demand that Mercer County (NJ) officials halt the airport expansion.

We urge the PA DEP to oppose the current proposed unchecked expansion plans of the Trenton Mercer Airport (TTN), outlined in the Master Plan 2018 without proper studies.(EIS)

These expansion plans will result in toxic air & water pollution that will cause irreparable harm to affected residents Bucks County, PA.

I thank you for your kind attention.

Sincerely,



Holly J Bussey, President

*****Bucks Residents for Responsible Airport Management (BRRAM) is a non-profit volunteer organization comprised of over 1,000 concerned citizens. BRRAM works with other organizations in both Pennsylvania and New Jersey, as an advocate for our residents, to help demand accountability from TTN and that TTN be a "good neighbor" respecting the environmental health, safety and well-being of all its neighbors.***



R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbuckspsa5@gmail.com

**Pennsylvania Department of Environmental Protection (PA DEP):
2020 Water Quality Monitoring and Assessment Report**

WRITTEN COMMENT SUBMISSION (via email)

Aug. 10, 2020 # Pages: 11-page cover letter

Attachments: 6

BEFORE IT IS TOO LATE: OUR "ASKS" OF THE PA DEP

1.) We implore the PA DEP to vigorously & formally oppose all current and proposed expansion plans of Trenton-Mercer Airport (TTN), including the **Master Plan of 2018** that calls for:

- ...building a Passenger Terminal that is five (5) times the size of the current terminal
- ...the **Runway Protection Zone & Obstruction Mitigation Project**
- twenty-five (25) individually-considered, segmented-out projects

These expansion plans will result in toxic air & water pollution that will cause irreparable harm to affected residents in Mercer County, NJ and Bucks County, PA.

TTN continues to recklessly move forward with plans to expand the airport substantially, with no regard for the water, air, wildlife, other environment impacts on its citizens in the surrounding region. The former Naval Air Warfare Center in West Trenton, NJ (NAWC) is known to have groundwater polluted with PFAS* and other toxic chemicals. TTN's expansion plans will increase the water run-off through the former NAWC site and into the Delaware River, which is the drinking water supply for thousands of Mercer Co. (NJ) and Bucks County (PA) citizens. **PFAS contamination of drinking water is linked to harming children's neurological development, kidney cancer and testicular cancer.**

* PFAS- per-and polyfluoroalkyl substances – are a class of man-made chemical compounds used in producing products such as non-stick cookware coatings, fire retardant furniture, and foam used in firefighting. PFOA, once used to make Teflon, and PFOS, once used in Scotchgard, are among the most widely known, yet there are hundreds more still being used in manufacturing.

2.) We also implore the PA DEP to develop an actionable response to meaningfully address the toxic air & water pollution that **ALREADY EXISTS TODAY**. TTN has *already* experienced large-scale expansion over the past 20 years, while skirting around having to do a Cumulative & Expansive Environmental Impact Statement (EIS) to measure the **cumulative impacts** on affected Mercer and Bucks County municipalities. The airport avoided having to do the EIS by breaking expansion into smaller projects, so that they were only subjected to narrow, isolated Environmental Assessments (EAs). This is segmentation, this is disingenuous, and this *already* threatens the health, safety & welfare of affected NJ and PA citizens.

SUMMARY

Residents in Mercer County (NJ) & Bucks County (PA) ask you to vigorously & formally oppose TTN's current & proposed expansion plans because...

1.) ...the airport's continued reckless, unchecked expansion will harm them & their families, as explained in the VIDEO at below link:

<https://www.youtube.com/watch?v=ZHU7m1Rzvyw&feature=youtu.be>

2.)...Health

- Airport plans will change storm drainage; there is known PFAS & other toxic chemical contamination of groundwater on airport property & the NAWC site, which could make TTN the next Flint, Michigan. PFAS contamination of drinking water is linked with harming children's neurological development, kidney cancer and testicular cancer. (See attached Philadelphia Inquirer article titled PFAS testing planned for 2 counties: Adults and children from Bucks and Montco are being sought for a national study on the chemicals.)
- U.S. Senators Bob Menendez (NJ) & Bob Casey (PA) are amongst 19 senators who want the U.S. government to find out if exposure to PFAS chemicals can make people more vulnerable to coronavirus.
- The particles in airplane exhaust are directly tied to heart disease and asthma. The dangerous, invisible, microscopic exhaust particles travel up to ten (10) miles outside the flight path. Even if residents cannot see the planes, they are at risk.
- Eat Locally? Thousands of residents depend on fresh fruits, vegetables & meats grown in Lawrence & Hopewell Townships. Heavy metals & organic compounds in airplane exhaust put our food at risk of contamination.
- There is a wealth of data about the negative impact of noise on learning, which is compounded by both vibration and by exhaust, as well as noise on hearing loss, particularly in children.

Environment

- Researchers are equating unregulated airplane exhaust to an urban freeway network & are warning that the air quality impacts have been seriously underestimated.
- Toxic emissions from planes flying below 900 feet endanger joggers, cyclists, and wildlife at Mercer Meadows Park & the Pole Farm Bird Sanctuary.
- Mercer & Bucks County residents are already subject to a record number of overflights & vehicular through-traffic; local airport expansion will further degrade our poor air quality. [Mercer County (NJ) is rated "F" in Air Quality by the American Lung Association.]
- The long term effects of ongoing, increased emissions in close proximity to residential areas and watershed tributaries cannot be ignored.

Financial

- Home values are estimated to decrease up to 30% near an airport.
- Mercer County has invested ?\$\$\$ in the airport over the last 20 years. What financial benefit has accrued and/or is flowing to the county and its citizens?

Irresponsible Government

- Past & current expansion has been divided into smaller projects to avoid doing a Comprehensive & Expansive Environmental Impact Statement (EIS) that measures the ***cumulative impacts*** on ***ALL*** affected NJ and PA municipalities.
- The residents who have been, and will continue to be, hardest hit by the airport's success in skirting around doing the EIS, are those residing in Ewing Township (NJ) and the City of Trenton (NJ). Environmental Justice & Social Justice are not being practiced.
- There has been (a) a history of blatant disregard for authentically including the public in the decision-making process for airport projects, (b) an unconscionable lack of transparency and (c) an **intentional neglect** on the part of New Jersey politicians & the airport to do whatever it takes to protect the health, safety & welfare of affected NJ and PA citizens.
- Annual flight volume through early 2019 has already exceeded the 2035 flight estimates presented to the community by 17,738 take-off/landings, 16 YEARS EARLY & PRIOR TO TERMINAL EXPANSION
- Mercer County Freeholders just authorized a \$54,000 contract to market the airport in the middle of a pandemic, when the future demand for air travel is completely uncertain and many airlines may go out of business
- During the unprecedented pandemic with unemployment and decreased tax revenues, why are much-needed county \$ being spent on the airport?

BACKGROUND

1.) RRTS, along with BRRAM (Bucks Residents for Responsible Airport Management) and Mercer County - based grassroots groups, has been concerned with the expansion of TTN for over 20 years. TTN expanded “under the radar” throughout the past 20 years, by approving and implementing numerous individual projects, whose whole equaled large-scale expansion. By dividing the expansion into segments, TTN has avoided having to do the Cumulative & Expansive Environmental Impact Statement (EIS) that would measure its **cumulative impacts** on ALL affected Mercer County, NJ & Bucks County, PA municipalities.

2.) Recently, residents are alarmed by the large number of projects that TTN has sought approvals for, without regard to **cumulative impact** on the environment, surrounding NJ & PA communities, and public health. There are at least twenty-five (25) in-process individual projects that we can list that have either been approved, are in the process of seeking approval, or are planned in the near future as “unrelated” or “independent” improvements.

All of these segmented, individually- considered projects are *outlined and proven to be related & interdependent in the Master Plan of 2018*. The Mercer County Website describes the Master Plan as such: “the Airport Master Plan is essentially a facility planning study that sets forth a conceptual framework for possible future airport development”. The **Airport Layout Plan (ALP)**, part of the Master Plan, clearly identifies a proposed terminal expansion, the **Runway Protection Zone & Obstruction Mitigation Project (RPZ Project)**, and development of Parcel A of the Naval Air Warfare Center (NAWC) where there are known PFOS, VOCs, mercury and other contaminants.

The danger of considering these projects separately was demonstrated at the Mercer County Freeholder Board Webex meeting on 4/23/20 when the development of Parcel A of the NAWC was discussed. Airport attorney, Mr. Markind, referred to the remediation barrier on Parcel A as being “in total disrepair” several times. There are known PFOS, VOCs, mercury and other contaminants on Parcel A and the adjacent Parcel B. Both groundwater and surface water contamination have been reported. While Parcel B continues to be managed by the Navy, it appears that Parcel A is going to be cleaned up privately as part of the Flightserv lease agreement. It was not clear, and the Freeholders did not seem to know, who was overseeing & responsible for the project.

Residents are concerned that the **Parcel A FONSI** indicates that there is “no impact, due to no changes in storm water run-off”, ignoring the fact that the adjacent, massive **RPZ Project** changes are anticipated to affect storm run off by nearly 1.5 million (1, 500,000) gallons/year, as estimated by the Watershed Institute during the public comments portion of the **Environmental Assessment for the RPZ Project** (pg. P-200-702). This estimate relates only to **RPZ Project –associated** changes to landscape, and did not account for climate-change related increases in precipitation or the additional massive airport build-out, as described above.

It makes sense that the Parcel A remediation barrier should be repaired. It also makes sense that its ability to withstand both **RPZ Project – caused** and climate-related increases in storm drainage, be addressed well in advance of any **RPZ Project** structure removal. This is but one example of why these projects **MUST** be considered together.

3.) The attached 11/12/19 letter from PA Congressman Brian Fitzpatrick to the U.S. Department of Transportation **RE: the RPZ Project** states,

"...I continue to be concerned that TTN has chosen to segment these projects to reduce the level of environmental study required. Additionally, I am greatly concerned that TTN has overlooked potential existing groundwater contamination while conducting their Environmental Assessment (EA). Therefore, I am requesting that the FAA review the mechanisms used by TTN to complete their Environmental Assessment to ensure that all environmental impacts, including threats to the safety of ground and drinking water be evaluated.....Although several contaminants are listed in the EA, there is no mention of the presence of PFOS/PFOA. However, according to a 2018 Congressional Brief by Maureen Sullivan, Deputy Assistant Secretary of Defense, the DoD monitored groundwater wells around the Naval Air Warfare Center Trenton and found that the majority tested near above the EPA LHA for PFOS/ PFOA...Given the health risks associated with PFOS/PFOA exposure, it is critical that the environmental assessment for any project at TTN take these risks into account..."

RRTS has provided the Mercer County Freeholders with this letter several times during Public Comment at their meetings. Despite Congressman Fitzpatrick's repeated communications regarding his concern that segmentation has occurred (and that there has not been appropriate environmental scrutiny of TTN's cumulative impacts), it is the Federal Aviation Administration (FAA) who **routinely** responds that segmentation has not occurred. The problem is that the FAA is like the fox guarding the hen house. The agency has demonstrated that it is driven by a self-interested agenda that **DOES NOT** include protecting the safety & welfare of citizens. (See attached 2/21/20 Buchalter article titled Quiet Skies Congressional Caucus Gets Brush Off from FAA.)

4.) The Mercer County Freeholders maintain that the **RPZ Project** is motivated purely by safety concerns and will not change airport operations. This is bogus and disingenuous. Aviation Professionals have advised that IT **DOES NOTHING** to change the safety margin. **WHAT IT DOES** is enable more operations and better fleet mixes.

In Mercer County's own EA, in Chapter 4, it states,

"The existing runway length needs to be maintained or it will result in a loss of operations and/or operational restrictions for the Airbus 320/320neo and the Gulf stream IV/V during wet and slippery runway conditions."

We experience wet and slippery conditions right now – should those planes be operating from this airport now? If the Mercer Co. Freeholders truly thought that this project was purely for safety concerns (which they learned about in March 2015), they would be curtailing those operations right now. It is blatantly obvious that a key purpose for this project is to effectively lengthen the runway so that TTN can have the big jets safely fly in all conditions, move lower flying & heavily laden planes, and significantly increase airport operations.

5.) More than eighteen (18) months ago, TTN promised that there would be a Public Meeting held in Bucks County, PA for New Jersey & Pennsylvania residents to review the EA and the status of the multiple current & planned projects associated with the **Master Plan of 2018**. Recently, BRRAM formally gave public comment at a Mercer County Freeholder meeting to request that the meeting be held. BRRAM also sent a formal letter to Freeholder Chairman, Andrew Koontz, requesting same. Below is the 8/3/20 email response that BRRAM received from Chairman Koontz & Mercer Co. Administrator Lillian Nazzaro:

"We forwarded your communication to the County Administrator. Please see their response below.

LAURENTI, Mario

Confidential Aide to Freeholder Andrew Koontz

From: Nazzaro L. Lillian, Esq. <l.nazzaro@mercercounty.org>

Sent: Monday, August 3, 2020 9:28 AM

To: Koontz, Andrew <akoontz@mercercounty.org>

Subject: RE: Mercer Freeholders Public Comment July 16 follow up - Request for Virtual Meeting on Trenton Mercer Airport

Chairman,

As previously discussed in Freeholder meetings, a public meeting will take place in Pennsylvania as soon as the EA is approved by the FAA. The County has every intention of going forward with the public meeting and residents of Pennsylvania will be advised accordingly. Finally, the meeting will most likely be a Tele Town hall meeting.

Thank you,

Lillian L. Nazzaro, Esq.

Mercer County Administrator"

This is unacceptable. It ignores the concerns of PA citizens and is not acting in good faith.

6.) At the 10/24/19 meeting of the Delaware Valley Regional Planning Commission (DVRPC) Board, RRTS gave public comment expressing the serious concerns that affected New Jersey & Pennsylvania residents have with the continued, unchecked expansion of TTN. The 11/17/19 GUEST OPINION that appeared in the local paper, THE ADVANCE OF BUCKS COUNTY, summarized our public comment. (See Guest Opinion titled An open letter to the DVRPC on Trenton-Mercer Airport in the attachment labeled **DVRPC-related communications**.)

In the 11/4/19 letter from Barry Seymour, DVRPC Executive Director, to Jennifer Solomon of the FAA (See 11/4/19 letter in attachment labeled **DVRPC-related communications**), it states,

"...As TTN continues to advance their improvement plans for the facility, residents of both Mercer County, NJ and neighboring Bucks County, PA have expressed concerns about potential environmental and social impacts created by any changes in facility operations. We strongly support the continued examination and consideration of these impacts and potential mitigation strategies, in accordance with the FAA guidelines..."

The DVRPC is disingenuous in its expression of concern for the health, safety & welfare of NJ and PA residents. **The following disturbing quotes are from the DVRPC's July 2014 publication titled 2040 Regional Airport System Plan (RASP), that calls for expanding TTN far beyond an appropriate-sized local airport:**

On page 32, there's a section titled "Trenton-Mercer (TTN), New Jersey" and the first sentence of the second paragraph states, *"The airport is marketing itself as an alternative to PHL [Philadelphia International Airport] and EWR [Newark's Liberty International Airport], offering less hassle"*.

Page 1 is the "Executive Summary" which states this half way down the page, *"Therefore, the objectives for the 2040 RASP took these factors into account, and the following priorities were agreed upon by the RASP subcommittee: 1. Expand commercial air service capacity within the region...3. Sustain and improve infrastructure to attract more users...This report is being prepared with the support of the Federal Aviation Administration (FAA) ..."*

Page 3 states this in the first paragraph, *"'Aviation' to most people in the region will likely be associated with Philadelphia International Airport (PHL), the 11th busiest airport in the world (in terms of aircraft operations), but the Delaware Valley is also served by two other commercial service airports, Trenton-Mercer (TTN) and Wilmington (ILG)..."*

Page 4 is "Figure 1: Regional Airport System Map". TTN has the same icon as Philadelphia International Airport (PHL) and Wilmington (ILG).

Halfway down page 5 it states, "One specific economic aid for the region comes with the availability of U.S. Customs and Border Protection facilities at the region's airports. All three commercial service airports – PHL, TTN, and ILG- have these facilities."

On page 7, it states this in the third paragraph, "Commercial service airports serve scheduled service airlines, corporate aviation, and in the case of ILG and TTN, some military operations."

The DVRPC's plan to expand TTN into a "booming airport" (as referenced on page 43 of DVRPC's 2014 publication titled [resilience]), is inconsistent with its stated vision on its website Home Page on 2/19/20 which stated,

"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."

(See attachment labeled DVRPC-related communications: DVRPC's Vision on 2/19/20 website Home Page)

The DVRPC should re-examine its plans to make TTN a "booming airport" and re-prioritize the importance of clean water to the region as one of the primary goals.

7.)It is unconscionable that New Jersey politicians, from the local level up through the Federal level, ignored the attached 9/30/19 letter from RRTS titled:

**RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN):
New Jersey & Pennsylvania residents living in municipalities surrounding TTN,
worry that it will cause irreparable harm to their health, safety & welfare. The
harm is likely to include, but not be limited to, irreparable damage to the
water supply.**

Our 9/30/19 letter is a formal, integral part of this written comment that we are submitting. We respectfully request that Secretary McDonnell read it in its entirety. If it is a problem that it is in pdf format, note that Secretary McDonnell received a hard copy of it via FedEx (signature required).

Thank you for the opportunity to comment.

Very truly yours,



Susan Herman, President

Residents for Regional Traffic Solutions, Inc.*

**Residents for Regional Traffic Solutions, Inc. (RTTS) is a non-profit organization founded in August, 2001. Its purpose is to engage in public awareness as to traffic issues in the Central Bucks County area. RTTS focuses on issues related to transportation, infrastructure and the impact of transportation-related decisions on regional populations. In the case of Trenton Mercer Airport, the impacted regional populations are in Mercer County, NJ & Bucks County, PA.*

Attachments:

- RTTS Written Comment letter: PA DEP 2020 Water Quality Report
- 7/13/20 Philadelphia Inquirer article: PFAS testing planned for 2 counties
- 11/12/19 letter from PA Congressman Fitzpatrick to U.S. DOT
- 2/21/20 Buchalter article: Quiet Skies Congressional Caucus Gets Brush Off from FAA
- DVRPC-related communications: 11/17/19 Guest Opinion in THE ADVANCE, 11/4/19 letter from DVRPC to FAA, DVRPC's Vision on 2/19/20 website Home Page
- 9/30/19 letter from Residents for Regional Traffic Solutions, Inc. (RTTS)
RE: IMMINENT PROPOSED EXPANSION OF TRENTON-MERCER AIRPORT (TTN);
New Jersey & Pennsylvania residents living in municipalities surrounding TTN,
worry that it will cause irreparable harm to their health, safety & welfare. The
harm is likely to include, but not be limited to, irreparable damage to the water
supply.
- VIDEO titled Trenton Airport Expansion: Your Neighbors' Concerns (youtube link provided)

CC:*All individuals/groups will receive this via email. Those asterisked will also receive it via Certified Mail, Return Receipt.*

FEDERAL LEVEL:

U.S. Senator Bob Casey (PA)*
U.S. Senator Pat Toomey (PA)*
Congressman Brian Fitzpatrick (PA)*
U.S. Senator Bob Menendez (NJ)*
U.S. Senator Cory Booker (NJ)*
Congresswoman Bonnie Watson-Coleman (12th Cong. District-NJ)*
Congressman Tom Marino (7th Cong. District-NJ)*
Congressman Chris Smith (4th Cong. District-NJ)*

Congressional Quiet Skies Caucus

STATE LEVEL:

Governor Tom Wolf (PA)*
Secretary Patrick McDonnell, PA DEP*
Secretary Leslie Richards, PA DOT*
PA Attorney General Josh Shapiro*
Senator Steve Santarsiero (PA)*
State Representative Perry Warren (PA)*
Governor Phil Murphy (NJ)*
Commissioner Catherine McCabe, NJ DEP*
Commissioner Diane Gutierrez-Seacetti, NJ DOT*
Senator Shirley Turner (D15-NJ)*
Senator Linda Greenstein (D14-NJ)*
Senator Christopher Budenmeyer (D16-NJ)*

COUNTY LEVEL:

Mercer County Executive Brian Hughes*
Mercer Co. Freeholders (NJ): Cimino*, Koontz (chair)*, Cannon*, Walter*, Frisby*, Colavita*, Melker*
Bucks County Commissioners (PA): Ellis-Marseglia (chair)*, Harvie*, DiGrolamo*

MUNICIPAL LEVEL:

Members of Councils/ Committees in Mercer County (NJ):

East Windsor Twp.: c/o president (pres.)*
Fwing Twp.: c/o president*
Hamilton Twp.: c/o pres.*
Borough of Hightstown: c/o pres.*
Hopewell Borough: c/o pres.*
Hopewell Twp.: c/o pres.*
Lawrence Twp.: c/o pres.*
Borough of Pennington: c/o pres.*
Princeton: c/o pres.*
Robbinsville Twp.: c/o pres.*
City of Trenton: c/o pres.*
West Windsor Twp.: c/o pres.*

Members of Councils/ Boards of Supervisors (PA):

Langhorne Borough Council: c/o pres.*
Lower Makefield Twp. Board of Supervisors (BOS): Grenier*, Weiss (chair)*, Lewis*, Blumli*, McCartney*
Middletown Twp. BOS: c/o chair*
Morrisville Borough Council: c/o pres.*
Newtown Borough Council: c/o pres.*
Newtown Twp. BOS: Calabro (chair)*, Oxley, Mack, Davis, Fisher
Upper Makefield Twp. BOS: c/o chair*
Yardley Borough Council: c/o Bria (pres.)*
Fullis Twp. BOS: c/o chair*

Barry Seymour, Executive Director, DVRPC*
DVRPC Board members
Evan Stone, Executive Director, Bucks County Planning Commission*
Lower Makefield Township (LMT) Manager, Kurt Ferguson*
LMT Solicitor, David Truelove*
LMT Trenton-Mercer Airport Review Panel

Bucks Residents for Responsible Airport Management (c/o President, Holly Bussey)
Trenton Threatened Skies
Mercer Quiet Skies
Residents for Regional Traffic Solutions, Inc.
Delaware River Keepers
Delaware/Kariton Canal Commission
Pennsylvania Canal Society
Canal Society of New Jersey
NJ Sierra Club
PA Sierra Club
NJ Clean Air Council
Clean Air Council (Philadelphia, PA)
NJ Audubon Society
Bucks County Audubon Society

Sue Simon

Kyle Melander

Rose Wuensche

Shannon Sticker

Dan Fagan

Ryan Bevitz

*Ruth Foster** (Dir, NJ DEP Office of Permit Coordination/Environmental Review)

*John Ward**

*Patti Elkins**

*William Penn Foundation**

*Water Resources Assoc. of the Delaware River Basin**

*Partnership for the Delaware Estuary**

*Buxmont Coalition for Safer Water**

*Watershed Institute**



Exhibit III
(page 1 of 5)

Township of Lower Makefield

BOARD OF SUPERVISORS

John E. Lewis, Chairman
Fredric K. Weiss, Vice Chairman
Kristin Tyler, Secretary
Daniel R. Ganser, Treasurer
Suzanne S. Blund, Supervisor

November 9, 2018

TIN Terminal EA
c/o Urban Engineers, Inc.
530 Walnut St., 7th Floor
Philadelphia, PA 19106

Attn: Environmental Assessment

To Whom It May Concern:

The Lower Makefield Township (Township) Board of Supervisors (Board) is providing this letter as formal comments to the Federal Aviation Administration (FAA) and Mercer County with respect to the National Environmental Policy Act (NEPA) and its application to the ongoing Trenton-Mercer Airport Expansion Project (Project).

The proposed Project has the potential to negatively impact the residents, businesses, and community that comprise the Township as the flight path associated with the airport is directly above the Township. Any project that has the potential to negatively impact the Township is of great concern to the Board. It is our responsibility as the Board to advocate for the health, safety, and welfare of our citizens. As such, the Board has major concerns with the process followed for the Project and the potential impacts to our community.

These concerns were addressed in a meeting at Congressman Brian Fitzpatrick's office (PA-08) on June 18, 2018. Meeting attendees included representatives from the following groups:

- FAA,
- Congressman Fitzpatrick's office,
- Lower Makefield Township,
- Upper Makefield Township,
- Yardley Borough,
- Bucks Residents for Responsible Airport Management (BRRAM), and
- Residents for Regional Traffic Solutions, Inc. (RRTS).

Unfortunately, no representatives from the Project attended the meeting. The following Project proponents were invited to the meeting but did not attend:

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Handwritten signature/initials

1400 Edgewood Road
Parsippany, NJ 07054

5/1/78
KURT A. FERGUSON
Township Manager

(267) 274-1100
Fax: (215) 483-0060
Website: www.lmt.org

- Trenton-Mercer Airport Manager Melinda Montgomery,
- Assistant Trenton-Mercer Airport Manager Dale Carman, and
- Mercer County Executive Brian Hughes.

Trenton-Mercer Airport Deputy Administrator Aaron Watson was also invited to attend but did not respond to the meeting invitation.

Please also note that the Township is aware of letters sent by local citizen stakeholders via certified mail to the Trenton-Mercer Airport management team that have been returned to sender without any acknowledgment of the contents of said letters. This is especially disconcerting as it shows a lack of willingness to discuss Project impacts with those stakeholders most affected by the Project and other activities at the Trenton-Mercer Airport.

The Board feels that an Environmental Assessment (EA) may not fulfill NEPA requirements for the proposed action. FAA's Order Withdrawing a FONSI/ROD dated February 23, 2006 includes the following footnote #3:

The analyses of Build Alternative 2 revealed that that alternative would likely cause sufficient noise impacts that would require the preparation of an Environmental Impact Statement (EIS).

The aforementioned footnote, along with specific language in FAA Orders 1050.1F and 5050.4B, calls into question whether or not an EA is the applicable level of review required for the proposed action. The approach that the Project is taking calls into question whether or not limiting the Project to an EA is the result of segmenting the Project from other connected actions previously completed at the airport and those actions planned for the future.

Per FAA Order 1050.1F, connected actions are discussed as follows:

Connected actions are closely related actions that: (a) automatically trigger other actions; (b) cannot or will not proceed unless other actions are taken previously or simultaneously; or (c) are interdependent parts of a larger action and depend on the larger action for their justification (see 40 CFR § 1508.25(a)(1), CEQ Regulations). Connected actions and other proposed actions or parts of proposed actions that are related to each other closely enough to be, in effect, a single course of action must be evaluated in the same EA or EIS (see 40 CFR §§ 1502.4(a) and 1508.25(a)(1), CEQ Regulations).

Importantly, the concept of segmentation when applied to connected actions, is also discussed in the same FAA Order:

A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations).

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It is the concern of the Board that the Project represents an action that has been segmented from other connected actions in violation of 40 CFR § 1508.27(b)(7). CEQ Regulations.

Due to the potential segmentation of the connected actions associated with the Project, the Project NEPA process must also consider those cumulative impacts associated with cumulative actions connected to the Project. Per 40 CFR § 1508.25(a)(2). CEQ Regulations. "[c]umulative actions should be discussed in the same EIS."

Even if the FAA somehow reaches the determination that all of the projects planned at the Trenton-Mercer Airport are not connected actions, the projects should at least be considered similar actions as defined in FAA Order 1050. If, as such, the cumulative impacts of all actions should be considered in a single NEPA document:

Similar actions, such as those with common timing or geography, should be considered in the same environmental document when the best way to assess their combined impacts or reasonable alternatives to such actions is in a single document (see 40 CFR §§ 1502.4(b) through (c) and 1508.25(a)(3), CEQ Regulations).

Past, present, and future airport actions, whether they are connected or similar actions as defined in the Order, all also have cumulative impacts on the same affected environment. Per FAA Order 1050. If, the "Affected Environment section should include critical background information of past, present, and reasonably foreseeable future actions."

Furthermore, it is the responsibility of Project representatives and the FAA to consider cumulative impacts of not only connected actions at the airport property but also those off-airport projects that may impact the surrounding communities when combined with on-airport projects as discussed in the two aforementioned FAA orders:

...impacts associated when analysts cumulatively consider the project's impacts with those of past, present and reasonably foreseeable actions on or off-airport (paragraph 9.q). those impacts may exceed one or more significant impact thresholds. Therefore, EA and EIS preparers must consider the impacts the airport project and the complex of past, present, and reasonably foreseeable projects affecting the same resources.

It is also of note that the FAA also provides an example of a how a terminal project, likely not dissimilar from the Project, must be considered in the NEPA document:

Note: Here, terminal area relocation is the principal action justifying the project, but the effects due to disrupting the community or other impacts due to highway or housing relocation must be part of the total proposal.

The Board formally requests that the Project addresses the issues discussed above and that they include a review of potential off-airport impacts to both New Jersey and Pennsylvania communities.

In addition, the Township's Trenton-Merger Airport Review Panel (Panel) has provided the following questions and comments based on the Panel's review of the Project to date:

1. Airport planners must re-evaluate their forecasts, since the 2017 actuals are believed to be at the 2035 forecast already.
 - a. What are the 2017 actuals?
 - b. What is realistic for 2035 based on 2017 statistics?
 - c. How can they be reconciled?
2. Airport planners must be more specific about capacity planning.
3. Airport planners must specifically address quality of life issues, including but not limited to the following:
 - a. health and safety within our community due to air, water, land, and noise pollution;
 - b. vibration damage;
 - c. disruptions to sleep; and
 - d. disruptions to school activities.
4. Airport planner must include Pennsylvania communities in all analyses of surrounding areas.
5. Airport planners must detail the safety issues for the increased level of flights and what disaster plans are in place.
6. Airport planners must address the noise impacts of the increased traffic.
 - a. Reference is made to the FAA's Order Withdrawing a FONSI/ROD dated February 23, 2006, which includes footnote #3:
 - i. The analyses of Build Alternative 2 revealed that that alternative would likely cause sufficient noise impacts that would require the preparation of an Environmental Impact Statement (EIS).
7. Airport planners must consider the impact on property values and the tax base of surrounding communities in New Jersey and Pennsylvania.
8. What evaluation has been done on cultural resources in the area? Under Section 106 of the National Historic Preservation Act, federal agencies must "account [for] the effect of their actions on structures eligible for inclusion in the National Register of Historic Places." *Ill. Commerce Comm'n v. ICC*, 848 F.2d 1246, 1261 (D.C. Cir. 1988). In fulfilling this obligation, agencies must consult with certain stakeholders in the potentially affected areas, including representatives of local governments. See 36 C.F.R. § 800.2(a)(4), (c)(3). If an agency determines that no historic structures will be adversely affected, it still has to "notify all consulting parties"—including a representative of the local government—and give them any relevant documentation. *Id.* § 800.5(c).
9. Airport planners must evaluate the cumulative impact of the activities at the airport over the planning period, not just the one incremental activity, to be valid and to reflect what is actually going on at the airport over the past years.
10. How many flights a day are possible at maximum utilization?
 - a. Based on maximum utilization, what are the potential cumulative impacts to surrounding communities?

In addition to the comments provided above, The Township incorporates by reference, and in their entirety, all other comments submitted by individuals, entities (public and private) and all

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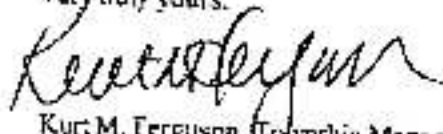
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respondents, as if submitted by the Township as included in this response/these comments. Specifically, the Township directs Recipient's attention to the submissions and comments from Residents for Regional Traffic Solutions ("RTTS"), a Lower Makefield-based interest group, focusing on issues related to transportation, infrastructure, and the impact of transportation-related decisions on the Township and regional populations.

The Board respectfully submits these comments and questions to the Project as part of the FAA's NEPA process. As stakeholders and an affected party, the Board, as a representative of the Township, looks forward to the Project's detailed responses. We hope that the airport can be a good neighbor.

Very truly yours,



Kurt M. Ferguson, Township Manager
On Behalf of the Board of Supervisors

KMF/bze
Enclosures

5 55/78

7/13

47/49

Attachment G
(page 1 of 2)

BRIAN X. FITZPATRICK
1117 Cemetery, Poughkeepsie, NY
COMMITTEE ON FOREIGN AFFAIRS
COMMISSION ON SECURITY AND
COOPERATION IN EUROPE
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE



Congress of the United States
House of Representatives
Washington, DC 20515

1701 Longworth House Office Building
WASHINGTON, DC 20540
(202) 225-4170
1717 Longworth House Office Building, Rm.
3071
WASHINGTON, DC 20540
(202) 225-4170

May 9, 2019

Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Don Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Ave SW
Washington, DC 20591

Dear Secretary Chao and Acting Administrator Elwell,

I am writing to you today regarding an issue of great concern within my district. The Trenton-Mercur Airport (TTN) is a county-owned airport located approximately four miles north-west of the City of Trenton in Piling Township, Mercer County, New Jersey and less than four miles from the eastern edge of my district in Bucks County. The flight path and noise associated with TTN directly impact the constituents who reside in my district.

TTN has proposed and implemented several projects over the past 25 years with little input from the surrounding community as required by the National Environmental Policy Act of 1969 (NEPA) and the Federal Aviation Administration (FAA) Order 1050.1F - Environmental Impacts: Policies and Procedures.

Most recently, TTN has proposed a comprehensive Master Plan that calls for large-scale enhancements to the terminal, taxiway, and runway in an effort to increase capacity at TTN. The plan would allow for larger planes and lower altitudes in addition to increasing the number of flights per day. Unfortunately, it appears TTN may have chosen to segment these projects in an effort to reduce the level of NEPA analysis required from an Environmental Impact Statement (EIS) that would require a broader scale cumulative impact analysis that would take into account potential impacts to my constituents in Pennsylvania to smaller, lower-scale Environmental Assessments (EAs) for each project such that cumulative impacts and mitigation are not considered in a meaningful way.

The planned airport expansion has the potential to negatively impact the residents, businesses, and community that comprise PA-01 as the flight paths associated with the airport is directly above my district. Any project that has the potential to negatively impact the district is of great concern to me. It is my responsibility as its representative in Congress to advocate for the health, safety, and welfare of its citizens. As such, I have major concerns with the process followed by TTN and the potential impacts to our community. These concerns were addressed in a meeting

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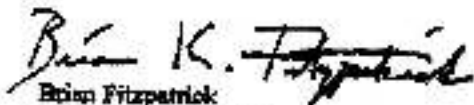
Attachment C
(page 2 of 2)

held at my office on June 18, 2018. Several community leaders attended this meeting to voice their concerns and discuss potential solutions. Unfortunately, representatives from TTN and Mercer County did not attend the meeting.

I am asking that the appropriate level of NEPA analysis is conducted for the planned TTN expansion. A thorough review of TTN's historic projects and the FAA's methodology for considering cumulative impacts will show that segmentation, a concept not allowed for by NEPA regulations and the FAA's own orders, has taken place over many years.

I appreciate your attention to this matter and look forward to hearing from you.

Sincerely,


Brian Fitzpatrick
Member of Congress

9/13

44/94



Congress of the United States
House of Representatives
Washington, DC 20515

November 12, 2019

Elaine L. Chao
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Chao,

I am writing today in response to the letter I received from the Federal Aviation Administration dated August 6, 2019 regarding Trenton-Mercer Airport (TTN). In the letter, Acting Administrator Daniel K. Elwell indicated that the FAA has reviewed the projects at TTN and believes that the airport has not engaged in segmentation and has properly evaluated cumulative impacts. As stated in my letter addressed to the U.S. Department of Transportation dated May 9, 2019, I continue to be concerned that TTN has chosen to segment these projects to reduce the level of environmental study required. Additionally, I am greatly concerned that the TTN has overlooked potential existing ground water contamination while conducting their Environmental Assessment (EA). Therefore, I am requesting that the FAA review the mechanisms used by TTN to complete their Environmental Assessment to ensure that all environmental impacts, including threats to the safety of ground and drinking water, be evaluated.

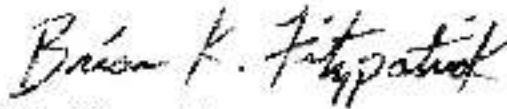
The FAA, following the NEPA process, issued a FONSI/ROD for the TTN Runway Protection Zone and Obstruction Mitigation project after evaluating the Environmental Assessment. The TTN EA indicates that the proposed project will result in the clearing of 2.3 acres of trees within 100 feet of contaminated groundwater associated with the Naval Air Warfare Center (C&S Companies Environmental Assessment for Runway Protection Zones and Obstruction Mitigation: page 3-24, July 2019). Although several contaminants are listed in the EA, there is no mention of the presence of PFOS/PFOA. However, according to a 2018 Congressional Brief by Maureen Sullivan, Deputy Assistant Secretary of Defense, the DoD monitored groundwater wells around the Naval Air Warfare Center Trenton and found that the majority tested near above the EPA LHA for PFOS/PFOA. Of the 38 wells tested, 23 tested above the EPA LHA with readings in the range of 178 – 27,800 PPT. (FY18 HASC on PFOS-PFOA, page 36) Considering the proximity of the wells to TTN, and how quickly PFOS/PFOA contaminations bioaccumulate, it is likely that the contaminants have spread to neighboring wells and ground water. Given the health risks associated with PFOS/PFOA exposure, it is critical that the environmental assessment for any project at TTN take these risks into account.

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It is my understanding that the spirit of the NEPA process is to ensure that project impacts are reviewed in their totality to ensure that proper environmental protections are maintained. I share the concern of my constituents that the TTN master plan and RPZ project impact studies are not in keeping with the spirit of NEPA. I urge the TTN management, their consultants and the FAA to consider cumulative impacts of not only connected actions at the airport property, but also those off-airport factors that may impact the surrounding communities.

I appreciate your attention to this matter and look forward to hearing from you.

Sincerely,



Brian Fitzpatrick
Member of Congress

11/13

BRRAM

Bucks residents for responsible airport management

25 S. Main St # 203

Yardley PA 19087

Congressman Brian Fitzpatrick*
1717 Langhorne Newtown Rd., Suite 400
Langhorne, PA 19047
14 June 2019

Dear Congressman Fitzpatrick,

It's been almost a year, June 18, 2018, when representatives from BRRAM, area Bucks County Municipalities, FAA Officials from Washington, DC, and you sat down in your office to discuss the on-going development and expansion of the Trenton Mercer Airport (TTN). At that time, several issues were raised and there was much discussion regarding how to best mitigate this expansion to make it equitable as well as comply with environmental regulations. Some of our concerns included:

- Your constituents have been experiencing a dramatic increase in noise, vibrations, air pollution, sleep disruptions and there were/are safety concerns with the frequency of large commercial aircraft flying very low at all hours during takeoff and landing.
- District constituents are getting the brunt of the negative impacts from TTN operations and the TTN Airport and New Jersey politicians have failed to take steps to share these impacts equitably amongst surrounding NJ and PA communities, nor been willing to meet to discuss.
- The TTN Airport and NJ politicians have neglected to initiate a transparent and voluntary written request to the FAA asking that the FAA work with them on a FAR Part 150 Program to help with Noise Abatement.
- The TTN Airport and NJ politicians continue to disregard to comply with environmental regulations. Over the past 22+ years, segmentation has been used to allow unchecked airport expansion.
- TTN has been unwilling to perform an *inclusive* Environmental Impact Statement that would examine the cumulative impacts of past and proposed unchecked expansion on all affected NJ and PA communities

Since that time, we had several on going meetings. Attendees have included Senator Santarsiero (convener) & representatives from his office, representatives from your office, State Representative Perry Warren, representatives from his office, Evan Stone (Executive Director of the Bucks County Planning Commission), Lowe Makefield Twp. (LMT) Board of Supervisors Chair Dan Grenier & members of the LMT TTN Airport Review Panel, Yardley Borough Council Members David Bria & Caroline Thompson and grass roots organizations. Some progress has been made and a cooperative atmosphere has prevailed. All efforts have been appreciated.

BRRAM's concern evolves around the speed in which things are moving. TTN continues to move ahead while stalling to meet with any officials. This is NOT a new tactic. We saw it many years ago. At that time, Representative Greenwood assertively reached out and kept the process moving with regards to

12/13

BRRAM

Bucks Residents for Responsible Airport Management

25 S. Main St. #205
Yardley, PA 19087

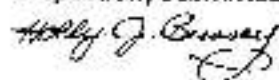
discussions with those in New Jersey. He pushed for answers with regards to process and accountability from a legislative and FAA perspective.

We need this type of intervention again now. There needs to be meetings and action demanding that TTN, NJ and the FAA provide accurate and open responses to issues like Return on Investment (ROI), Segmentation, adhering to the NEPA regulations and honoring the original statement FAA Statement of 2006 (foot note 3 on page 2 of the document "ORDER WITHDRAWING Finding of No Significant Impact/Record of Decision dated February 23, 2006 for the Trenton-Mercer Airport (TTN), Terminal Replacement and Other Projects in the Capital Improvement Program" that states, "the analysis of Alternative Build 2 revealed that alternative would likely cause sufficient noise impacts that would require the preparation of an Environmental Impact Statement (EIS)". This alternative Build 2 is the exact plan that TTN is going to implement.

With over 700 members of BRRAM we are concerned regarding the long-term outcome should this expansion continue to go unchecked and TTN continues to disregard due process of the law.

We sincerely hope that you will move forward with gusto and keep pressure on for results. We cannot afford to sit idly by. If we do, the airport that will be built will be not just regional, and the cone of impact for commercial aircraft flying over your constituents will grow exponentially. It will be too late to protect the welfare of all of us you represent. We hope to hear from you regarding an updated meeting and addressing the multiple issues of this concern soonest.

Respectfully submitted,



Holly J Bussey, President

PS: Received word (6/14/19 10:30am) about the introduction of H.R. 3001 - Quiet Communities Act of 2019 with Congressman Fitzpatrick as an original co-sponsor. This bill would reestablish the Office of Noise Abatement and Control in the U.S. EPA. Look forward to hearing more about this in particular: 1) Timing of passage?; 2) when it would be implemented; 3) impact on TTN development and expansion processes currently.

Cc: State Senator Steve Santarsiero*

Sue Simon, District Director for Congressman Fitzpatrick*

Kyle Melander, Director of Constituent Services for Congressman Fitzpatrick
State Representative Perry Warren*

Evan Stone, Executive Director of the Bucks County Planning Commission

Dan Grenier, Chairman, Lower Makefield Twp. (LMT) Board of Supervisors

David Bria and Caroline Thompson Yardley Borough Council Member

Dan O'Brien, Director of Local Government Relations for Senator Santarsiero

Dan Fagan, Local Government Assistant to Senator Santarsiero

Ryan Beyitz, Legislative Assistant to State Rep. Perry Warren

Richard Preston LMT TTN Review Panel

Susan Herman; President, Residents for Regional Traffic Solutions, Inc.

*Letters sent by certified mail. Others by email

13/13

BRIAN K. FITZPATRICK
BY MAILING ADDRESS

COMMITTEE ON HOMELAND SECURITY
SUBCOMMITTEE ON

CRIMINAL JUSTICE AND TERRORISM
TERRORISM AND PREVENTION OF TERRORISM

COMMITTEE ON FOREIGN AFFAIRS
SUBCOMMITTEE ON

EUROPE, ENERGY, AND DEVELOPMENT
EUROPE, ENERGY, AND DEVELOPMENT

COMMITTEE ON SMALL BUSINESS
SUBCOMMITTEE ON

REAL ESTATE, TRADE, AND
BUSINESS DEVELOPMENT, INVESTMENT, AND TAX



Congress of the United States
House of Representatives
Washington, DC 20515

June 12, 2018

Dear Administrator Swell:

I write to you today regarding the FAA's recent acceptance of Trexton-Merder Airport's Master Plan. While I understand and appreciate that residents from both states take advantage of the airport's convenience, as it is located near the state line between PA and NJ, there is a concern for my constituents that they will see an increase in noise pollution through expanded service offerings as the airport follows through with the plan.

That plan calls for the facility to expand five-fold, which will significantly increase the area's air traffic, thereby compounding the already existing noise levels. The airport's longest runway (6-24) is situated so that planes take-off or have landing approaches directly over my constituents in Lower Bucks County. As a result, I am concerned that they will see the most adverse impacts from this expansion, including lower quality of life due to noise levels, economic impact via lowered property values, and possible environmental changes with regard to waterways, wildlife, and farmlands.

Given those concerns, I respectfully request that the FAA work with airport management to implement noise abatement procedures, starting with a FAR Part 150 Airport Noise Compatibility Program.

Further, I urge the full and fair consideration of the request from my constituents that Pennsylvania participate in any discussions regarding the further growth of the airport, and that any airport plans consider the impact on the state, including relevant FAA and NEPA (National Environmental Policy Act) regulations. This would ensure the appropriate representation from all parties which would stand to be affected by any expansion of TPN in the future.

Sincerely,

Brian Fitzpatrick

Member of Congress

214 Capitol Plaza Drive, N. 19040
Washington, DC 20515
202-225-1175

BRIAN K. FITZPATRICK
MEMBER OF CONGRESS

COMMITTEE ON HOMELAND SECURITY

COMMITTEE ON FOREIGN AFFAIRS

COMMITTEE ON SMALL BUSINESS



Congress of the United States

House of Representatives

Washington, DC 20515

515 GUYMON HOUSE SENIOR BUILDING
WASHINGTON, DC 20515
(202) 655-7296

111 TRANSCOMMUNICATIONS BUILDING
QUINTON, VA 22084
(703) 775-8100

November 19, 2018

Mr. Brian Langdon
Manager, G&I Industry Affairs
Federal Aviation Administration
800 Independence Ave., SW
Washington, DC 20591

Mr. Mike Hines
Manager, Planning and Environmental Division
Federal Aviation Administration
800 Independence Ave., SW
Washington, DC 20591

Mr. Joe Mangos
Airports and Environmental Law Division
Chief Counsel's Office
Federal Aviation Administration
800 Independence Ave., SW
Washington, DC 20591

Dear Mr. Brian Langdon, Mr. Mike Hines, Mr. Joe Mangos,

I write to you today as follow-up to our meeting at my district office in Langhorne, PA on June 18th of this year regarding the FAA approved Master Plan for the Trenton-Mercoer Airport in Ewing, NJ. As you may recall, the airport does not lie in my congressional district, but its flights do pass over and impact my constituents. At that meeting, some of those constituents expressed concerns regarding the airport's expansion by way of apparent segmentation over the last 20+ years, which has seemingly allowed the airport to circumvent the need for an Environmental Impact Study.

One of the actionable points for follow-up from that meeting was my expectation to hear back from the FAA officials in attendance on their findings as to whether the airport has in fact been segmenting its expansion, and if so, what actions will be taken by the agency to address this determination.

It is worth noting that while Trenton-Mercur Airport officials claim that it will not be expanding flight services as part of its current plan, that the proposed terminal expansion project will add gates to the facility. As noted by the FAA in the meeting, those additions ultimately lead to more volume, as there is more available area "to put planes."

Let me stress to you that even if the airport's current projects are not found to not be connected actions to one another in regard to segmentation, that the cumulative and potentially compounding environmental impacts from these actions over time should be considered in the same NEPA study, and not as separate project events. Any further expansion plans should be reviewed with the utmost scrutiny when considering how past, current and future actions will affect the environment of the surrounding area.

While my constituents appreciate that the airport provides necessary services to many, they also want to make sure that it is adhering to all laws and regulations while seeking to be a good neighbor to surrounding residents and the shared environment. I look forward to reviewing your findings since our meeting so that I may share with my constituents, as their raised concerns are valid and of the utmost importance to me.

Sincerely,



Brian K. Fitzpatrick
Member of Congress

BRIAN K. FITZPATRICK
U.S. House of Representatives

CONSTITUENT SERVICES
COMMITTEE ON OVERSIGHT AND
COMMITTEE ON SMALL BUSINESS



Congress of the United States
House of Representatives
Washington, DC 20515

U.S. Capitol Building, Room 3100
Washington, DC 20540
(202) 225-4100
U.S. House of Representatives
Mail Room
Washington, DC 20540
(202) 225-4100

December 1, 2018

Gayle M. McKee
Senior Project Planner
C&S Companies
141 Elm St.
Suite 100
Buffalo, NY 14203

Dear Ms. Gayle McKee:

I write to you today on behalf of my constituents in Pennsylvania's 8th congressional district regarding Trenton Mercer Airport's current Environmental Assessment for the Runway Protection Zone (RPZ) and Obstruction Mitigation Project. The airport is not in my district, but some of its flights do pass over the residents in Bucks County, who have expressed their continued concerns regarding the airport's FAA approved master plan.

While Trenton Mercer Airport provides convenient travel for many in our community, its expansion by way of apparent segmentation over the last 20+ years has failed to prompt any environmental assessments. Those studies should be performed to determine the impact which past, present and future projects may have on the surrounding area.

My constituents and I shared these concerns during a meeting with FAA officials at my district office in Langhorne, PA on June 18th of this year. Unfortunately, airport management and Mercer County's Executive declined to attend.

While I am aware that the RPZ and Obstruction Mitigation EIS states that this voluntary program is not being implemented to accommodate projects included in the current master plan, there is still concern that this program will further pave the way for additional segmentation, leading to increased air traffic and use of larger planes without the need to perform any environmental impact assessments.

As I continue to work in seeking a solution to these concerns, I urge Trenton Mercer Airport officials and the Mercer County Freeholders to consider the impacts of any airport projects which could affect the surrounding area, whether they are deemed to be connected actions of the approved Master Plan or otherwise.

Sincerely,

Brian K. Fitzpatrick
Member of Congress

Buchalter

15400 Van Kesteren Avenue
Suite 300
Irvine, CA 92612
949.763.1121 Phone
949.720.0182 Fax

December 5, 2018

919.324.6262 Direct
slchman@buchalter.com

VIA FEDEX

Trenton Mercer Airport
Attn: Melinda Montgomery, A.A.E., Airport Manager
340 Scotch Road, Suite 200
Ewing, NJ 08628-2411

Re: Comments on Trenton Mercer Airport Intention to: File Passenger Facility Charge
Notice of Intent 19-06-C-00-TTN

Dear Ms. Montgomery:

We represent the Township of Lower Merion, Pennsylvania (referred to here as the "Township"). The following comments constitute the Township's response to the Notice of Intent to File Passenger Facility Charges in the total amount of \$3,231,139 for five projects on Trenton Mercer Airport ("Airport"), including: (1) design and construction of a Taxiways D and G Connector; (2) design and construction of Taxiway F; (3) design and rehabilitation of Taxiway E; (4) design and reconstruction of the Airfield Lighting Vault; and (5) administration of the Passenger Facility Charge ("PFC") program at the Airport.

First, the Township is unable to verify that the specified projects are designated on the most recent Airport Layout Plan ("ALP"), conditionally approved by the Federal Aviation Administration ("FAA"). The Township requests specific evidence that the specified projects are, in fact, specified on the conditionally approved ALP.

Moreover, in the event that the projects are included on the most recent ALP, the Township requests written confirmation that "adequate notice" of the proposed construction or alteration to be financed by the PFCs, as required by 14 C.F.R. Part 77.9(d), has been given to the FAA pursuant to 14 C.F.R. Part 77.5.

Third, the Township has been unable to locate an environmental review for the projects for which financing is being requested. If the specified projects are in fact reflected on the most recent, conditionally approved, ALP, a central condition of that ALP's approval is that "all

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Los Angeles
North Valley
Orange County
Sacramento
San Francisco
Scottsdale

BN 34789911v1

Trenton Mercer Airport

December 5, 2018

Page 2

proposed airport development identified on the ALP requires environmental processing and shall not be undertaken with or without federal funds prior to the written environmental approval by FAA." (conditional ALP, condition 2). The Township, therefore, submits that any request for funding requires evidence of full and complete prior environmental review for each project for which request is made.

Finally, in light of the potential impacts of the specified projects, the Township requests, pursuant to 14 C.F.R. § 158.24(b)(2) that the Airport "make available a more detailed project justification or the justification documents to the public."

The incremental implementation of the specified projects, when combined with both the capacity enhancing capabilities of runway and taxiway construction, and increased additional separations between runways and taxiways, hitherto unanalyzed, may result in dramatic airfield capacity increases which have the potential for also substantially increasing the number of overflights, and, thus, the project's impacts on surrounding communities, including the Township. Therefore, absent the above requested disclosures and analyses, the incremental process with which the improvement of the airport is being carried out will serve principally to mask the environmental impacts of that global improvement, and, thus, cannot withstand scrutiny under, among other statutes, the National Environmental Policy Act, 42 U.S.C. § 4321, *et seq.*

The Township looks forward to receiving complete and timely response to its inquiries and requests.

Sincerely,

BUCHALTER

A Professional Corporation



By

Barbara Lichman



190 N. INDEPENDENCE MALL WEST
5TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-8128
www.dvrpc.org

November 4, 2019

Ms. Jennifer Solomon
Eastern Region Regional Administrator
Federal Aviation Administration
Eastern Region
159-30 Rockaway Blvd.
Jamaica, NY 11434-4848

Dear Regional Administrator Solomon:

As the Metropolitan Planning Organization (MPO) for the Greater Philadelphia Region, the Delaware Valley Regional Planning Commission (DVRPC), which includes a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey, works with stakeholders to approve and advance Federal transportation infrastructure investment in the region and ensure that the communities we serve are represented in the planning process. As the region's MPO, we prepare and update both a Long-Range Plan, and a Regional Airport System Plan. We also maintain an active Regional Aviation Committee, which enable representatives of our region's aviation interests to interact and work together toward common interests.

The Trenton-Mercer Airport (TTN), one of only two commercial service airports in our region, has recently seen resurgence in operations returning the airport to levels of activity not experienced in over a decade. The continued success of this facility and the opportunities that it provides to our regional economy and residents is crucial. The FAA recently approved TTN's updated Airport Layout Plan that identifies a series of improvements including the development of a replacement terminal facility.

As TTN continues to advance their improvement plans for the facility, residents of both Mercer County, NJ and neighboring Bucks County, PA have expressed concerns about potential environmental and social impacts created by any changes in facility operations. We strongly support the continued examination and consideration of these impacts and potential mitigation strategies, in accordance with the FAA guidelines.

Jennifer Solomon
November 4, 2019
Page 2 of 2

We hope that through the review process required by law for airport improvement projects that the airport and community can find common ground for appropriate mitigation strategies that allow for continued success of the TTN and the preservation of the quality-of-life our region's residents have come to expect.

Sincerely



Barry Seymour
Executive Director

cc. Hon. Diane Ellis-Marseglia, Bucks County Commissioner
Hon. Valerie Arkosh, Montgomery County Commissioner
Leslie Floyd, Mercer County Planning Director

DVRPC Item ID 48

Becky Taylor
123 Cadwalader Drive
Trenton, NJ 08618
609.240.6886 becky@btaylorpa.com

August 4, 2021

DVRPC
DVRPC Public Affairs
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520 US

Re: Stronger commitment to Circuit Trails and Safe Roadways Is Needed in the 2022-2025 NJTIP

Dear DVRPC:

I am writing to provide the following comments on the 2022-2025 NJ TIP:

1 - I would like to thank the DVRPC Board for funding \$5 Million dollars for the Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. I would like to see this regular investment continue during 2022-2025. (DB# D2018)

2 - I encourage the DVRPC Board to make a stronger commitment in the TIP that the four New Jersey counties will make every effort to fund and build 60 new miles of trails over the next four construction seasons in order for the region to contribute to the short-term goal of 500 Circuit Trail miles by 2025. (General Comment)

3 - New Jersey's standard for "bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard to match its own Complete Streets Design Guide. General Comment and (DB# 9212C)

4 - I oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. DVRPC should not fund any lane expansion projects that do not include such safety features. (DB# 15302, 9212C)

5 - New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-stripped. DVRPC should not fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands. (DB# X03E)

6 - NJDOT should be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported, and increase the maximum

DVRPC Item ID 48

award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects. (DB# X107)

Finally, I support the inclusion of these five Circuit Trails projects listed in the Draft TIP and we encourage the DVRPC to ensure they get completed by 2025.

- 1) Delaware River Heritage Trail - D&R Greenway Connector in Mercer County (15302)
- 2) Rancocas Creek- Laurel Run in Burlington County (D2207)
- 3) Dinosaur Trail-College Drive; (D2019) 4) Fossil Park Roadway, a potential addition to the Dinosaur Trail (21366) and 5) Glassboro Elk Trail in Gloucester County (D1203)

Thank you for your kind attention.

Sincerely,

A handwritten signature in purple ink that reads "Becky Taylor". The signature is fluid and cursive, with the first name "Becky" and last name "Taylor" clearly distinguishable.

Becky Taylor
Co-President, Lawrence Hopewell Trail
becky@btaylorpa.com
609.240.6886



The Historic Hunt House
197 Blackwell Road
Pennington, NJ 08534
lhttrail.org

August 8, 2021

Delaware Valley Regional Planning Commission Public Affairs
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Greetings:

Stronger Commitment to Circuit Trails and Safe Roadways Is Needed in the 2022-2025 NJTIP

We are writing on behalf of the Board of trustees of the Lawrence Hopewell Trail to comment on the 2022-2025 NJ TIP. Before doing so, we want to express our respect and gratitude for the fine work that DVRPC has done in supporting the Lawrence Hopewell Trail and the Circuit Trails. However, we urge you to do even more in support of Circuit Trails and safe roadways in New Jersey.

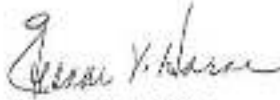
1. We applaud the DVRPC Board for providing \$5 million dollars in funding for Circuit Trails through the Congestion Mitigation Air Quality (CMAQ) program. We would like to see this investment continue during 2022-2025.
2. We encourage the DVRPC Board to make a stronger commitment in the TIP to support the four New Jersey counties. We will actively encourage Mercer County to fund and build as many miles of trails as possible over the next four construction seasons so that Mercer County can contribute to the goal of 500 Circuit Trail miles by 2025.
3. New Jersey's standard for "bicycle compatible" shoulders is outdated. It is based on the 1998 State Bicycle Plan and conflicts with DVRPC's Level of Traffic Stress Analysis data. DVRPC should encourage NJDOT to update its standard to match its own Complete Streets Design Guide.
4. We oppose intersection lane expansion projects in urbanized areas that do not include pedestrian facility upgrades such as pedestrian refuge islands. We urge DVRPC not to fund any lane expansion projects that do not include such safety features wherever possible or practical.
5. New Jersey has an excellent Complete Streets and Green Streets Policy. However, state road projects fail to implement this policy when roads are resurfaced, rehabilitated and re-striped. We urge DVRPC not to fund road projects without traffic calming measures or safe places to walk or bike such as narrower travel lanes, bike lanes, sidepaths and pedestrian refuge islands wherever possible or practical.
6. We urge NJDOT to be more flexible with its federal Transportation Alternatives Set Aside (TASA) funding so that all stages of trail development can be supported and to increase the maximum award to at least \$2 million dollars to allow for more significant development rather than piecemeal projects.
7. We support the inclusion of the following five Circuit Trails projects listed in the Draft TIP and we encourage DVRPC to do all it can to ensure they can be completed by 2025:
 - Delaware River Heritage Trail - D&R Greenway Connector in Mercer County
 - Rancocas Creek- Laurel Run in Burlington County
 - Dinosaur Trail-College Drive
 - Fossil Park Roadway, a potential addition to the Dinosaur Trail
 - Glassboro Elk Trail in Gloucester County

DVRPC Item ID 66

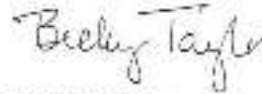
Delaware Valley Regional Planning Commission Public Affairs
August 8, 2021
Page 2

Thank you for considering our recommendations for the 2022-2025 TIP and for your work in support of Circuit Trails.

Sincerely,



Eleanor V. Horne
Co-President



Becky Taylor
Co-President

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

Responses Received for Comments from the General Public

Camden County

General TIP Comments: Requests for a new TIP project/line item/study

Item ID: 1

Requests for a study to construct an interchange between NJ 42 and the NJ Turnpike and connect NJ 55 and I-295

Agency Response by DVRPC:

Thanks for your suggestion. While DVRPC can certainly work with NJDOT to investigate this possibility, no new system expansion projects are being proposed for the fiscally constrained Connections 2050 Long-Range Plan relative to what was included in the Connections 2045 Plan, and the TIP must be consistent with the Long-Range Plan. The Plan includes a financially-constrained set of transportation investments. In policy and practice, the Plan has capped expenditures in roadway new capacity at 4 percent of total roadway revenues.

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

Gloucester County

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

Item ID: 2

Suggests an investigation to include intersection modifications at NJ 42 and Cross Keys Road, NJ 42 and Ganttown Road, and NJ 42 and Berlin-Cross Keys Road within project DB #12306

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

DB #: 15302: Route 41 and Deptford Center Road

Item ID: 3

Suggests minor lane restriping to provide additional storage room for left turning vehicles before project construction begins

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

General TIP Comments: Requests for a new TIP project/line item/study

Item ID: 4

Requests that projects reconstruct two intersections on Route 45 in Mantua Twp: Harrison Avenue/Mt Royal Rd. (Rt 678), and Mantua Blvd/Berkley Rd (Rt. 632).

Agency Response by DVRPC:

Thanks for your suggestion. While DVRPC can certainly work with NJDOT to investigate this possibility, no new system expansion projects are being proposed for the fiscally constrained Connections 2050 Long-Range Plan relative to what was included in the Connections 2045 Plan, and the TIP must be consistent with the Long-Range Plan. The Plan includes a financially-constrained set of transportation investments. In policy and practice, the Plan has capped expenditures in roadway new capacity at 4 percent of total roadway revenues.

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

Item ID: 5

Requests that DVRPC and NJDOT study for a potential widening of Route 55

Agency Response by DVRPC:

Thanks for your suggestion. While DVRPC can certainly work with NJDOT to investigate this possibility, no new system expansion projects are being proposed for the fiscally constrained Connections 2050 Long-Range Plan relative to what was included in the Connections 2045 Plan, and the TIP must be consistent with the Long-Range Plan. The Plan includes a financially-constrained set of transportation investments. In policy and practice, the Plan has capped expenditures in roadway new capacity at 4 percent of total roadway revenues.

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

Item ID: 6

Requests that portions of Route 322 be widened

Agency Response by DVRPC:

Thanks for your suggestion. While DVRPC can certainly work with NJDOT to investigate this possibility, no new system expansion projects are being proposed for the fiscally constrained Connections 2050 Long-Range Plan relative to what was included in the Connections 2045 Plan, and the TIP must be consistent with the Long-Range Plan. The Plan includes a financially-constrained set of transportation investments. In policy and practice, the Plan has capped expenditures in roadway new capacity at 4 percent of total roadway revenues.

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

Item ID: 7

Requests a review of a 2 mile section of I-295, along with the associated interchanges at Center Square Road (Exit 10) and US 322 (Interchange 11)

Agency Response by DVRPC:

Thanks for your suggestion. While DVRPC can certainly work with NJDOT to investigate this possibility, no new system expansion projects are being proposed for the fiscally constrained Connections 2050 Long-Range Plan relative to what was included in the Connections 2045 Plan, and the TIP must be consistent with the Long-Range Plan. The Plan includes a financially-constrained set of transportation investments. In policy and practice, the Plan has capped expenditures in roadway new capacity at 4 percent of total roadway revenues.

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

Mercer County

General TIP Comments: Requests for a new TIP project/line item/study

Item ID: 8

Requests a feasibility review for three-lane widening on Rt. 29

Agency Response by DVRPC:

Thanks for your suggestion. While DVRPC can certainly work with NJDOT to investigate this possibility, no new system expansion projects are being proposed for the fiscally constrained Connections 2050 Long-Range Plan relative to what was included in the Connections 2045 Plan, and the TIP must be consistent with the Long-Range Plan. The Plan includes a financially-constrained set of transportation investments. In policy and practice, the Plan has capped expenditures in roadway new capacity at 4 percent of total roadway revenues.

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

Agency Response by Mercer County:

Mercer County is aware of congestion issues on NJ 29 at South Warren and Cass signalized intersections, and the County is also in continuing support of the effort by the City of Trenton to re-connect city residents with the river front by converting NJ 29 from Cass Street to Calhoun Street back to its original design as an urban boulevard. Whether widening to mitigate congestion or adding signals to improve access to the local street grid, any such significant improvements require careful study and political will. Less significantly, note that widening and left turn improvements at Cass Street may be more difficult due to the Native American archaeological site in the fenced area of the median, just north of Cass.

Various Counties

DB #: D1601: New Jersey Regional Signal Retiming Initiative

Item ID: 9

Requests for increased funding to the New Jersey Regional Signal Retiming Initiative project

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

Agency Response by DVRPC:

Thank you for your suggestion. DVRPC annually reviews the amount needed to conduct this program as part of its Work Program. Cost increases/decreases will be adjusted accordingly based on the amount needed and available resources.

General TIP Comments: 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

Item ID: 10

Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019, D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

Agency Response by DVRPC:

Thanks for your support and suggestion to continue funding Circuit Trail projects, as well as your support for the five Circuit Trail projects. They will be shared with the NJ TIP Subcommittee, DVRPC Regional Technical Committee (RTC) and Board, and Competitive CMAQ Committee members. DB# D2018, one of the few project DB #s that some have mentioned in their comments, represents the Local Concept Development project, Bridge No. C4.13 over Parkers Creek on Centerton Road, in the "pre-TIP" Study and Development Program. DVRPC will consider your request as the project progresses.

Your suggestion for NJDOT to update its standard for "bicycle compatible" shoulders and match the Complete Streets Design Guide has been shared with NJDOT. Please contact Sarah Moran, Manager of the Office of Mobility Analysis and Design, at (215) 238-2875 or smoran@dvrpc.org to help us understand how the 1998 State Bicycle Plan or NJ's standard for "bicycle compatible" shoulders conflict with DVRPC's Level of Traffic Stress Analysis data.

Your issue about state road projects failing to implement Complete Streets and Green Streets Policy has been shared with NJDOT. Like all MPOs, DVRPC coordinates and facilitates conversations with member governments (e.g. counties and cities), state agencies, and transit operators to reach a consensus on what priority transportation projects to fund for the region based on reasonably expected resources. There are multiple considerations involved in the decision-making process of selecting projects for the TIP: state, regional, and local priority of needs, political support, data availability, performance-based planning, project schedule, estimated cost, and readiness, project delivery status, phase, ability to leverage other investments, ensuring there is a balanced program, funding eligibility, if there are available resources, and geographic equity and Environmental Justice.

Safety is a top priority for DVRPC, as articulated in the Long-Range Plan. Safety is the highest weighted criterion in the TIP-LRP Benefit Evaluation for new project candidates. Federal legislation includes targets for safety with the goal of reducing fatalities and serious injuries. DVRPC and local partners work with NJDOT and other project sponsors to consider safety improvements for all projects. A number of alternatives are evaluated prior to the construction phase to determine the best solution to a transportation problem, given expected resources and the needs of various stakeholders. A way to ensure bicycle/pedestrian and safety elements can be incorporated within a project is to share them with the Project Sponsor during a project's Concept Development, design, or engineering phase prior to construction. Many TIP projects are in different phases of the project delivery process, but there is often an opportunity during pre-construction that allows the public to learn about a project, ask questions, and share their ideas. To learn about the NJDOT project delivery process, visit www.state.nj.us/transportation/capital/pd/phase.shtml. The schedule of public information meetings for NJDOT sponsored projects is found at www.nj.gov/transportation/community/meetings.

Lastly, your suggestion for NJDOT to make Transportation Alternatives Set-Aside (TA Set-Aside) funding more flexible and increase TA Set-Aside funding has been shared with NJDOT. Please note that the TA Set-Aside program is a set-aside within the federal-aid Surface Transportation Block Grant (STBG) program under the current FAST Act, and the funds are distributed by and restricted to the appropriate urbanized area (indicated by DB #X107). The Philadelphia Urbanized Area (UZA) expects \$1.127 million, and the Trenton UZA in the DVRPC NJ region expects \$291,000 annually, totaling \$1.418 million.

Agency Response by NJDOT:

Re #3: Thank you.

Re #4: During the Concept Development phase, the NJDOT engaged township and county professional planners and engineers and involved the public to determine a preliminary preferred alternative for each of these projects. In the Preliminary Engineering phase, the department continued to refine the preferred alternatives with input from professional staff and the public. NJDOT will continue to engage stakeholders as the projects move forward.

Re #6: TA funding is formula-based and specific to certain geographic locations. Please follow the link to access FAQ regarding

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

TA program: <https://www.state.nj.us/transportation/contribute/business/localaid/documents/2020TASet-AsideFAQs.pdf>

Responses Received for Comments from the Advocacy Groups

Burlington County

DB #: 18326: Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)

Item ID: 11

Requests to add bicycle/pedestrian amenities in the project design

Agency Response by DVRPC:

DVRPC remains committed to improving the multimodal nature of transportation within Greater Philadelphia. Ensuring that people and goods can safely and reliably move around the region is critical for quality of life, health and well-being, and the economy.

This is a priority project for the Municipality and County for safety, congestion, and freight/goods mobility reasons and is one of the US Route 130 intersection projects identified in the Long-Range Plan (Connections 2045 and Draft Connections 2050). Florence-Columbus Road (CR 656) provides a direct link between the NJ Turnpike interchange at US Route 130 and I-295, and there has been significant industrial growth within the project area.

The US Route 130/Delaware River Corridor Strategic Revitalization Plan (Plan) included the major employment center in Burlington and Florence Townships that is served by the intersection. The Plan was completed in 1998 and has been undergoing implementation since the Plan's completion. The Plan identified the subject intersection as a major congestion problem due to heavy truck traffic. The success of the planned major employment center relies upon eliminating congestion at the intersection location. A major employment center with a constrained intersection that provides an important connection to interstate travel will act as a deterrent for future growth and development of the center.

The project is located in a Growing Suburb Planning Area, which echoes the New Jersey State Development and Redevelopment Plan Planning Area 4 Suburb designation (2001) and the US Route 130/Delaware River Corridor Strategic Plan "employment center node" designation (1998). These planning designations were made because of the area's supply of large expanses of developable land and proximity and accessibility to an interstate road network and active freight rail service. These plans anticipated the industrial growth that occurred in the area that is already underway.

The intersection project is supported by the DVRPC "NJ Interchange 6A Freight Access Study, Florence & Burlington Townships" that examined how well the major employment center is served by the local road network.

Improvements at this intersection will support the NJ Statewide Freight Plan. US Route 130 is a Critical Urban Freight Corridor (CUFC) on the National Highway Freight Network. Removing the intersection's deficiencies will improve goods mobility, which is critical to sustain and grow the economy. Making this intersection more efficient and safer will minimize the cost of transporting people and goods to and from the large local and regional activity center, which is necessary for a strong, healthy economy. It will also support the freight reliability performance measure that is part of Performance-Based Planning and Programming.

Recently, this project completed concept development. Your recommendations were forwarded to Burlington County and NJDOT for consideration during the project's design/engineering phase.

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

DB #: 20337: Route130, CR 543 (Beverly Road) to Lagorce Blvd

Item ID: 12

Requests for funding of a Study and Development Program project

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

DB #: D2201: CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement

Item ID: 13

Requests for bicycle accommodations on sidepath/sidewalk

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

Agency Response by Burlington County:

The primary purpose of the proposed roundabout is to enhance vehicular conditions while providing pedestrian accommodation at the splitter island. The design of a modern roundabout helps lessen numerous conflicts for the driving and pedestrian/cycling public. The FHWA Roundabout Guide states that a major benefit of a roundabout is the motorists must reduce speeds to when approaching and driving through the roundabout. This traveling speed of approximately 15 MPH is much more comparable to the speed of typical commuter bicyclists.

The design of Burlington County's five (5) existing roundabouts and two (2) in concept development have kept the FHWA Roundabout Guide to heart. The designs significantly reduce speeds and simplify movement. With the single lane roundabout, a bicyclist has the option of either mixing with traffic or using the roundabout like a pedestrian. An experienced cyclist will be comfortable staying on the roadway with vehicles even if a shared-use pathway is available for them. Less-experienced cyclists, i.e. children, may have difficulty and discomfort mixing with vehicles and are more safely accommodated as pedestrians.

FHWA's Roundabout Guide states that bike lanes within the circulatory roadway should never be used. When a shared-use path is integrated into a roundabout design, it needs to be separate and distinct from the circulatory roadway. A shared-use path can be desirable for a multi-lane roundabout or within an area of high truck traffic. One of the goals of the project is to limit the need for right-of-way (ROW). At Tom Brown Rd (CR 614) and New Albany Rd, the ROW is limited and extending it to accommodate a buffer area and shared-use path could be a potential block for the project.

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

Item ID: 14

Supports project

Agency Response by DVRPC:

Thank you for your support.

Agency Response by NJDOT:

Thank you.

Camden County

DB #: D1505A: ADA Improvements, Contract 1

Item ID: 15

Supports project

Agency Response by Camden County:

Thank you, for the support

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

Item ID: 16

Supports project

Agency Response by Camden County:

Thank you, for the support

Gloucester County

DB #: 15302: Route 41 and Deptford Center Road

Item ID: 17

Questions pedestrian and bicycle amenities in project design

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

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

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

Item ID: 18

Requests for bicycle accommodations on sidepath/sidewalk

Agency Response by Gloucester County:

Thank you for your comments. The entrance road to the Fossil Park will include a path for pedestrian and bicycle access.

DB #: D1203: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

Item ID: 19

Questions about funding and phases

Agency Response by DVRPC:

Thanks for your feedback. We will make the description clearer in the final TIP document. At the time of Draft TIP publication, we were expecting that the project's construction (CON) phase would be authorized this federal FY21. However, the project is now anticipated to authorize CON in FY23 as Right-of-Way and discussions with Conrail are ongoing. Encumbrance is another term for authorization but for state funds. The CON phase totaling \$3.9 million in FY23 is part of the List of Recommended Changes to the Draft TIP.

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

Item ID: 20

Supports project

Agency Response by Gloucester County:

Thank you for your support.

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

Item ID: 21

Expresses support for pedestrian improvements within project

Agency Response by Gloucester County:

Thank you for your support.

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

Item ID: 22

Supports project

Agency Response by Gloucester County:

Thank you for your support.

Mercer County

DB #: 15322: Delaware & Raritan Canal Bridges

Item ID: 23

Requests for enhanced grade crossing markings

Agency Response by NJDOT:

Thank you. This suggestion was sent to the NJDOT Safety unit for review and analysis.

DB #: 19360: Route 27, Witherspoon Street

Item ID: 24

Questions pedestrian and bicycle amenities in project design

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

DB #: D2014: CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave

AGENCY RESPONSES TO COMMENTS

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Item ID: 25

Supports project

Agency Response by Mercer County:

Thank you for your support.

DB #: D2023: Circulation Improvements Around Trenton Transit Center

Item ID: 26

Supports project

Agency Response by Mercer County:

Thank you for your support.

DB #: D2205: D&R Greenway Connector, Wellness Loop to Union St./Cooper Field (Circuit)

Item ID: 27

Expresses gratitude for CMAQ funding allocation to Circuit Trails projects and requests for continued support of trails over the next four-years (FY22-25)

Agency Response by DVRPC:

Thank you for your support.

Agency Response by Mercer County:

Thank you for your support.

Various Counties

DB #: 01316: Transit Village Program

Item ID: 28

Requests for funding and/or eligibility change

Agency Response by NJDOT:

This program is funded by the State Transportation Trust Fund and funds are appropriated by the New Jersey State Legislature. In the future, should the Legislature raise the overall amount of annual TTF funding, the department would analyze and evaluate the past performance of the program and justification to increase funding.

DB #: 06402: Safe Streets to Transit Program

Item ID: 29

Requests for funding and/or eligibility change

Agency Response by NJDOT:

This program is funded by the State Transportation Trust Fund and funds are appropriated by the New Jersey State Legislature. In the future, should the Legislature raise the overall amount of annual TTF funding, the department would analyze and evaluate the past performance of the program and justification to increase funding.

DB #: 08415: Airport Improvement Program

Item ID: 30

Requests that the DVRPC Board reject DB #08415, Airport Improvement Program

Agency Response by DVRPC:

The NJDOT Airport Improvement Program (DB #08415) does not fund the Trenton Mercer Airport expansion project. There are no TIP projects funded by the Federal Aviation Administration (FAA).

Agency Response by NJDOT:

This concern was sent to the NJDOT Aeronautics Unit for review and analysis.

DB #: 09388: Highway Safety Improvement Program Planning

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

Item ID: 31

Requests for funding and/or eligibility change

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

DB #: 99358: Safe Routes to School Program

Item ID: 32

Requests for funding and/or eligibility change

Agency Response by NJDOT:

This program is funded by the federal Transportation Alternatives program. TA funding is formula-based and specific to certain geographic locations. In the future, should Congress increase funding to the TA program, the department would analyze and evaluate the past performance of the SRTS and provide justification to increase funding if appropriate.

DB #: 99409: Recreational Trails Program

Item ID: 33

Requests for funding and/or eligibility change

Agency Response by NJDOT:

This program is administered on behalf of NJDOT by the New Jersey Department of Environmental Protection. This comment was sent to DEP for its review and consideration.

DB #: T112: Rail Rolling Stock Procurement

Item ID: 34

Questions pedestrian and bicycle amenities in project design

Agency Response by NJ TRANSIT:

NJ TRANSIT supports and encourages the use of personal vehicles, such as bicycles, e-bikes, e-scooters, Segways, and hoverboards, by providing accommodations for customers using personal vehicles to the greatest extent possible. This supports Gov. Phil Murphy's Energy Master Plan by allowing environmentally friendly access options for public transit. There is no extra charge for bringing personal vehicles aboard NJ TRANSIT vehicles, access is allowed from all station platforms, and permits are not required. Normal non-collapsible bike restrictions at certain peak hours per our regulations still apply.

NJ TRANSIT is also involved in Master Plans and Studies across the state, promoting bicycle and pedestrian access to transit facilities. We are currently exploring secure micro mobility storage and more ways to improve bicycle infrastructure at NJ TRANSIT facilities.

DB #: T210: Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

Item ID: 35

Requests to add bicycle/pedestrian amenities in the project design

Agency Response by NJ TRANSIT:

NJ TRANSIT supports and encourages the use of personal vehicles, such as bicycles, e-bikes, e-scooters, Segways, and hoverboards, by providing accommodations for customers using personal vehicles to the greatest extent possible. This supports Gov. Phil Murphy's Energy Master Plan by allowing environmentally friendly access options for public transit. There is no extra charge for bringing personal vehicles aboard NJ TRANSIT vehicles, access is allowed from all station platforms, and permits are not required. Normal non-collapsible bike restrictions at certain peak hours per our regulations still apply.

NJ TRANSIT is also involved in Master Plans and Studies across the state, promoting bicycle and pedestrian access to transit facilities. We are currently exploring secure micro mobility storage and more ways to improve bicycle infrastructure at NJ TRANSIT facilities.

DB #: X03E: Resurfacing Program

Item ID: 36

Requests for NJDOT, County, and DVRPC coordination concerning DB #X03E, Resurfacing Program

Agency Response by DVRPC:

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

Thank you for your interest in DVRPC's Bicycle Friendly Resurfacing Program. The existing program partners with PennDOT and focuses on state owned roads. The types of roads owned by the state and counties are different in New Jersey and may require a slightly different approach. DVRPC currently works with Mercer County to provide support as they implement their planned bicycle network through county road resurfacing projects. DVRPC has begun preliminary discussions around developing similar programs with other New Jersey Counties. NJDOT will also be invited to participate in future conversations.

DB #: X107: Transportation Alternatives Program

Item ID: 37

Requests to increase TA Set-Aside funding and/or eligibility

Agency Response by NJDOT:

TA funding is formula-based and specific to certain geographic locations. Please follow the link to access FAQ regarding TA program: <https://www.state.nj.us/transportation/contribute/business/localaid/documents/2020TASet-AsideFAQs.pdf>

DB #: X12: Acquisition of Right of Way

Item ID: 38

Requests for funding and/or eligibility change

Agency Response by NJDOT:

Thank you for your suggestion. It has been forwarded to the appropriate office for consideration.

DB #: X185: Bicycle & Pedestrian Facilities/Accommodations

Item ID: 39

Requests that funding increase for a line item/project

Agency Response by NJDOT:

This program is funded by a combination of State Transportation Trust Fund and federal funds. If funding levels are increased in the future, the department would analyze and evaluate the past performance of the program and justification to increase funding.

DB #: X98C1: Local Municipal Aid, DVRPC

Item ID: 40

Requests for Local Aid funding formula for bicycle/pedestrian projects

Agency Response by DVRPC:

In the TIP, every project gets assigned a primary project type to aid with mapping and project tracking. However, most projects on the TIP include various components, so a single project type should not necessarily be viewed as "all or nothing." A resurfacing project, for example, assigned by DVRPC staff as "roadway rehabilitation" for the primary project type, may include improvements for bicyclists and pedestrians. It can also be more efficient to provide improvements for bicyclists and pedestrians as part of an existing project to meet more than one goal. In the Draft DVRPC FY2022 TIP for New Jersey, there is almost \$58.4 million programmed for bicycle/pedestrian improvements, including the recent 2020-21 Transportation Alternative Set-Aside, Competitive CMAQ, and Travel Options Program awards. That number does not include roadway rehabilitation, bridge, or other projects that include bicycle/pedestrian improvements.

Agency Response by NJDOT:

This program is funded by the State Transportation Trust Fund and funds are appropriated by the New Jersey State Legislature. In the future, should the Legislature raise the overall amount of annual TTF funding, the department would analyze and evaluate the past performance of the program and justification to increase funding.

General TIP Comments: 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

Item ID: 120, 100, 110, 101, 111, 121, 102, 112, 122, 103, 123, 113, 114, 104, 105, 115, 106, 116, 117, 107, 108, 118, 109, 119, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99

Expresses support for CMAQ funding of Circuit Trails projects and request for continued support FY22-FY25 (some mentions DB #s D2018, X065, D2207, D2019, D1203, 21366, and/or D1203). requests to increase funding and/or eligibility for Transportation Alternatives Set-Aside (DB #X107); raised concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide; requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades (DB #s 9212C and 15302 mentioned); and requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic

AGENCY RESPONSES TO COMMENTS

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calming measures or safe bicycle/pedestrian facilities (DB #X030 mentioned).

Agency Response by DVRPC:

Thanks for your support and suggestion to continue funding Circuit Trail projects, as well as your support for the five Circuit Trail projects. They will be shared with the NJ TIP Subcommittee, DVRPC Regional Technical Committee (RTC) and Board, and Competitive CMAQ Committee members. DB# D2018, one of the few project DB #s that some have mentioned in their comments, represents the Local Concept Development project, Bridge No. C4.13 over Parkers Creek on Centerton Road, in the "pre-TIP" Study and Development Program. DVRPC will consider your request as the project progresses.

Your suggestion for NJDOT to update its standard for "bicycle compatible" shoulders and match the Complete Streets Design Guide has been shared with NJDOT. Please contact Sarah Moran, Manager of the Office of Mobility Analysis and Design, at (215) 238-2875 or smoran@dvrpc.org to help us understand how the 1998 State Bicycle Plan or NJ's standard for "bicycle compatible" shoulders conflict with DVRPC's Level of Traffic Stress Analysis data.

Your issue about state road projects failing to implement Complete Streets and Green Streets Policy has been shared with NJDOT. Like all MPOs, DVRPC coordinates and facilitates conversations with member governments (e.g. counties and cities), state agencies, and transit operators to reach a consensus on what priority transportation projects to fund for the region based on reasonably expected resources. There are multiple considerations involved in the decision-making process of selecting projects for the TIP: state, regional, and local priority of needs, political support, data availability, performance-based planning, project schedule, estimated cost, and readiness, project delivery status, phase, ability to leverage other investments, ensuring there is a balanced program, funding eligibility, if there are available resources, and geographic equity and Environmental Justice.

Safety is a top priority for DVRPC, as articulated in the Long-Range Plan. Safety is the highest weighted criterion in the TIP-LRP Benefit Evaluation for new project candidates. Federal legislation includes targets for safety with the goal of reducing fatalities and serious injuries. DVRPC and local partners work with NJDOT and other project sponsors to consider safety improvements for all projects. A number of alternatives are evaluated prior to the construction phase to determine the best solution to a transportation problem, given expected resources and the needs of various stakeholders. A way to ensure bicycle/pedestrian and safety elements can be incorporated within a project is to share them with the Project Sponsor during a project's Concept Development, design, or engineering phase prior to construction. Many TIP projects are in different phases of the project delivery process, but there is often an opportunity during pre-construction that allows the public to learn about a project, ask questions, and share their ideas. To learn about the NJDOT project delivery process, visit www.state.nj.us/transportation/capital/pd/phase.shtm. The schedule of public information meetings for NJDOT sponsored projects is found at www.nj.gov/transportation/community/meetings.

Lastly, your suggestion for NJDOT to make Transportation Alternatives Set-Aside (TA Set-Aside) funding more flexible and increase TA Set-Aside funding has been shared with NJDOT. Please note that the TA Set-Aside program is a set-aside within the federal-aid Surface Transportation Block Grant (STBG) program under the current FAST Act, and the funds are distributed by and restricted to the appropriate urbanized area (indicated by DB #X107). The Philadelphia Urbanized Area (UZA) expects \$1.127 million, and the Trenton UZA in the DVRPC NJ region expects \$291,000 annually, totaling \$1.418 million.

Agency Response by NJDOT:

Re #3: Thank you.

Re #4: During the Concept Development phase, the NJDOT engaged township and county professional planners and engineers and involved the public to determine a preliminary preferred alternative for each of these projects. In the Preliminary Engineering phase, the department continued to refine the preferred alternatives with input from professional staff and the public. NJDOT will continue to engage stakeholders as the projects move forward.

Re #6: TA funding is formula-based and specific to certain geographic locations. Please follow the link to access FAQ regarding TA program: <https://www.state.nj.us/transportation/contribute/business/localaid/documents/2020TASet-AsideFAQs.pdf>

Agency Response by Burlington County:

Burlington County agrees that DVRPC will do all it can to ensure they can be completed by 2025 by working with the Project Sponsor and other appropriate agencies.

Agency Response by Mercer County:

Mercer County is actively constructing and maintaining segments of trails in its parks and acquiring right of way for greenway corridors where, when continuous, regionally significant trails may be built in the future. For these projects the County generally uses its open space trust fund. From that fund the County also makes municipal grants to support open space acquisition and development, including for trail projects. TIP funding is geographically constrained and, where appropriate and available, better directed to multimodal improvements on and adjacent to County highways.

AGENCY RESPONSES TO COMMENTS

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General TIP Comments: DVRPC Competitive CMAQ Program request or comment

Item ID: 124

Supports CMAQ funding

Agency Response by DVRPC:

Your request will be considered during the development of the next DVRPC Competitive CMAQ Program. Thank you for your interest and support.

Item ID: 125, 126

Expresses gratitude for CMAQ funding allocation to Circuit Trails projects and requests for continued support of trails over the next four-years (FY22-25)

Agency Response by DVRPC:

Your request will be considered during the development of the next DVRPC Competitive CMAQ Program. Thank you for your interest and support.

General TIP Comments: General concerns, questions, and/or suggestions

Item ID: 127

Requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades

Agency Response by DVRPC:

Thank you for your suggestion. Like all MPOs, DVRPC coordinates and facilitates conversations with member governments (e.g. counties and cities), state agencies, and transit operators to reach a consensus on what priority transportation projects to fund for the region based on reasonably expected resources. There are multiple considerations involved in the decision-making process of selecting projects for the TIP: state, regional, and local priority of needs, political support, data availability, performance-based planning, project schedule, estimated cost, and readiness, project delivery status, phase, ability to leverage other investments, ensuring there is a balanced program, funding eligibility, if there available resources, and geographic equity and Environmental Justice.

A way to ensure bicycle/pedestrian and safety elements can be incorporated within a project is to share them with the Project Sponsor during a project's Concept Development, design, or engineering phase prior to construction. Many TIP projects are in different phases of the project delivery process, but there is often an opportunity during pre-construction that allows the public to learn about a project, ask questions, and share their ideas. To learn about the NJDOT project delivery process, visit www.state.nj.us/transportation/capital/pd/phase.shtm. The schedule of public information meetings for NJDOT sponsored projects is found at www.nj.gov/transportation/community/meetings.

Item ID: 128

Concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide

Agency Response by DVRPC:

Your suggestion for NJDOT to update its standard for "bicycle compatible" shoulders and match the Complete Streets Design Guide has been shared with NJDOT. Please contact Sarah Moran, Manager of the Office of Mobility Analysis and Design, at (215) 238-2875 or smoran@dvrpc.org to help us understand how the 1998 State Bicycle Plan or NJ's standard for "bicycle compatible" shoulders conflict with DVRPC's Level of Traffic Stress Analysis data. DVRPC and local partners work with NJDOT and other project sponsors to consider safety improvements for all projects. A number of alternatives are evaluated prior to the construction phase to determine the best solution to a transportation problem, given expected resources and the needs of various stakeholders. A way to ensure bicycle/pedestrian and safety elements can be incorporated within a project is to share them with the Project Sponsor during a project's Concept Development, design, or engineering phase prior to construction. Many TIP projects are in different phases of the project delivery process, but there is often an opportunity during pre-construction that allows the public to learn about a project, ask questions, and share their ideas. To learn about the NJDOT project delivery process, visit www.state.nj.us/transportation/capital/pd/phase.shtm. The schedule of public information meetings for NJDOT sponsored projects is found at www.nj.gov/transportation/community/meetings.

Agency Response by NJDOT:

NJDOT uses a number of resources to determine bicycle compatibility on roadways. The Bureau of Safety, Bicycle and Pedestrian Programs (BSBPP) works carefully with Project Managers within the Department to ensure compliance with our Complete Streets Checklist on as many DOT projects as possible. BSBPP personnel utilize the Complete Streets Design Guide, as well as the NJDOT Bicycle Compatible Roadways and Bikeways Guide, current AASHTO guides and other resources to determine the best way to address the needs of all road network users on projects built or funded by the Department. We are working to update our bicycle and pedestrian design guidance with current best practice. NJDOT, and specifically BSBPP,

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

constantly looks for opportunities in existing capital projects to add, replace or rehabilitate bicycle and pedestrian facilities. We regularly conduct Pedestrian Road Safety Audits in locations that our safety management systems indicate are trouble spots for bicyclists and pedestrians. We develop recommendations and investigate ways to implement them as quickly as possible. In some cases, we are able to incorporate improvements for cyclists and pedestrians into resurfacing projects but often these projects occur on an accelerated schedule in order to maintain the condition of the pavement and the safety of the road. Commercial developers often install sidewalk on State roadways and we strongly encourage them to do so when we review Major Access Permits. We depend on our municipal and county partners to assist in this effort and are investigating ways to ensure better outcomes.

Item ID: 129

Comment about DVRPC region's congestion, bicycle infrastructure, and bicycle safety

Agency Response by DVRPC:

Thank you for your comment. DVRPC recognizes that planning and implementation for bicycle and pedestrian improvements are critical and we will continue to collaborate with our planning partners, as well as staff from internal offices to implement active transportation projects as a way to address congestion and climate change.

Understanding that everyone has a different level of comfort when cycling on the road, DVRPC has made available two resources to help. The DVRPC Bicycle Level of Traffic Stress (LTS) and Connectivity Analysis webmap is helpful in determining where you may want to bike, depending on your level of comfort. It is available at www.dvrpc.org/webmaps/BikeStress. Ruti is a text-message-based, trip planning tool that finds the bike route with the least amount of car traffic, or traffic stress, available at www.dvrpc.org/ruti.

Item ID: 130

Requests that DVRPC continue to prioritize funding safe bicycle infrastructure for all ages

Agency Response by DVRPC:

We're happy to hear that you enjoy bicycling in the region, especially during this pandemic! We agree that bicycling is a healthy and environmentally friendly alternative mode of travel and understand that everyone has a different level of comfort when cycling on the road. There are two resources that can help. First, you may find the DVRPC Bicycle Level of Traffic Stress (LTS) and Connectivity Analysis webmap helpful in determining where you may want to bike, depending on your level of comfort. It is available at www.dvrpc.org/webmaps/BikeStress. Second, Ruti is a text-message-based, trip planning tool that finds the bike route with the least amount of car traffic, or traffic stress at www.dvrpc.org/ruti. The conversational app uses Google Maps routing information and LTS data analysis to find the most comfortable bike route between two destinations. The resulting route map depicts the "stress level" of each part of a bike route so riders can see where traffic or stress is highest. To register to use Ruti, please visit ruti.bike. Ruti will send a text message to your cell phone, and you can begin conversing to find the right bike routes.

The region will continue to invest in bike and pedestrian infrastructure, along with other needs of the region (e.g., system preservation). In the Draft DVRPC FY2022 TIP for New Jersey, there is almost \$58.4 million programmed for bike/pedestrian improvements, including the recent 2020-21 Transportation Alternative Set-Aside, Competitive CMAQ, and Travel Options Program awards. Other projects that are non-pedestrian/bicycle improvements in nature (such as bridge replacement) often include bicycle/pedestrian improvements, wherever possible, within project scope and limits. Please note that bicycle/pedestrian improvements are one of many needs in the region, and the TIP tries to address multiple needs. Unfortunately, needs often outweigh expected resources.

General TIP Comments: Project concerns, questions, and/or suggestions

Item ID: 131, 133

Requests to increase TA Set-Aside funding and/or eligibility

Agency Response by DVRPC:

Please note that the TA Set-Aside program is a set-aside within the federal-aid Surface Transportation Block Grant (STBG) program under the current FAST Act, and the funds are distributed by and restricted to the appropriate urbanized area (indicated by DB #X107). The Philadelphia Urbanized Area (UZA) expects \$1.127 million, and the Trenton UZA in the DVRPC NJ region expects \$291,000 annually, totaling \$1.418 million.

Agency Response by NJDOT:

This program is funded by the federal Transportation Alternatives program. TA funding is formula-based and specific to certain geographic locations. In the future, should Congress increase funding to the TA program, the department would analyze and evaluate the past performance of the SRTS and provide justification to increase funding if appropriate.

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

Item ID: 132

Requests that DVRPC not fund lane expansion projects in urbanized areas without pedestrian facility upgrades

Agency Response by DVRPC:

Thank you for your comment. DVRPC recognizes that planning and implementation for bicycle and pedestrian improvements are critical and we will continue to collaborate with our planning partners, as well as staff from internal offices to implement active transportation projects as a way to address congestion and climate change.

Understanding that everyone has a different level of comfort when cycling on the road, DVRPC has made available two resources to help. The DVRPC Bicycle Level of Traffic Stress (LTS) and Connectivity Analysis webmap is helpful in determining where you may want to bike, depending on your level of comfort. It is available at www.dvrpc.org/webmaps/BikeStress. Ruti is a text-message-based, trip planning tool that finds the bike route with the least amount of car traffic, or traffic stress, available at www.dvrpc.org/ruti.

Item ID: 134

Concerns about NJ's standard for bicycle compatible shoulders and NJ Complete Streets Guide

Agency Response by DVRPC:

Your issue about state road projects failing to implement Complete Streets and Green Streets Policy has been shared with NJDOT. Like all MPOs, DVRPC coordinates and facilitates conversations with member governments (e.g. counties and cities), state agencies, and transit operators to reach a consensus on what priority transportation projects to fund for the region based on reasonably expected resources. There are multiple considerations involved in the decision-making process of selecting projects for the TIP: state, regional, and local priority of needs, political support, data availability, performance-based planning, project schedule, estimated cost, and readiness, project delivery status, phase, ability to leverage other investments, ensuring there is a balanced program, funding eligibility, if there are available resources, and geographic equity and Environmental Justice.

Agency Response by NJDOT:

NJDOT uses a number of resources to determine bicycle compatibility on roadways. The Bureau of Safety, Bicycle and Pedestrian Programs (BSBPP) works carefully with Project Managers within the Department to ensure compliance with our Complete Streets Checklist on as many DOT projects as possible. BSBPP personnel utilize the Complete Streets Design Guide, as well as the NJDOT Bicycle Compatible Roadways and Bikeways Guide, current AASHTO guides and other resources to determine the best way to address the needs of all road network users on projects built or funded by the Department. We are working to update our bicycle and pedestrian design guidance with current best practice. NJDOT, and specifically BSBPP, constantly looks for opportunities in existing capital projects to add, replace or rehabilitate bicycle and pedestrian facilities. We regularly conduct Pedestrian Road Safety Audits in locations that our safety management systems indicate are trouble spots for bicyclists and pedestrians. We develop recommendations and investigate ways to implement them as quickly as possible. In some cases, we are able to incorporate improvements for cyclists and pedestrians into resurfacing projects but often these projects occur on an accelerated schedule in order to maintain the condition of the pavement and the safety of the road. Commercial developers often install sidewalk on State roadways and we strongly encourage them to do so when we review Major Access Permits. We depend on our municipal and county partners to assist in this effort and are investigating ways to ensure better outcomes.

Item ID: 135

Requests that DVRPC not fund any road rehabilitation/resurfacing projects without traffic calming measures or safe bicycle/pedestrian facilities

Agency Response by DVRPC:

Like all MPOs, DVRPC coordinates and facilitates conversations with member governments (e.g. counties and cities), state agencies, and transit operators to reach a consensus on what priority transportation projects to fund for the region based on reasonably expected resources. There are multiple considerations involved in the decision-making process of selecting projects for the TIP: state, regional, and local priority of needs, political support, data availability, performance-based planning, project schedule, estimated cost, and readiness, project delivery status, phase, ability to leverage other investments, ensuring there is a balanced program, funding eligibility, if there are available resources, and geographic equity and Environmental Justice.

Safety is a top priority for DVRPC, as articulated in the Long-Range Plan. Safety is the highest weighted criterion in the TIP-LRP Benefit Evaluation for new project candidates. Federal legislation includes targets for safety with the goal of reducing fatalities and serious injuries. DVRPC and local partners work with NJDOT and other project sponsors to consider safety improvements for all projects. A number of alternatives are evaluated prior to the construction phase to determine the best solution to a transportation problem, given expected resources and the needs of various stakeholders. A way to ensure bicycle/pedestrian and safety elements can be incorporated within a project is to share them with the Project Sponsor during a project's Concept Development, design, or engineering phase prior to construction. Many TIP projects are in different phases of the project delivery process, but

AGENCY RESPONSES TO COMMENTS

Thursday, September 2, 2021

there is often an opportunity during pre-construction that allows the public to learn about a project, ask questions, and share their ideas. To learn about the NJDOT project delivery process, visit www.state.nj.us/transportation/capital/pd/phase.shtm. The schedule of public information meetings for NJDOT sponsored projects is found at <https://www.nj.gov/transportation/community/meetings>.



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Draft DVRPC FY2022 Transportation Improvement Program for New Jersey (FY22-FY25) and Draft FY2022 Statewide TIP for New Jersey for NJDOT and NJ TRANSIT

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period to seek your input on the *Draft DVRPC Federal Fiscal Year (FY) 2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25)*. This will also serve as the public comment period for

the State of New Jersey's *Draft FY2022 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT)*. DVRPC will accept comments on both draft documents from July 21, 2021 until August 23, 2021 at 5:00 PM local time.

An electronic version of the DVRPC Draft FY2022 TIP for New Jersey is available at www.dvrpc.org/TIP/Draft. If requested, the Draft TIP can be translated into an alternative format or language. The Draft FY2022 STIP is available at www.state.nj.us/transportation/capital.

The TIP represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

To abide by public health guidelines for public gatherings, the required public meetings will be held online at two different times. These online public meetings will also include presentations of the Draft *Connections 2050* Long- Range Plan and the Draft Conformity Determination. The online meetings will be recorded and posted online about a day after.

Wednesday, August 11, 2021

2:00 PM to 3:00 PM

Registration: https://dvrpc.zoom.us/webinar/register/WN_a_wluM-lSielFV-TrwleNA

Call-in information: 646-558-8656; Meeting ID: 934 8624 1523, Passcode: Ld6YeTd3

Wednesday, August 18, 2021

7:00 PM to 8:00 PM

Registration: https://dvrpc.zoom.us/webinar/register/WN_c9NnSLqfQ8GnfUC8TrkzZg

Call-in information: 646-558-8656; Meeting ID: 987 8869 6352, Passcode: MU7XWu09

Registration information is also available on DVRPC's events calendar at <https://www.dvrpc.org/Calendar/2021/08>.

Attendees can join via webinar or by phone in listen-only mode. For any accommodations, including closed captioning and interpretation, please email public_affairs@dvrpc.org or call 215-238-2929.

Written comments and questions must be submitted in one of three ways listed below:

Electronically through an interactive web application available at: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

By Mail:

NJ TIP Comments

c/o DVRPC Office of Communications and Engagement

190 N. Independence Mall West, 8th Fl.

Philadelphia, PA 19106

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP and STIP documents by 5:00 PM (local time) on August 23, 2021. Comments received via mail must be postmarked by August 22, 2021. Responses will not be provided unless comments are submitted in writing during the public comment period.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests will be accommodated to the greatest extent possible.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

Important Notice: DVRPC is committed to providing open and competitive procurement opportunities and that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR part 26, have an equal opportunity to receive and participate in federally funded contracts. For information about opportunities to do business with DVRPC, please visit www.dvrpc.org/Business/.



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Dated: July 21, 2021

John Johnson, Governor
Absentee Shawnee Tribe of Oklahoma
2025 South Gordon Cooper Drive Shawnee, OK 74801
Sent via email: jjohnson@astribe.com

RE: Requesting comments on DVRPC's Federal Fiscal Year 2022 Transportation Improvement Program

Dear Governor Johnson,

The purpose of this message is to inform the Absentee Shawnee Tribe of Oklahoma that the Delaware Valley Regional Planning Commission (DVRPC) released the Draft DVRPC Federal Fiscal Year (FY) 2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25) on July 21, 2021 and requests comments by August 23, 2021. This document includes capital transportation projects in Burlington, Camden, Gloucester, and Mercer counties sponsored by a number of agencies and local governments.

DVRPC serves as a technical advisor, provides access to federal transportation funding, and works with local elected officials, participating federal, state and county agencies, transit operators, and the public to coordinate planning activities and prioritization of transportation infrastructure projects, among other tasks.

The Draft DVRPC FY2022 TIP for New Jersey is expected to be approved by the DVRPC Board at its September 23, 2021 meeting. An interactive map with proposed projects and the full narrative document divided into smaller documents are both available at <https://www.dvrpc.org/TIP/Draft/>.

Consistent with Federal transportation planning regulations, DVRPC is requesting the involvement of your Tribal Nation in the above-mentioned planning document, and would appreciate receiving your comments and concerns either via mail or email to the contact(s) provided below. Please note that all federally funded capital projects within the TIP will be subject to the National Environmental Policy Act (NEPA) process and Section 106 consultation when the project development process is initiated. If you have questions specific to the Tribal Consultation process in Planning, NEPA or Section 106, please contact the FHWA Division office.

For questions and comments about this document and its related activities, please contact:
Kwan Hui
Manager, New Jersey Capital Programs

Delaware Valley Regional Planning Commission
Email: khui@dvrpc.org

Please also provide copies to:
Sutapa Bandyopadhyay,
FHWA-New Jersey Division
Office: (609)637-4230 | Cell: (908)361-1831
Email: sutapa.bandyopadhyay@dot.gov

DVRPC is currently using a list of Tribal Nation contacts prepared by FHWA in consultation with New Jersey Department of Transportation. Please advise if any additional representative should be included in future correspondence/coordination relative to the planning process. DVRPC is also requesting that you accept this email with weblinks in lieu of receiving U.S.P.S. mailings and hard copies of the planning documents. Hard copies are available upon request.

Sincerely,

Alison Hastings, PP/AICP
Associate Director, Communications & Engagement
Delaware Valley Regional Planning Commission
ahastings@dvrpc.org
Sent via email

CC: Devon Frazier, Absentee Shawnee Tribe of Oklahoma;
Kwan Hui, Barry Seymour, Natalie Scott, DVRPC;
Mike Russo, Lauralee Rappleye, NJDOT;
Sutapa Bandyopadhyay, Brian Goodson, FHWA-NJ

Dated: July 21, 2021

Deborah Dotson, Tribal President
Delaware Nation
PO Box 825 Anadarko,
OK 73005
Sent via email: ddotson@delawarenation-nsn.gov

RE: Requesting comments on DVRPC's Federal Fiscal Year 2022 Transportation Improvement Program

Dear President Dotson,

The purpose of this message is to inform the Delaware Nation that the Delaware Valley Regional Planning Commission (DVRPC) released the Draft DVRPC Federal Fiscal Year (FY) 2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25) on July 21, 2021 and requests comments by August 23, 2021. This document includes capital transportation projects in Burlington, Camden, Gloucester, and Mercer counties sponsored by a number of agencies and local governments.

DVRPC serves as a technical advisor, provides access to federal transportation funding, and works with local elected officials, participating federal, state and county agencies, transit operators, and the public to coordinate planning activities and prioritization of transportation infrastructure projects, among other tasks.

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Consistent with Federal transportation planning regulations, DVRPC is requesting the involvement of your Tribal Nation in the above-mentioned planning document, and would appreciate receiving your comments and concerns either via mail or email to the contact(s) provided below. Please note that all federally funded capital projects within the TIP will be subject to the National Environmental Policy Act (NEPA) process and Section 106 consultation when the project development process is initiated. If you have questions specific to the Tribal Consultation process in Planning, NEPA or Section 106, please contact the FHWA Division office.

For questions and comments about this document and its related activities, please contact:

Kwan Hui
Manager, New Jersey Capital Programs
Delaware Valley Regional Planning Commission
Email: khui@dvrpc.org

Please also provide copies to:
Sutapa Bandyopadhyay,
FHWA-New Jersey Division
Office: (609)637-4230 | Cell: (908)361-1831
Email: sutapa.bandyopadhyay@dot.gov

DVRPC is currently using a list of Tribal Nation contacts prepared by FHWA in consultation with New Jersey Department of Transportation. Please advise if any additional representative should be included in future correspondence/coordination relative to the planning process. DVRPC is also requesting that you accept this email with weblinks in lieu of receiving U.S.P.S. mailings and hard copies of the planning documents. Hard copies are available upon request.

Sincerely,

Alison Hastings, PP/AICP
Associate Director, Communications & Engagement
Delaware Valley Regional Planning Commission
ahastings@dvrpc.org
Sent via email

CC: Erin Thompson-Paden, Delaware Nation Historic Preservation Director
Kwan Hui, Barry Seymour, Natalie Scott, DVRPC;
Mike Russo, Lauralee Rappleye, NJDOT;
Sutapa Bandyopadhyay, Brian Goodson, FHWA-NJ

Dated: July 21, 2021

Chet Brooks, Chief
Delaware Tribe of Indians
5100 Tuxedo Blvd
Bartlesville, OK 74006
Sent via email: cbrooks@delawaretribe.org

RE: Requesting comments on DVRPC's Federal Fiscal Year 2022 Transportation Improvement Program

Dear President Brooks,

The purpose of this message is to inform the Delaware Tribe of Indians that the Delaware Valley Regional Planning Commission (DVRPC) released the Draft DVRPC Federal Fiscal Year (FY) 2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25) on July 21, 2021 and requests comments by August 23, 2021. This document includes capital transportation projects in Burlington, Camden, Gloucester, and Mercer counties sponsored by a number of agencies and local governments.

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The Draft DVRPC FY2022 TIP for New Jersey is expected to be approved by the DVRPC Board at its September 23, 2021 meeting. An interactive map with proposed projects and the full narrative document divided into smaller documents are both available at <https://www.dvrpc.org/TIP/Draft/>.

Consistent with Federal transportation planning regulations, DVRPC is requesting the involvement of your Tribal Nation in the above-mentioned planning document, and would appreciate receiving your comments and concerns either via mail or email to the contact(s) provided below. Please note that all federally funded capital projects within the TIP will be subject to the National Environmental Policy Act (NEPA) process and Section 106 consultation when the project development process is initiated. If you have questions specific to the Tribal Consultation process in Planning, NEPA or Section 106, please contact the FHWA Division office.

For questions and comments about this document and its related activities, please contact:

Kwan Hui
Manager, New Jersey Capital Programs
Delaware Valley Regional Planning Commission
Email: khui@dvrpc.org

Please also provide copies to:
Sutapa Bandyopadhyay,
FHWA-New Jersey Division
Office: (609)637-4230 | Cell: (908)361-1831
Email: sutapa.bandyopadhyay@dot.gov

DVRPC is currently using a list of Tribal Nation contacts prepared by FHWA in consultation with New Jersey Department of Transportation. Please advise if any additional representative should be included in future correspondence/coordination relative to the planning process. DVRPC is also requesting that you accept this email with weblinks in lieu of receiving U.S.P.S. mailings and hard copies of the planning documents. Hard copies are available upon request.

Sincerely,

Alison Hastings, PP/AICP
Associate Director, Communications & Engagement
Delaware Valley Regional Planning Commission
ahastings@dvrpc.org
Sent via email

CC: Susan Bachor Delaware Tribe Historic Preservation, Pennsylvania Office;
Kwan Hui, Barry Seymour, Natalie Scott, DVRPC;
Mike Russo, Lauralee Rappleye, NJDOT;
Sutapa Bandyopadhyay, Brian Goodson, FHWA-NJ

Dated: July 21, 2021

Shannon Holsey, President

Stockbridge-Munsee Community Band of Mohican Indians

Sent via email: Shannon.holsey@mohican-nsn.gov

Dear President Hosley,

The purpose of this message is to inform the Stockbridge-Munsee Community Band of Mohican Indians that the Delaware Valley Regional Planning Commission (DVRPC) released the Draft DVRPC Federal Fiscal Year (FY) 2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25) on July 21, 2021 and requests comments by August 23, 2021. This document includes capital transportation projects in Burlington, Camden, Gloucester, and Mercer counties sponsored by a number of agencies and local governments.

DVRPC serves as a technical advisor, provides access to federal transportation funding, and works with local elected officials, participating federal, state and county agencies, transit operators, and the public to coordinate planning activities and prioritization of transportation infrastructure projects, among other tasks.

The Draft DVRPC FY2022 TIP for New Jersey is expected to be approved by the DVRPC Board at its September 23, 2021 meeting. An interactive map with proposed projects and the full narrative document divided into smaller documents are both available at <https://www.dvrpc.org/TIP/Draft/>.

Consistent with Federal transportation planning regulations, DVRPC is requesting the involvement of your Tribal Nation in the above-mentioned planning document, and would appreciate receiving your comments and concerns either via mail or email to the contact(s) provided below. Please note that all federally funded capital projects within the TIP will be subject to the National Environmental Policy Act (NEPA) process and Section 106 consultation when the project development process is initiated. If you have questions specific to the Tribal Consultation process in Planning, NEPA or Section 106, please contact the FHWA Division office.

For questions and comments about this document and its related activities, please contact:

Kwan Hui
Manager, New Jersey Capital Programs
Delaware Valley Regional Planning Commission
Email: khui@dvrpc.org

Please also provide copies to:
Sutapa Bandyopadhyay,
FHWA-New Jersey Division
Office: (609)637-4230 | Cell: (908)361-1831
Email: sutapa.bandyopadhyay@dot.gov

DVRPC is currently using a list of Tribal Nation contacts prepared by FHWA in consultation with New Jersey Department of Transportation. Please advise if any additional representative should be included in future correspondence/coordination relative to the planning process. DVRPC is also requesting that you accept this email with weblinks in lieu of receiving U.S.P.S. mailings and hard copies of the planning documents. Hard copies are available upon request.

Sincerely,

Alison Hastings, PP/AICP
Associate Director, Communications & Engagement
Delaware Valley Regional Planning Commission
ahastings@dvrpc.org
Sent via email

CC: Nathan Allison, Bonney Hartley, Stockbridge-Munsee Community Band of Mohican Indians
Kwan Hui, Barry Seymour, Natalie Scott, DVRPC;
Mike Russo, Lauralee Rappleye, NJDOT;
Sutapa Bandyopadhyay, Brian Goodson, FHWA-NJ

Dated: July 21, 2021

Ben Barnes, Chief
Shawnee

Sent via email: benbarnes@gmail.com

RE: Requesting comments on DVRPC's Federal Fiscal Year 2022 Transportation Improvement Program

Dear President Dotson,

The purpose of this message is to inform the Shawnee that the Delaware Valley Regional Planning Commission (DVRPC) released the Draft DVRPC Federal Fiscal Year (FY) 2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25) on July 21, 2021 and requests comments by August 23, 2021. This document includes capital transportation projects in Burlington, Camden, Gloucester, and Mercer counties sponsored by a number of agencies and local governments.

DVRPC serves as a technical advisor, provides access to federal transportation funding, and works with local elected officials, participating federal, state and county agencies, transit operators, and the public to coordinate planning activities and prioritization of transportation infrastructure projects, among other tasks.

The Draft DVRPC FY2022 TIP for New Jersey is expected to be approved by the DVRPC Board at its September 23, 2021 meeting. An interactive map with proposed projects and the full narrative document divided into smaller documents are both available at <https://www.dvrpc.org/TIP/Draft/>.

Consistent with Federal transportation planning regulations, DVRPC is requesting the involvement of your Tribal Nation in the above-mentioned planning document, and would appreciate receiving your comments and concerns either via mail or email to the contact(s) provided below. Please note that all federally funded capital projects within the TIP will be subject to the National Environmental Policy Act (NEPA) process and Section 106 consultation when the project development process is initiated. If you have questions specific to the Tribal Consultation process in Planning, NEPA or Section 106, please contact the FHWA Division office.

For questions and comments about this document and its related activities, please contact:

Kwan Hui

Manager, New Jersey Capital Programs
Delaware Valley Regional Planning Commission
Email: khui@dvrpc.org

Please also provide copies to:
Sutapa Bandyopadhyay,
FHWA-New Jersey Division
Office: (609)637-4230 | Cell: (908)361-1831
Email: sutapa.bandyopadhyay@dot.gov

DVRPC is currently using a list of Tribal Nation contacts prepared by FHWA in consultation with New Jersey Department of Transportation. Please advise if any additional representative should be included in future correspondence/coordination relative to the planning process. DVRPC is also requesting that you accept this email with weblinks in lieu of receiving U.S.P.S. mailings and hard copies of the planning documents. Hard copies are available upon request.

Sincerely,

Alison Hastings, PP/AICP
Associate Director, Communications & Engagement
Delaware Valley Regional Planning Commission
ahastings@dvrpc.org
Sent via email

CC: Tonya Tipton, Shawnee;
Kwan Hui, Barry Seymour, Natalie Scott, DVRPC;
Mike Russo, Lauralee Rappleye, NJDOT;
Sutapa Bandyopadhyay, Brian Goodson, FHWA-NJ

801 MARKET STREET, SUITE 300, PHILADELPHIA, PA 19107

Page 1 of 1

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Antonia Inobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 18th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

July 20, 21

AD 2021

Affiant further deposes and says that she is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:**

Draft DVRPC FY2022 Transportation Improvement Program for
New Jersey (FY22-FY25)
and
Draft FY2022 Statewide TIP for New Jersey for NJDOT and NJ TRANSIT

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period to seek your input on the Draft DVRPC New Jersey Roadway 2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25). This will also serve as the public comment period for the State of New Jersey Draft FY2022 Statewide Transportation Improvement Program (TIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT). DVRPC will accept comments on both draft documents from July 21, 2021 until August 21, 2021 at 5:00 PM local time.

An electronic version of the DVRPC Draft FY2022 TIP for New Jersey is available at www.dvrpc.org/TIP/2022. If requested, the Draft TIP can be translated into an alternate language. The Draft FY2022 STIP is available at www.dvrpc.org/2022statewide/2022stip/.

The TIP represents the regional federally funded transportation improvement projects and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation requirements.

To ensure public health guidelines for public gatherings, the required public meetings will be held online at two different times. There will be public meetings and also include presentations of the Draft Comprehensive 2050 Long-Range Plan and the Draft Countywide Transportation Plan. The public meetings will be recorded and posted online 24 hours after.

Wednesday, August 11, 2021
2:00 PM to 3:00 PM
Registration: <https://dvrpc.org/2022statewide/2022stip/> or by phone at 215-388-8888.
Call for information: 215-388-8888. Meeting ID: 984 5084 1593. Password: 888888.
Or
Wednesday, August 18, 2021
7:00 PM to 8:00 PM
Registration: <https://dvrpc.org/2022statewide/2022stip/> or by phone at 215-388-8888.
Call for information: 215-388-8888. Meeting ID: 984 5084 1593. Password: 888888.

Registration information is also available on DVRPC's events calendar at <https://www.dvrpc.org/Calendar/2021>.

Attendees can join via webinar or by phone in Internet mode. For any accommodation requests, including closed captioning and interpretation, please email publicaffairs@dvrpc.org or call 215-388-8888.

Written comments and questions must be submitted in one of three ways listed below:

Electronically through an interactive web application available at <https://dvrpc.org/TIP/2022>.

By Email: TIP@dvrpc.org,
Or

By Mail
to: TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-388-8888 or publicaffairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP and STIP documents by 5:00 PM (local time) on August 21, 2021. Comments received via mail must be postmarked by August 21, 2021. Responses will not be provided unless comments are submitted in writing during the public comment period.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12896 on Environmental Justice, and related congressional mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats. If requested, DVRPC's public meetings are designed to be ADA accessible facilities and held in non-discriminatory locations whenever possible. Transportation, interpretation, and other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Transportation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 388-1000. All requests will be accommodated to the greatest extent possible.

Any person who believes they have been aggrieved by an action of the Commission may file a complaint with the U.S. Department of Justice, Civil Rights Division, within 180 days of the alleged discriminatory action. For more information on filing a complaint, please visit <https://www.doj.gov/civilrights/section6> or call (202) 693-1000, or write to: U.S. Department of Justice, Civil Rights Division, 400 New York Avenue, N.W., Washington, D.C. 20531.

Important Notice: DVRPC is committed to providing equal and competitive procurement opportunities and that Disadvantaged Business Enterprises (DBEs), as defined in 48 CFR part 25, have an equal opportunity to receive and participate in federally funded contracts. For information about opportunities to do business with DVRPC, please visit www.dvrpc.org/procure.


Antonia Inobaptiste

Sworn to and subscribed before me
this 27 day of July 2021



Commonwealth of Pennsylvania - Notary Seal
DIANA M. LEE, Notary Public
Philadelphia County
My Commission Expires July 14, 2023
Commission Number 1093684

STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106-1520

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Fax: 215 735-3612

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Bill To:

DVRPC/Natalie Scott
190 N. Independence
Mall West, 8th Floor
Philadelphia, PA 19106

Invoice #: 00042420

Date: 7/23/21

Ins.Order#	Description	TOTAL
	Dual language legal notice published 7/21/21: Draft DVRPC FY2022 Transportation Improvement Program for New Jersey (FY22-FY25), 4x9.5" each	\$6,004.00

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NOTICE

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW:

Draft DVRPC FY2022 Transportation Improvement Program for New Jersey (FY22-FY25)

and

Draft FY2022 Statewide TIP for New Jersey for NJDOT and NJ TRANSIT

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period to seek your input on the Draft DVRPC Federal Fiscal Year (FY) 2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25). This will also serve as the public comment period for the State of New Jersey's Draft FY2022 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT). DVRPC will accept comments on both draft documents from July 21, 2021 until August 21, 2021 at 5:00 PM local time.

An electronic version of the DVRPC Draft FY2022 TIP for New Jersey is available at www.dvrpc.org/TIP/Draft. If requested, the Draft TIP can be translated into an alternative format or language. The Draft FY2022 STIP is available at www.state.nj.us/transportation/capital.

The TIP represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

To abide by public health guidelines for public gatherings, the required public meetings will be held online at two different times. These online public meetings will also include presentations of the Draft Connections 2050 Long-Range Plan and the Draft Conformity Determination. The online meetings will be recorded and posted online about a day after.

Wednesday, August 11, 2021

2:00 PM to 3:00 PM

Registration: https://dvrpc.zoom.us/join/wn_a_wluM-ISielfV-TrwleNA

Call-in information: 646-558-8656;
Meeting ID: 934 8624 1523,
Passcode: Ld6YeTd3

Or

Wednesday, August 18, 2021

7:00 PM to 8:00 PM

Registration: https://dvrpc.zoom.us/join/wn_c9NnSLqfQ8GnfUC8TrkzZg

Call-in information: 646-558-8656;

Meeting ID: 987 8869 6352,
Passcode: MU7XWu09

Registration information is also available on DVRPC's events calendar at <https://www.dvrpc.org/Calendar/2021/08>.

Attendees can join via webinar or by phone in listen-only mode. For any accommodations, including closed captioning and interpretation, please email public_affairs@dvrpc.org or call 215-238-2929.

Written comments and questions must be submitted in one of three ways listed below:

Electronically through an interactive web application available at: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org
Or

By Mail:
NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West,
8th Fl.
Philadelphia, PA 19106

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP and STIP documents by 5:00 PM (local time) on August 21, 2021. Comments received via mail must be postmarked by August 21, 2021. Responses will not be provided unless comments are submitted in writing during the public comment period.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests will be accommodated to the greatest extent possible.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

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Adv. Fee: \$123.74
BCT: July 21, 2021
Aff. Chg.: \$20.00 7399395

DELAWARE VALLEY REG PLAN COMM
ATTN: JANE MECONI, AICP
190 N INDEPENDENCE MALL W, 6TH FL
PHILADELPHIA, PA 19106

2-2152382871
0307380396

I, Sarah Bertelsen, being duly affirmed according to law, deposes and says that I am the Legal Clerk of BURLINGTON TIME, INC. Publisher of the "Burlington County Times" and that a copy of a notice published in such paper on

July 21, 2021

appears hereto, exactly as published in said newspaper

Affirmed and subscribed to me before me this
21st day of July, 2021

Notary Public, State of Wisconsin, County of Brown

My commission expires

AMY KOKOTT
Notary Public
State of Wisconsin

State of New Jersey County of Burlington

NOTICE

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW:
Draft DVRPC FY2022 Transportation Improvement Program for New Jersey (FY22-FY25)
and
Draft FY2022 Statewide TIP for New Jersey for NJDOT and NJ TRANSIT

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period to seek your input on the Draft DVRPC Federal Fiscal Year (FY) 2022 Transportation Improvement Program (TIP) for New Jersey (FY22-FY25). This will also serve as the public comment period for the State of New Jersey's Draft FY2022 Statewide Transportation Improvement Program (STIP) for the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ TRANSIT). DVRPC will accept comments on both draft documents from July 21, 2021 until August 21, 2021 at 5:00 PM local time.

An electronic version of the DVRPC Draft FY2022 TIP for New Jersey is available at www.dvrpc.org/TIP/Draft. If requested, the Draft TIP can be translated into an alternative format or language. The Draft FY2022 STIP is available at www.state.nj.gov/transportation/capitol.

The TIP represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant. In order to provide a broad picture of the region's transportation improvement plan.

To abide by public health guidelines, the required public meetings will be held online at two different times. These online public meetings will also include presentations of the Draft Comprehensive 2050 Long-Range Plan and the Draft Conformity Determination. The online meetings will be recorded and posted online about a day after.

Wednesday, August 11, 2021
7:00 PM to 8:00 PM
Registration: <https://dvrpc.zoom.us/j/92614610303>
Webinar registration: https://www.wuolfe.com/Registration/WFLA_WUM-Self-Monitoring
Call in information: 646-558-8656
Meeting ID: 926 1461 0303
Passcode: 62614610303

Wednesday, August 18, 2021
7:00 PM to 8:00 PM
Registration: <https://dvrpc.zoom.us/j/92614610303>
Webinar registration: https://www.wuolfe.com/Registration/WFLA_WUM-Self-Monitoring
Call in information: 646-558-8656
Meeting ID: 926 1461 0303
Passcode: 62614610303

Registration information is also available on DVRPC's website calendar at www.dvrpc.org/Gallery/2021/08.

Attendees can join via webinar or by phone in telephonic mode. For any accommodations, including closed captioning and interpretation, please email info@dvrc.org or call 215-238-2525.

Written comments and questions must be submitted in one of three ways listed below.

Electronically through an interactive web application available at www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org
Or

By Mail:
NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N Independence Mall West
8th Fl.
Philadelphia, PA 19106

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-238-2125 or public affairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP and STIP documents by 5:00 PM (local time) on August 21, 2021. Comments received via mail must be postmarked by August 21, 2021. Responses will not be provided unless comments are submitted in writing during the public comment period.

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Important Notice: DVRPC is committed to providing open and competitive programming opportunities and that Disadvantaged Business Enterprises (DBEs) be defined in 49 CFR part 26, have an equal opportunity to receive and participate in federally funded projects. For information about opportunities to do business with DVRPC, please visit www.dvrpc.org/DoingBusiness.

4 to Fee: \$123.74
BLD: July 21, 2021
MR. CHS: \$20.00

708285

Classified Ad Receipt
(For Info Only - NOT A BILL)

Customer: DELAWARE VAL REG PLAN COM
Address: 190 N INDEPENDENCE MALL W
PHILADELPHIA PA 19106
USA

Ad No.: 0004816368
Pymt Method Invoice
Net Amt: \$124.04

Run Times: 1

No. of Affidavits: 1

Run Dates: 07/21/21

Text of Ad:

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:**

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Draft FY2022 Statewide TIP for New Jersey for NJDOT and NJ TRANSIT

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Call-in information: 646-558-8656; Meeting ID: 934 8624 1523, Passcode: Ld6Yn1d3

Or

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7:00 PM to 8:00 PM

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190 N. Independence Mall West,
8th Fl.

Philadelphia, PA 19106

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(594.04)



Natalie Scott <nscott@dvrpc.org>

Re: [NJAM - I #126-63-736] **Response requested 10045514 - 8/6 - SJT - Delaware Valley Regional Planning Commission- DVRPC Legal Notice (Conformity) for Aug 6-South Jersey Times**

NJ Advance Media Legal Advertising <legalads@support.njadvance-media.com>
To: nscott@dvrpc.org, Alison Hastings <ahastings@dvrpc.org>
Cc: mjones@njadvancemedia.com

Mon, Jul 26, 2021 at 5:04 PM

ATTN: Natalie

As per your request, your Legal ad will run in The South Jersey Times on August 6, 2021. Your notice will also appear on nj.com under Legal Notices for 30 days. Legal liner ads will also appear on New Jersey Press Association's website <https://www.njpublicnotices.com/> in perpetuity

For your reference:

- account number: 1090333
- the ad number is: 10045514
- Cost: \$190.21, without affidavit. Please let me know if an affidavit is required (additional \$12)

Please confirm receipt of this email - attached is a proof of your ad, please review for corrections if needed (if anything is missing, needs to be revised, and/or removed from the ad text) and reply back with approval of the ad copy or any corrections or revises by deadline, 3:30pm Wednesday, August 4, 2021.

PLEASE CONFIRM or your ad will run as is.

You will receive the bill within 10 business days of the ad's last publication date.

Please call 800-350-4169 with any questions.

*Please note as of 1/1/2019 eTears will not be available for Legal advertisements. Available proof of publication options are hard copy tear sheets, affidavits or visiting NJ.com and searching under Legal Notices or visiting <https://www.njpublicnotices.com/>

Thank you for choosing the Star Ledger,

Jeanette Kryzmalinski
NJ Advance Media
Operations Coordinator, Inside Sales

Advertising Terms and Conditions

This confirms that any advertisements submitted by you are subject to the terms and conditions contained in the following link: <http://www.njadvancemedia.com/terms-and-conditions/>. By proceeding to submit the advertisements, you are acknowledging your agreement to these terms and conditions.

On Fri, 23 Jul 2021, nscott@dvrpc.org wrote:

Hello,

DVRPC would like to place a legal notice in the South Jersey Times 8/6 Edition. It is attached.

Account Number: 1090333

Please let me know if you have any questions.

Thanks!

Natalie

--

Natalie Scott | *Senior Communications Specialist* | She/Her

Delaware Valley Regional Planning Commission
[190 N. Independence Mall West, 8th Floor](#)
Philadelphia, PA 19106-1520
Cell: 215.692.2660



Delaware Valley Regional Planning Commission 10045514.pdf

34K



Natalie Scott <nscott@dvrpc.org>

Re: [NJAM - I #326-45-339] **Response requested 10045507 - 8/6 - TT - Delaware Valley Regional Planning Commission - DVRPC Legal Notice (Conformity) for Aug 6-Times of Trenton**

Trenton Times Legal Advertising <tlegalads@support.njadvance-media.com>
To: nscott@dvrpc.org, Alison Hastings <ahastings@dvrpc.org>
Cc: mjones@njadvancemedia.com

Mon, Jul 26, 2021 at 5:00 PM

ATTN: Natalie

As per your request, your Legal ad will run in The Times of Trenton on August 6, 2021. Your notice will also appear on nj.com under Legal Notices for 30 days. Legal liner ads will also appear on New Jersey Press Association's website <https://www.njpublicnotices.com/> in perpetuity

For your reference:

- account number: 1090333
- the ad number is: 10045507
- Cost: \$104.40, without affidavit. Please let me know if an affidavit is required (additional \$25)

Please confirm receipt of this email - attached is a proof of your ad, please review for corrections if needed (if anything is missing, needs to be revised, and/or removed from the ad text) and reply back with approval of the ad copy or any corrections or revises by deadline, 9:00am Thursday, August 5, 2021.

PLEASE CONFIRM or your ad will run as is.

You will receive the bill within 10 business days of the ad's last publication date.

Please call 609-989-5659 with any questions.

*Please note as of 1/1/2019 eTears will not be available for Legal advertisements. Available proof of publication options are hard copy tear sheets, affidavits or visiting NJ.com and searching under Legal Notices or visiting <https://www.njpublicnotices.com/>

Thank you for choosing the Times of Trenton,

Jeanette Kryzmaliski
NJ Advance Media
Operations Coordinator, Inside Sales

Advertising Terms and Conditions

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Account Number: 1090333

Please let me know if you have any questions.

Thanks!
Natalie

--

Natalie Scott | Senior Communications Specialist | She/Her

Delaware Valley Regional Planning Commission
[190 N. Independence Mall West, 8th Floor](#)
Philadelphia, PA 19106-1520
Cell: 215.692.2660



Delaware Valley Regional Planning Commission 10045507.pdf

30K



Highlights

of the **DRAFT 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.

TITLE VI COMPLIANCE | DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

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 Draft DVRPC FY2022 Transportation Improvement Program (TIP) for New Jersey (FY22–FY25) is available for public review and feedback as of July 21, 2021. This 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 Draft TIP, like the Commission itself, includes the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC prepares a major update to the New Jersey TIP every other year to coincide with the update of the New Jersey Department of Transportation (NJDOT) and 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.

This year, the public comment period for the Draft DVRPC TIP, which also serves as the Draft STIP’s public comment period, begins on July 21, 2021, and will close 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. You can review the Draft TIP and Draft STIP documents online at www.dvrpc.org/TIP/Draft or at the DVRPC office located at 190 North Independence Mall West, 8th Floor, Philadelphia, PA, 19106. NJDOT and NJ TRANSIT’s Draft STIP is also available online at www.state.nj.us/transportation/capital. A printed copy of the Draft TIP is available at public libraries listed in Table 6 of this document.

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 is currently 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 is 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; 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.

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 Subcommittee of the Regional Technical Committee (RTC). As portrayed by Figure 1, the Draft FY2022 TIP 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 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 Benefit 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 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, are shared with the public for feedback.

The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff intends to request the DVRPC Board to adopt the Draft TIP (with a List of Recommended Changes after the public comment period) in September of 2021. Once the DVRPC Board adopts the TIP with recommended changes, DVRPC will submit the document to NJDOT for approval and inclusion in the STIP, which will then be submitted by NJDOT to federal partners (e.g., FHWA, FTA) for review and approval. When the federal partners approve the FY2022 STIP, the DVRPC FY2022 TIP and NJDOT and NJ TRANSIT’s FY2022 STIP will take effect and replace 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 Draft DVRPC FY2022 TIP for New Jersey contains project descriptions and appendices for DVRPC's New Jersey region. There are 140 projects over 10-years (FY22–FY31): 88 Highway projects, two STATE-DVRPC funded Highway projects in the DVRPC Local Program, and 50 Transit projects (36 by NJ TRANSIT and 14 by the DRPA/PATCO). Funding totals \$2.128 billion for phases to advance over the next four years (FY22–FY25), which averages \$532 million per year. Programmed funds include \$1.373 billion for projects primarily addressing the highway system and almost \$755 million for the NJ TRANSIT (\$680.915 million) and DRPA/PATCO (\$73.930 million) transit system, as Table 1 and Figure 2 show. The Draft TIP also shows 105 NJDOT-managed statewide highway programs for the State of New Jersey worth \$4 billion (primarily state funded) over the First-Four Years (FY22–FY25). Thirteen NJDOT-sponsored Concept Development and four DVRPC Local Concept Development projects, totaling 17 projects, are listed in the 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	\$11.398	\$17.630	\$27.931	\$10.883	\$67.842
Camden County	\$132.106	\$250.679	\$155.340	\$114.268	\$652.393
Gloucester County	\$53.974	\$41.100	\$33.761	\$7.450	\$136.285
Mercer County	\$28.988	\$71.296	\$9.587	\$45.456	\$155.327
Various Counties	\$92.619	\$91.197	\$86.744	\$90.762	\$361.322
Highway Program Total*	\$319.085	\$471.902	\$313.363	\$268.819	\$1,373.169
TRANSIT PROGRAM					
DRPA/PATCO	\$20.045	\$19.545	\$16.795	\$17.545	\$73.930
NJ TRANSIT	\$164.150	\$168.384	\$172.794	\$175.587	\$680.915
Transit Program Total	\$184.195	\$187.929	\$189.589	\$193.132	\$754.845
Highway and Transit Programs Grand Total**					\$2,128.014
Statewide Program	\$1,132.274	\$1,126.340	\$577.670	\$1,182.683	\$4,018.968

*The Highway Program total excludes \$13.440 million STATE-DVRPC funds for two STATE-DVRPC funded projects that anticipate encumbrance between FY22 and FY23 because they were previously appropriated by the state legislature.

**The last two digits of the First-Four Years Highway and Transit Programs grand total slightly differs from Table 2 due to rounding.

Source: DVRPC, 2021

Out of approximately \$9 billion federal highway and State funds 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 (28 percent), North Jersey Transportation Planning Authority (NJTPA) (64 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

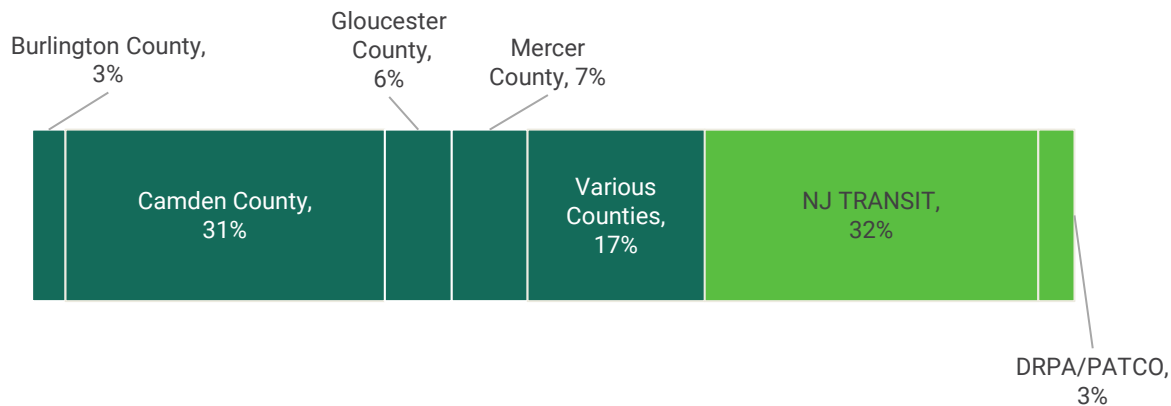
Statewide Program that are not specific to a particular MPO region but would benefit all, or that would provide direct support to NJDOT. The Statewide Program is primarily State funded. Within NJ TRANSIT's \$6 billion program over the First-Four Years for the state, 11 percent is distributed to transit 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)

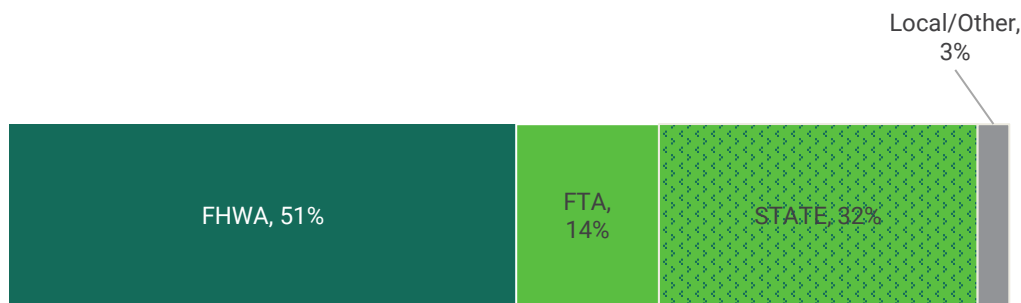
\$2.128 BILLION HIGHWAY AND TRANSIT PROGRAM

BY COUNTY AND TRANSIT OPERATOR

- Highway Program by County (\$1.373 Billion, or 64.5% of the Highway and Transit Programs)
- Transit Program by Operator (almost \$755 Million, or 35.5% 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 PROGRAM							
CMAQ	\$11.500	\$2.000	\$4.000	\$13.200	\$30.700	\$37.000	\$67.700
CRRSAA-FLEX	\$75.982	\$81.700			\$157.682		\$157.682
CRRSAA-PHILA			\$8.155		\$8.155		\$8.155
CRRSAA-TRENTON		\$2.102			\$2.102		\$2.102
HSIP	\$3.000	\$3.000	\$3.000	\$3.000	\$12.000	\$18.000	\$30.000
HWIZ905-TRENTON	\$0.563				\$0.563		\$0.563
HWIZ910-PHILA	\$1.427				\$1.427		\$1.427
HWIZ910-TRENTON		\$0.368			\$0.368		\$0.368
HWIZ919-PHILA			\$1.163		\$1.163		\$1.163
HWIZ919-TRENTON		\$0.300			\$0.300		\$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		\$131.398
NHPP	\$106.808	\$168.981	\$134.361	\$105.574	\$515.724	\$423.720	\$939.444
OTHER-DVRPC		\$41.000			\$41.000		\$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	\$3.684	\$5.646	\$9.330
RHC-PHILA	\$0.615				\$0.615		\$0.615
STATE	\$75.770	\$62.262	\$63.210	\$57.390	\$258.632	\$344.340	\$602.972
STBGP-FLEX	\$10.503	\$3.205	\$2.307	\$5.041	\$21.056	\$56.200	\$77.256
STBGP-OS-BRDG	\$0.200	\$30.391	\$26.391		\$56.982		\$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	\$4.508	\$6.765	\$11.273
TA-TRENTON	\$0.291	\$0.291	\$0.291	\$0.291	\$1.164	\$1.744	\$2.908
Highway Program Subtotal	\$319.086	\$471.902	\$313.363	\$268.819	\$1,373.170	\$1,089.736	\$2,462.906
DRPA/PATCO PROGRAM							
DRPA	\$4.009	\$3.909	\$3.359	\$3.509	\$14.786	\$14.236	\$29.022
SECT 5307	\$5.156	\$4.156	\$4.956	\$7.156	\$21.424	\$36.624	\$58.048
SECT 5337	\$10.600	\$11.200	\$8.200	\$6.600	\$36.600	\$19.200	\$55.800
SECT 5340	\$0.280	\$0.280	\$0.280	\$0.280	\$1.120	\$1.120	\$2.240
DRPA/PATCO Subtotal	\$20.045	\$19.545	\$16.795	\$17.545	\$73.930	\$71.180	\$145.110
NJ TRANSIT PROGRAM							
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	\$17.787
SECT 5311	\$0.924	\$0.924	\$0.924	\$0.924	\$3.697	\$5.545	\$9.241
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	\$48.866
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
NJ TRANSIT Subtotal	\$164.150	\$168.384	\$172.794	\$175.587	\$680.916	\$1,123.781	\$1,804.697
DVRPC Region Total	\$503.281	\$659.831	\$502.952	\$461.951	\$2,128.015	\$2,284.697	\$4,412.713

Note: STATE-DVRPC funds are excluded because funds were previously appropriated by the state legislature. Also, the last two digits of the \$2,128.015 million First-Four Years regional Highway and Transit Programs total slightly differs from Table 1 due to rounding.

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.

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 has continued this program with a focus on performance measures and targets.

HWI (Highway Infrastructure): This federal-aid funding category was established under The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (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 RIdECO 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: 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 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. To view a map of all urbanized areas in New Jersey, visit www.state.nj.us/transportation/gis/%20maps/urbanized.pdf.

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. To view a map of all urbanized areas in New Jersey, visit www.state.nj.us/transportation/gis/maps/urbanized.pdf.

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.

Federal Transit (FTA) Funding Sources

CMAQ (Congestion Mitigation and Air Quality Improvement Program): Type of Highway funding that can flex (transfer) 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.

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 (Engineering/Construction): Involves design and construction work.

ERC (Engineering/Right-of-Way/Construction): Involves design, right-of-way, and 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 PPA such as community involvement (meetings with affected property, business owners), agency consultation, environmental documentation, design level mapping, and the development of geometric design.

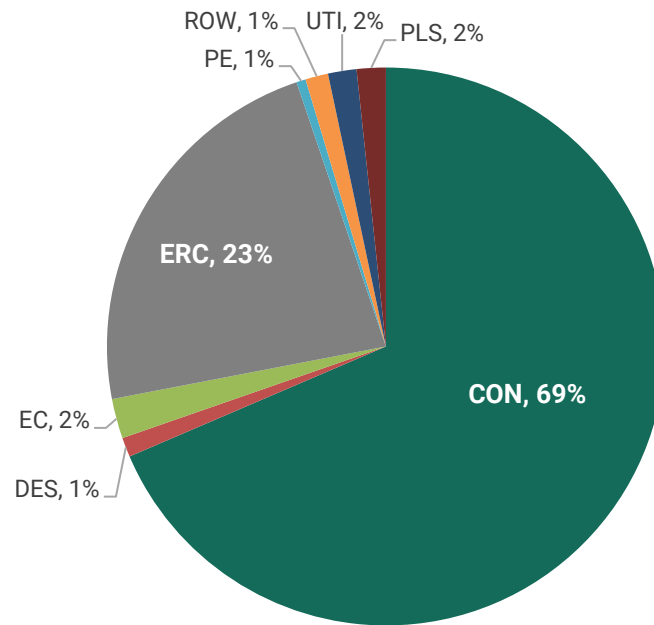
UTL (Utility): In some cases, the utility relocation work associated with a project must be programmed separately from the actual construction phase of work. These items are shown under the “Utility” category.

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): Involves purchasing the land needed to build a project.

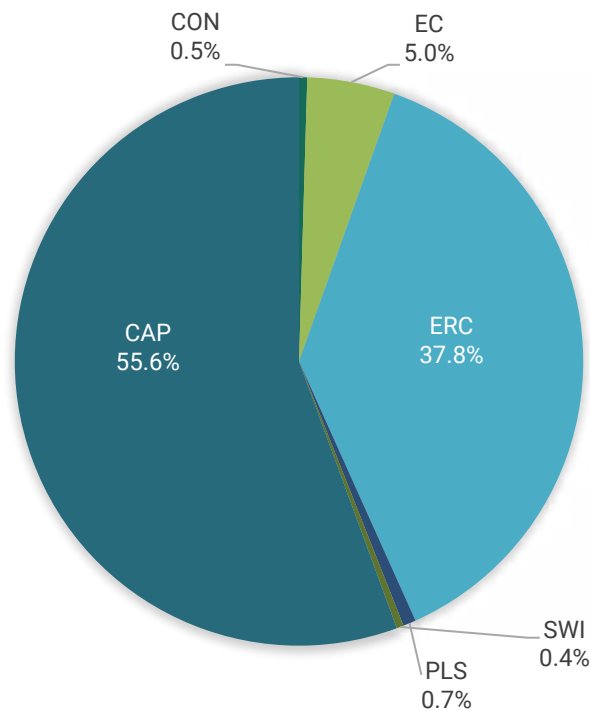
SWI (Statewide Investment): Used to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases work, that addresses a specific mobility issue.

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

The Draft TIP document contains printed static maps for Environmental Justice and Equity analysis that are found in Appendix G of the main TIP document (publication ID 22001A). For other purposes, DVRPC recommends using the Draft TIP Web Map Search Tool found at www.dvrpc.org/TIP/Draft 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 Draft 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 “Draft TIP Projects Not Mapped” and are listed on the map by their unique project identification number (DB #) under the same heading.

The Draft TIP Web Map Search Tool continues to include robust data sets, besides Draft 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 Draft 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 Draft 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 Draft 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/Draft, or use the Draft 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 Draft 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, Draft TIP document displays the codes at the top right corner of each project listed. Projects determined as "new" projects in the Draft 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 Draft TIP, including the Study and Development Program, for the absolute first time. There are 13 total in the Highway Program of the Draft 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 Draft TIP for Design to Construction phases; there is one "NEW-G" project in the Draft 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 Draft TIP's Local Program. The project's Concept Development phase was locally led by a county or municipality. There are seven total in the Draft 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 Draft 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.

Other codes include SD or RETURN. 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 Draft TIP for New Jersey. There are two NJ TRANSIT line items (DB #T13 and #T199) that have "returned" to the Draft TIP from a previous TIP.

Roadmap of a TIP Project Listing

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

Draft 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	D1601	New Jersey Regional Signal Retiming Initiative
15321	Route 70, Bridge over Mount Misery Brook	D2018	Bridge No. C4.13 over Parkers Creek on Centerton Road <small>NEW-LG</small>
15324	Washington Turnpike, Bridge over West Branch of Wading River	D2206	County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) <small>NEW</small>
15385	Route 38, Nixon Drive to Route 295 Bridge	D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit) <small>NEW</small>
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 <small>NEW-G</small>	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 <small>NEW-LG</small>
15423	ADA South, Contract 4	D2021	New or Upgraded Traffic Signal Systems at Intersections, Phase 2 <small>NEW-LG</small>
16340	Route 130, Bridge over Main Branch of Newton Creek	D2022	New or Upgraded Traffic Signal Systems at Intersections, Phase 3 <small>NEW-LG</small>
16342	Route 73 and Ramp G, Bridge over Route 130	D2208	CR 544 (Evesham Rd), NJ 41 to Schubert Ave <small>NEW</small>
18313	Route 42 SB, Leaf Avenue Extension to Creek Road (CR 753)	D2209	CR 758 (Coles Mill Rd), Farwood Rd to Grove St <small>NEW</small>
355A	Route 295/42, Missing Moves, Bellmawr	DR2201	Walt Whitman Bridge NJ Corridor Resurfacing <small>NEW</small>
355E	Route 295/42/I-76, Direct Connection, Contract 4		

Draft 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	D1906	CR 581 (Commissioners Road), Bridge over Oldman's Creek
12305	Route 47, Grove St. to Route 130, Pavement	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3) ^{NEW-LG}
12306	Route 42, Kennedy Ave. to Atlantic City Expressway	D2019	CR 712 (College Drive) at Alumni Drive Roundabout and Multipurpose Trail (Circuit) ^{NEW}
14348	Route 45, Bridge over Woodbury Creek	D2210	CR 654 (Hurffville-Cross Keys Rd), CR 630 (Egg Harbor Rd) to CR 651 (Greentree Rd) ^{NEW}
15302	Route 41 and Deptford Center Road	D2211	US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55 ^{NEW}
21366	Rowan University Fossil Park Roadway and Intersection Improvement at Woodbury Glassboro Road (CR 553) ^{NEW}	D9807	Gloucester County Bus Purchase
D0401	Gloucester County Roadway Safety Improvements		
MERCER COUNTY			
07319B	Route 29, Cass Street to Calhoun Street, Drainage	D0412	Mercer County Roadway Safety Improvements
11309	Route 130, Westfield Ave. to Main Street	D0701	Princeton-Hightstown Road Improvements, CR 571
16336	Route 1B, Bridge over Shabakunk Creek	D1011	Mercer County Bus Purchase
16339	Route 130, Bridge over Millstone River ^{NEW}	D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
17419	Route 1, Alexander Road to Mapleton Road	D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)
18305	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave ^{NEW-LG}
19360	Route 27, Witherspoon Street ^{NEW}	D2023	Circulation Improvements Around Trenton Transit Center ^{NEW-LG}
99334	Duck Island Landfill, Site Remediation	D2205	D&R Greenway Connector, Wellness Loop to Union St./Cooper Field (Circuit) ^{NEW}
99362	Trenton Amtrak Bridges	L064	Route 206, South Broad Street Bridge over Assunpink Creek
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	D2004	Transportation Operations
10347	Local Aid Consultant Services	D2005	Regional Transportation Demand Management (TDM) Program
11383	Transportation Management Associations	DR2202	DRPA Systemwide Crash Cushion Attenuating Replacement ^{NEW}
99327A	Resurfacing, Federal	X065	Local CMAQ Initiatives

Draft DVRPC FY2022 TIP for New Jersey | Project Listings

Table 3 (Continued): Highway Program by DB #

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

Source: DVRPC, 2021

Table 4: Transit Program by DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
NJ TRANSIT			
T05	Bridge and Tunnel Rehabilitation	T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)
T06	Bus Passenger Facilities/Park and Ride	T300	Transit Rail Initiatives
T08	Bus Support Facilities and Equipment	T34	Rail Capital Maintenance
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	T37	Rail Support Facilities and Equipment
T106	Private Carrier Equipment Program	T39	Preventive Maintenance-Rail
T111	Bus Acquisition Program	T42	Track Program
T112	Rail Rolling Stock Procurement	T43	High Speed Track Program
T120	Small/Special Services Program	T44	NEC Improvements
T121	Physical Plant	T50	Signals and Communications/Electric Traction Systems
T122	Miscellaneous	T500	Technology Improvements
T13	Claims support ^{RETURN}	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
T199	Job Access and Reverse Commute Program ^{RETURN}	T88	Study and Development
T20	Immediate Action Program	T95	Light Rail Infrastructure Improvements

Source: DVRPC, 2021

Draft 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	DR1801	Reopening of Franklin Square
D1912	Rehabilitation of PATCO Bridges	DR1802	Subway Structures Renovation
DR019	Smoke and Fire Control	DR1803	PATCO Station Platform Rehabilitation
DR034	Preventive Maintenance	DR2006	PATCO Stations Modernizations
DR036	Transit Enhancements	DR2007	PATCO Viaduct Preservation Project
DR038	Relocation of Center Tower/SCADA Modernization	DR2008	PATCO Rail Replacement - Ferry Avenue to Broadway

Source: DVRPC, 2021

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Draft 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

Draft 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 Draft TIP

State Department of Transportation (NJDOT) project ID number

County where project is located

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

DVRPC FY2022 TIP for New Jersey

Highway Program

Camden

Project Title

Draft 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: Bellmawr Borough, Mount Ephraim Borough

Planning Center: Town Center

CIS Program Subcategory: Local Roadway Improvements

CIS Program Category: Congestion Relief

Project Manager: Bello, Elsa

Project Manager assigned by NJDOT

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

Anticipated project phase

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

DVRPC Congestion Management Process (CMP) codes

Air Quality Code

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

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

Community types that correspond to DVRPC long range planning policies

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 Draft TIP for the very first time.

Source: DVRPC, 2021

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Learn More. Share Your Feedback!

DVRPC encourages the public to review and provide comments about the Draft DVRPC TIP and the Draft STIP for NJDOT and NJ TRANSIT and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. Both documents are available on the DVRPC website at www.dvrpc.org/TIP. For those without internet access, draft documents are available at DVRPC in the American College of Physicians Building in downtown Philadelphia, or they can request the DVRPC Office of Communications and Engagement to mail the draft documents to them. Please call (215) 592-1800 to make this request. Printed Draft TIP documents are also available at certain public libraries across the region that are listed in Table 6 on the next page. The Draft STIP is also available at www.state.nj.us/transportation/capital.

The public comment period for DVRPC's Draft FY2022 TIP for New Jersey is opened as of July 21, 2021, and will close on August 23, 2021, at 5:00 PM (EST).

Review and submit feedback online at www.dvrpc.org/TIP/Draft by the 5:00 PM (local time) August 23rd deadline. DVRPC staff will seek responses to all submitted comments from the appropriate agencies. Submitted comments and agency responses will be included as part of the formal public record and final TIP document.

You can also 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 must be postmarked by August 23, 2021. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org.

To abide by stay-at-home orders and public health guidelines for public gatherings because of the pandemic, two online public meetings/information sessions that are scheduled below will replace the traditional in-person meeting.

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

Register at: <https://dvrpc.zoom.us/meeting/register/tJcpf-qqjovGNdvpMIOsCNvARuy8kv7Zxo>

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: <https://dvrpc.zoom.us/meeting/register/tJwqf-Gupz0pH9Z7yOJrI7DUfQBGFnr9Nk6s>

Call-in information: 646-558-8656 | Meeting ID: 987 8869 6352 | Passcode: MU7XWu09

Registration information is also available on DVRPC's events calendar at www.dvrpc.org/Calendar/2021/08. Attendees can join via webinar or by phone in listen-only mode. For any accommodations, including closed captioning and interpretation, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Table 6: Libraries Displaying 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 Vogelson 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 Draft DVRPC FY2022 Transportation Improvement Program (TIP) for New Jersey (FY22–FY25)
PUBLICATION NUMBER	22001B
DATE PUBLISHED	July 2021
GEOGRAPHIC AREA COVERED	DVRPC New Jersey Region (Burlington, Camden, Gloucester, and Mercer counties)
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, 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 Highlights of the Draft DVRPC FY2022 TIP for New Jersey briefly describes the region's TIP as a federally required, multimodal, four-year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in DVRPC's New Jersey region which will seek federal and state funding in fiscal years (FY) 2022 to 2025. The document includes a financial summary of costs by county and by operator, a list of projects in the Draft TIP, as well as how to learn more about the Draft TIP and submit comments.

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Aspectos destacados

del borrador del Programa de Mejora
del Transporte (TIP) del FY2022 de la
DVRPC para Nueva Jersey (FY22-FY25)





La Comisión de Planificación Regional del Valle de Delaware

es la Organización de Planificación Metropolitana designada a nivel federal para una diversa región de nueve condados en dos estados: Bucks, Chester, Delaware, Montgomery y Filadelfia en Pensilvania y Burlington, Camden, Gloucester y Mercer en Nueva Jersey.



COMISIÓN DE
PLANIFICACIÓN REGIONAL
DEL VALLE DE DELAWARE

La visión de la DVRPC para la región del Área Metropolitana de Filadelfia es lograr una región próspera, innovadora, equitativa, resiliente y sostenible que aumenta las opciones de movilidad al invertir en un sistema de transporte moderno y seguro; protege y preserva nuestros recursos naturales al crear comunidades saludables; y fomenta mayores oportunidades para todos.

La misión de la DVRPC es lograr esta visión al convocar a la mayor cantidad de socios para informar y facilitar la toma de decisiones basada en datos. Estamos comprometidos con toda la región y nos esforzamos para ser líderes e innovadores al explorar nuevas ideas y crear mejores prácticas.

CUMPLIMIENTO DEL TÍTULO VI | La Comisión de Planificación Regional del Valle de Delaware (DVRPC) cumple totalmente con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de los Derechos Civiles de 1987, la Orden Ejecutiva 12898 sobre Justicia Ambiental y los mandatos relacionados de no discriminación en todos los programas y actividades. El sitio web de DVRPC, www.dvrpc.org, puede traducirse a varios idiomas. Las publicaciones y otros documentos públicos generalmente pueden estar disponibles en idiomas y formatos alternativos, si así se solicita. Las reuniones públicas de DVRPC siempre se llevan a cabo en instalaciones accesibles para la ADA y en lugares accesibles para el tránsito siempre que sea posible. Se pueden proporcionar servicios de traducción, interpretación u otros servicios auxiliares a las personas que presenten una solicitud al menos siete días antes de una reunión pública. Los servicios de traducción e interpretación para los proyectos, productos y procesos de planificación de DVRPC están disponibles, generalmente de forma gratuita, llamando al (215) 592-1800. Todas las solicitudes serán atendidas en la mayor medida posible. Cualquier persona que crea que ha sido perjudicada por una práctica discriminatoria ilegal de DVRPC bajo el Título VI tiene derecho a presentar una queja formal. Cualquier queja de este tipo debe presentarse por escrito y presentarse ante el Gerente de Cumplimiento del Título VI de DVRPC y / o la agencia estatal o federal correspondiente dentro de los 180 días de la supuesta ocurrencia discriminatoria. Para obtener más información sobre el programa Título VI de DVRPC o para obtener un Formulario de queja Título VI, visite: www.dvrpc.org/GetInvolved/TitleVI, llame al (215) 592-1800 o envíe un correo electrónico a public_affairs@dvrpc.org.

La DVRPC recibe financiamiento de una variedad de fuentes, incluidas las becas federales de la Administración Federal de Carreteras (FHWA) y de la Administración Federal de Tránsito del Departamento de Transporte de los Estados Unidos (FTA), los departamentos de transporte de Pensilvania y Nueva Jersey, y los gobiernos estatales y locales integrantes de la DVRPC. Sin embargo, los autores son los únicos responsables de los hallazgos y conclusiones del presente, que pueden no representar las opiniones o políticas oficiales de las agencias de financiación.

Introducción

A partir del 21 de julio de 2021, el Borrador del Programa de Mejora del Transporte (Transportation Improvement Program, TIP) para el año fiscal FY2022 (Fiscal Year, FY) de Nueva Jersey (FY22–FY25) estará disponible para revisión pública y comentarios. Este documento tiene la intención de describir y “resaltar”, de forma sucinta, el TIP de la región, una lista multimodal acordada de proyectos de transporte prioritarios cuya implementación está planificada y programada, para los cuales se prevén fondos federales. Si bien no es un requisito federal, el TIP de la Comisión de Planificación Regional del Valle de Delaware (Delaware Valley Regional Planning Commission, DVRPC) también enumera los proyectos de capital financiados por el estado y los proyectos no financiados por el gobierno federal que son importantes a nivel regional para brindar una visión general de las mejoras de transporte de la región. Este programa permite la selección y priorización de las inversiones en infraestructura de transporte en la región de la DVRPC.

El Borrador del TIP, al igual que la propia Comisión, incluye los condados de Burlington, Camden, Gloucester y Mercer en Nueva Jersey. La DVRPC prepara una actualización importante para el TIP de Nueva Jersey cada dos años para coincidir con la actualización del Departamento de Transporte de Nueva Jersey (New Jersey Department of Transportation, NJDOT) y el TIP estatal (Statewide TIP, STIP) con restricciones fiscales de 10 años de NJ TRANSIT, y publica un borrador del programa para un período de revisión y comentarios antes de recomendar que la Junta de la DVRPC lo adopte.

Este año, el período de comentarios públicos para el borrador del TIP de la DVRPC, que también sirve como período de comentarios públicos del Borrador del STIP, comienza el 21 de julio de 2021 y se cerrará a las 5:00 PM (hora del este, [Eastern Standard Time, EST]) del 23 de agosto de 2021. Al final de este documento se encuentran más detalles sobre el proceso de revisión y comentarios. Puede consultar los documentos del Borrador del TIP y el Borrador del STIP por internet en www.dvrpc.org/TIP/Draft o en la oficina de la DVRPC situada en 190 North Independence Mall West, 8th Floor, Philadelphia, PA, 19106. El Borrador del STIP del NJDOT y NJ TRANSIT también está disponible en línea en www.state.nj.us/transportation/capital. Hay copias impresas del Borrador del TIP disponibles en las bibliotecas públicas que aparecen en la Tabla 6 de este documento.

¿Qué es el TIP?

Por mandato del Congreso, la legislación federal de transporte requiere que la DVRPC, como la Organización de Planificación Metropolitana (Metropolitan Planning Organization, MPO) de la región, desarrolle y actualice un TIP que haga a la región elegible para recibir y gastar fondos federales destinados al transporte. El TIP incluye todos los proyectos de transporte para los que se planea utilizar fondos federales, así como los proyectos que reciben fondos estatales y que son prioridades en la mejora del transporte para esta región. Es un programa multimodal de cuatro años que muestra los costos y tiempos estimados por fase del proyecto. Principalmente, el TIP se restringe en lo financiero a la cantidad de fondos que se espera que estén disponibles. Para añadir proyectos al TIP, otros deben posponerse, o bien deben identificarse fondos adicionales para la región a fin de mantener esta restricción financiera. Por lo tanto, el TIP no es una “lista de deseos”; claramente existe competencia entre los proyectos para obtener un lugar en el TIP. El TIP no solo incluye unos proyectos específicos, sino que también documenta los tiempos y costos estimados para cada fase del proyecto (ingeniería preliminar, diseño final, adquisición de derechos de paso y construcción). Aun cuando no se trata de un programa final para la implementación del proyecto, la inclusión de una fase del proyecto en el TIP significa que realmente se espera que se implemente durante la vigencia del TIP.

La producción del TIP es la culminación del proceso de planificación de transporte y representa un consenso entre funcionarios estatales y regionales respecto a qué mejoras buscar a corto plazo. El consenso es crucial, porque el gobierno federal y los gobiernos estatales quieren garantías de que todas las partes interesadas han participado en el desarrollo de las prioridades antes de comprometer sumas importantes de dinero. La inclusión de un proyecto en el TIP indica un acuerdo regional sobre la prioridad del proyecto y establece la elegibilidad para fondos federales.

El TIP es un requisito de la legislación federal de transporte, que actualmente es la Ley para Arreglar el Transporte Terrestre de Estados Unidos (Fixing America's Surface Transportation Act, FAST Act) o Ley Pública (Public Law, PL) 114-94. La Ley FAST se convirtió en ley el 4 de diciembre de 2015 y se tenía previsto que expirara el 30 de septiembre de 2020, pero fue extendida por el Congreso durante un año más. La Ley FAST es la primera ley federal en más de 10 años en ofrecer la certidumbre de financiamiento a largo plazo para el transporte superficial, después de múltiples extensiones de la Ley para Avanzar hacia el Progreso en el siglo XXI (Moving Ahead for Progress in the 21st Century, MAP-21), que se inició el 1.º de octubre de 2012, y cuya expiración estaba originalmente programada para el 31 de septiembre de 2014. La Ley FAST se basó en las iniciativas establecidas en la MAP-21; la Ley de Equidad de Transporte Seguro, Responsable, Flexible y Eficaz: Un legado para los usuarios; la Ley de Equidad en el Transporte para el siglo XXI, y la Ley de Eficiencia del Transporte Superficial Intermodal de 1991. La inversión en transporte se ha prescrito en un enfoque equilibrado mediante un compromiso garantizado para lograr carreteras y puentes, transporte público, seguridad, proyectos intermodales y tecnologías avanzadas, como los Sistemas de Transporte Inteligente.

Cronograma de desarrollo del TIP

El desarrollo (o actualización) del TIP por lo general comienza aproximadamente de 10 a 12 meses antes de su adopción e implica un arduo trabajo del personal y negociaciones intensivas por parte del NJDOT, NJ TRANSIT, la Autoridad Portuaria del Río Delaware/Corporación para el Transporte Público de la Autoridad Portuaria (Delaware River Port Authority/Port Authority Transit Corporation, DRPA/PATCO), el personal de la DVRPC, la Administración Federal de Carreteras (Federal Highway Administration, FHWA) y representantes de los gobiernos miembros de la DVRPC de la ciudad y el condado, que constituyen el subcomité del Comité Técnico Regional (Regional Technical Committee, RTC) de la DVRPC en Nueva Jersey. Como se muestra en la Figura 1, el proceso para el Borrador del TIP para el FY2022 comenzó entre el final de 2020 y principios de 2021 con la revisión de los costos y cronogramas de los proyectos actuales del TIP para el FY2020 y de los proyectos que se prevé que "aprobarán" la etapa de Desarrollo de Conceptos, y con una revisión de nuevos proyectos que son candidatos para ser añadidos al Borrador del TIP en caso de existir capacidad financiera. Al llegar la primavera de 2021, el resultado fue un borrador preliminar restringido del programa ("Borrador preliminar del TIP") en base a proyecciones razonables y anticipadas de ingresos para los próximos 10 años (FY22–FY31), resultados de los Criterios de beneficios del TIP para nuevos proyectos, métricas de programación y planificación en base al desempeño, los análisis de Justicia Ambiental y Equidad del conjunto de todas las solicitudes de proyectos para el Borrador del TIP, y comentarios del Subcomité del TIP de Nueva Jersey. Las negociaciones continuaron hasta fines de la primavera de 2021 con la finalidad de abordar la mayor cantidad posible de problemas en los programas de Carreteras, Transporte Público y de Estudio y Desarrollo, y para llegar a una lista final de proyectos para el Borrador del TIP ("Borrador final del TIP") que se evaluarían por sus efectos en la calidad del aire. Luego, la DVRPC abrió un período de comentarios públicos en el cual los dos proyectos de documentos, el Borrador del TIP del FY2022 de la DVRPC y el del Borrador del STIP de Nueva Jersey, se comparten con el público para recibir comentarios.

La Junta de la DVRPC es el órgano que toma las decisiones finales de la Organización de Planificación Metropolitana (Metropolitan Planning Organization, MPO) y el personal de la DVRPC tiene la intención de solicitar que la Junta de la DVRPC adopte el Borrador del TIP (con una Lista de Cambios Recomendados

después del período de comentarios del público) en septiembre de 2021. Una vez que la Junta de la DVRPC adopte el TIP con los cambios recomendados, la DVRPC enviará el documento al NJDOT para su aprobación e inclusión en el STIP, que luego el NJDOT enviará a los socios federales (por ejemplo, la FHWA y la Administración Federal de Tránsito [Federal Transit Administration, FTA]) para que lo revisen y aprueben. Cuando los socios federales aprueben el STIP para el FY2022, el TIP para el FY2022 de la DVRPC y el STIP para el FY2022 de Nueva Jersey, entrarán en vigor y reemplazarán al TIP para el FY2020 de la DVRPC y al STIP para el FY2020 de Nueva Jersey.

Figura 1: Cronograma de desarrollo del Borrador del TIP



Fuente: DVRPC, 2021

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Resúmenes del programa

El Borrador del TIP del FY2022 de la DVRPC contiene descripciones de los proyectos y apéndices para la región de Nueva Jersey de la DVRPC. Hay 140 proyectos durante 10 años (FY22–FY31): 88 proyectos de autopistas, dos proyectos de autopistas financiados por la STATE-DVRPC en el Programa Local de la DVRPC y 50 proyectos de Transporte Público (36 de NJ TRANSIT y 14 de la DRPA/PATCO). El financiamiento suma \$2,128 millones para las fases que se adelantarán en los próximos cuatro años (FY22–FY25), el cual promedia \$532 millones al año. Los fondos programados incluyen \$1,373 millones para proyectos que abordan principalmente el sistema de carreteras y casi \$755 millones para el sistema de transporte público NJ TRANSIT (\$680.915 millones) y DRPA/PATCO (73.930 millones), como se muestra en la Tabla 1 y en la Figura 2. El borrador del TIP también muestra 105 programas de carreteras estatales administrados por el NJDOT para el estado de Nueva Jersey por un valor de \$4 mil millones (financiados principalmente por el estado) durante los primeros cuatro años (FY22–FY25). Trece proyectos de desarrollo de conceptos que patrocina el NJDOT y cuatro proyectos de desarrollo de conceptos locales de la DVRPC, para un total de 17 proyectos, se incluyen en el Programa de Estudio y Desarrollo. La Tabla 2 ofrece un desglose de varias fuentes de financiamiento estatal y federal, así como sus distribuciones, incluyendo coincidencias locales.

Tabla 1: Resumen de costos por condado y operador de tránsito en la región de Nueva Jersey de la DVRPC (en millones)

	FY22	FY23	FY24	FY25	Cuatro Primeros Años (FY22 – FY25)
Programa de Carreteras					
Burlington County	\$11.398	\$17.630	\$27.931	\$10.883	\$67.842
Camden County	\$132.106	\$250.679	\$155.340	\$114.268	\$652.393
Gloucester County	\$53.974	\$41.100	\$33.761	\$7.450	\$136.285
Mercer County	\$28.988	\$71.296	\$9.587	\$45.456	\$155.327
Various Counties	\$92.619	\$91.197	\$86.744	\$90.762	\$361.322
Total para el Programa de Carreteras*	\$319.085	\$471.902	\$313.363	\$268.819	\$1,373.169
Programa de Tránsito					
DRPA/PATCO	\$20.045	\$19.545	\$16.795	\$17.545	\$73.930
NJ TRANSIT	\$164.150	\$168.384	\$172.794	\$175.587	\$680.915
Total para el Programa de Tránsito	\$184.195	\$187.929	\$189.589	\$193.132	\$754.845
Total general para programas de carreteras y tránsito**					\$2,128.014
Programa estatal	\$1,132.274	\$1,126.340	\$577.670	\$1,182.683	\$4,018.968

*El total del Programa de Carreteras excluye \$13.440 millones de fondos de la STATE-DVRPC para dos proyectos financiados por la STATE-DVRPC que anticipan un gravamen entre el FY22 y el FY23 porque anteriormente los asignó la legislatura estatal.

**El total regional de \$2,128.014 millones para los primeros cuatro años difiere de la Tabla 2 debido al redondeo.

Fuente: DVRPC, 2021

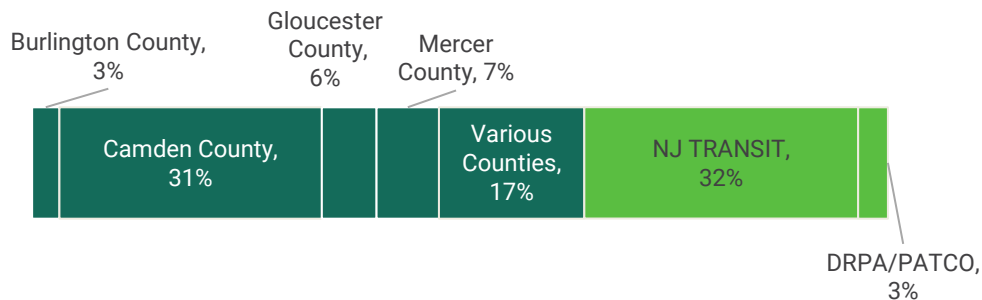
De aproximadamente \$9,000 millones en fondos federales para carreteras y fondos estatales en los primeros cuatro años para proyectos del Programa de Carreteras, el 55 por ciento, o \$4,900 millones, se distribuyen a las tres MPO para proyectos de carreteras: La DVRPC (28 por ciento), la Autoridad de Planificación de Transporte del Norte de Jersey (North Jersey Transportation Planning Authority, NJTPA) (64 por ciento) y la Organización de Planificación de Transporte del Sur de Jersey (South Jersey Transportation Planning Organization, SJTPO) (8 por ciento). Este monto excluye "Otros" fondos no públicos y de STATE-DVRPC. Además, el 45 por ciento o \$4 mil millones del total para los primeros cuatro años son para los proyectos que administra el NJDOT en el Programa Estatal que no son específicos de una región de MPO en particular pero que beneficiarían a todos, o que apoyarían directamente al NJDOT. El Programa Estatal es financiado principalmente por el estado. En el programa de \$6,000 millones de dólares de NJ TRANSIT de los primeros cuatro años para el estado, el 11 por ciento se distribuyen a proyectos y conceptos de transporte público en la región de la DVRPC; el 86 por ciento se distribuyen a la región de NJTPA; y tres por ciento se distribuyen a la región de SJTPO.

Figura 2: Resumen del costo total (porcentajes) de los primeros cuatro años (FY22–FY25) del Programa de carreteras y tránsito

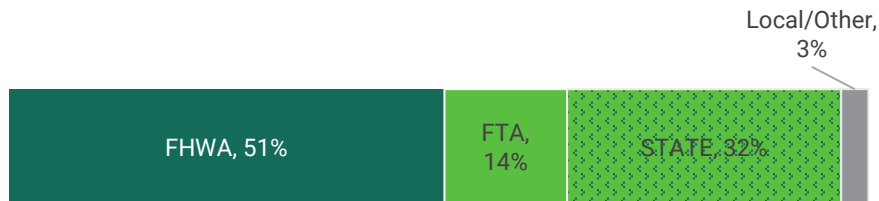
\$2.128 MIL MILLONES PARA EL PROGRAMA DE CARRETERAS Y TRANSPORTE PÚBLICO

- Programa de carreteras por condado (\$1.373 mil millones, o 64.5% de los programas de carreteras y transporte público)
- Programa de transporte público por operador (casi \$755 millones, o 35.5% de los programas de carreteras y transporte público)

POR CONDADO Y OPERADOR DE TRANSPORTE PÚBLICO



POR LA FUENTE DE FINANCIAMIENTO



Fuente: DVRPC, 2021

Tabla 2: Costo programado por código de fondo (en millones)

Código del Fondo	FY22	FY23	FY24	FY25	Cuatro Primeros Años (FY22–FY25)	Años Después (FY26–FY31)	10-Años (FY22–FY31)
PROGRAMA DE CARRETERAS							
CMAQ	\$11.500	\$2.000	\$4.000	\$13.200	\$30.700	\$37.000	\$67.700
CRRSAA-FLEX	\$75.982	\$81.700			\$157.682		\$157.682
CRRSAA-PHILA			\$8.155		\$8.155		\$8.155
CRRSAA-TRENTON		\$2.102			\$2.102		\$2.102
HSIP	\$3.000	\$3.000	\$3.000	\$3.000	\$12.000	\$18.000	\$30.000
HWIZ905-TRENTON	\$0.563				\$0.563		\$0.563
HWIZ910-PHILA	\$1.427				\$1.427		\$1.427
HWIZ910-TRENTON		\$0.368			\$0.368		\$0.368
HWIZ919-PHILA			\$1.163		\$1.163		\$1.163
HWIZ919-TRENTON		\$0.300			\$0.300		\$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		\$131.398
NHPP	\$106.808	\$168.981	\$134.361	\$105.574	\$515.724	\$423.720	\$939.444
OTHER-DVRPC		\$41.000			\$41.000		\$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	\$3.684	\$5.646	\$9.330
RHC-PHILA	\$0.615				\$0.615		\$0.615
STATE	\$75.770	\$62.262	\$63.210	\$57.390	\$258.632	\$344.340	\$602.972
STBGP-FLEX	\$10.503	\$3.205	\$2.307	\$5.041	\$21.056	\$56.200	\$77.256
STBGP-OS-BRDG	\$0.200	\$30.391	\$26.391		\$56.982		\$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	\$4.508	\$6.765	\$11.273
TA-TRENTON	\$0.291	\$0.291	\$0.291	\$0.291	\$1.164	\$1.744	\$2.908
Total para el Programa de Carreteras	\$319.086	\$471.902	\$313.363	\$268.819	\$1,373.170	\$1,089.736	\$2,462.906
PROGRAMA DE TRÁNSITO (DRPA/PATCO)							
DRPA	\$4.009	\$3.909	\$3.359	\$3.509	\$14.786	\$14.236	\$29.022
SECT 5307	\$5.156	\$4.156	\$4.956	\$7.156	\$21.424	\$36.624	\$58.048
SECT 5337	\$10.600	\$11.200	\$8.200	\$6.600	\$36.600	\$19.200	\$55.800
SECT 5340	\$0.280	\$0.280	\$0.280	\$0.280	\$1.120	\$1.120	\$2.240
Total para el Programa de Tránsito (DRPA/PATCO)	\$20.045	\$19.545	\$16.795	\$17.545	\$73.930	\$71.180	\$145.110
PROGRAMA DE NJ TRANSIT							
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	\$17.787
SECT 5311	\$0.924	\$0.924	\$0.924	\$0.924	\$3.697	\$5.545	\$9.241
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	\$48.866
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
Total para el Programa de Tránsito (NJ TRANSIT)	\$164.150	\$168.384	\$172.794	\$175.587	\$680.916	\$1,123.781	\$1,804.697
Total para el DVRPC región	\$503.281	\$659.831	\$502.952	\$461.951	\$2,128.015	\$2,284.697	\$4,412.713

Nota: Se excluyen fondos de STATE-DVRPC porque fueron asignados previamente por la legislatura estatal. Además el total regional de \$2,128.015 millones para los primeros cuatro años difiere de la Tabla 1 debido al redondeo.

Fuente: DVRPC, 2021

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Abreviaturas de financiamientos, según la Tabla 2

FUENTES DE FINANCIAMIENTO DE LAS CARRETERAS FEDERALES (FHWA)

CMAQ (Programa de mitigación de congestión y mejora de la calidad del aire): Otorga fondos para proyectos que mejoran la calidad del aire o alivian la congestión sin agregar nueva capacidad de carreteras. Este es un tipo de financiamiento de carreteras que puede flexibilizarse (transferirse) desde el Programa de Carreteras por la FHWA hasta el Programa de Transporte Público. Esta categoría de financiamiento con apoyo federal se estableció en la Ley de Eficiencia del Transporte Terrestre Intermodal de 1991 (Intermodal Surface Transportation Efficiency Act, ISTEA) para ayudar a los estados a satisfacer sus obligaciones respecto a la limpieza del aire. La Ley Federal de Avance para el Progreso en el Siglo XXI (Moving Ahead for Progress in the 21st Century Act, MAP-21) tiene un mayor enfoque hacia abordar las PM_{2.5}.

CRRSAA (Ley de Asignaciones Suplementarias para Respuesta y Recuperación del Coronavirus, Coronavirus Response and Recovery Supplemental Appropriations Act), CRRSAA-PHILA, CRRSAA-TRENTON, CRRSAA-FLEX: Esta categoría de apoyos federales fue establecida por el Congreso como parte de la Ley de Asignaciones Suplementarias para Respuesta y Recuperación del Coronavirus de 2021 (CRRSAA) y asignó fondos por regiones geográficas (CRRSAA-PHILA para el área urbanizada de Philadelphia, y CRRSAA-Trenton para el área urbanizada de Trenton, en la región de la DVRPC de Nueva Jersey). CRRSAA-FLEX no está restringida a un área urbanizada.

HSIP (Programa de mejoras de la seguridad vial): Otorga fondos para proyectos o estrategias incluidas en el Plan Estratégico de Seguridad Vial (Strategic Highway Safety Plan, SHSP) que corrigen o mejoran una ubicación o característica peligrosa de una carretera o abordan un problema de seguridad en ella. Esta categoría de fondos federales fue establecida bajo SAFETY-LU con el propósito de reducir significativamente las muertes y lesiones graves por el tráfico en todas las carreteras públicas de una manera integral y estratégica congruente con el SHSP estatal. MAP-21 ha continuado este programa con un enfoque hacia las mediciones y objetivos de desempeño.

HWI (Infraestructura de autopistas): Esta categoría de apoyos federales se estableció en la Ley de Asignaciones Suplementarias para Respuesta y Recuperación del Coronavirus de 2021 (CRRSAA), título IV de la división M, Ley Pública (Pub. L.) 116-260, que asignó fondos adicionales para programas de infraestructura de autopistas (HIP) por regiones geográficas (**HWIZ005-PHILA/TRENTON, HWIZ905-PHILA/TRENTON, HWIZ910-PHILA/TRENTON y HWIZ919-PHILA/TRENTON** en la región de Nueva Jersey de la DVRPC). Estos fondos tienen sus propias limitaciones en las obligaciones y cada uno tiene sus fechas límite y reglas de elegibilidad para autorizaciones y gastos.

LOCAL-DVRPC: Fondos de ingresos generados por el antiguo programa RIdeECO de la DVRPC.

NHFP-HWY (Programa Nacional de Transporte de Carga en Carreteras): El financiamiento estipula el traslado eficaz de carga en la Red Nacional de Transporte de Carga en Carreteras (National Highway Freight Network, NHFN) y respalda el plan de inversión de carga en el plan de carga del estado. La NHFN está compuesta de cuatro componentes: PHFS, CRFC, CUFR y partes del sistema interestatal que no forman parte del PHFS.

NHPP (Programa nacional de desempeño de carreteras): Provee fondos utilizados para respaldar la condición y el desempeño del Sistema Nacional de Carreteras (National Highway System, NHS) y para construir instalaciones nuevas en el NHS que respalden los objetivos de rendimiento nacionales. Tres programas de la autorización anterior, SAFETEA-LU, se integraron al NHPP en los términos de MAP-21: BRIDGE y BRIDGE-OFF, I-

MAINT, y el NHS. La Ley FAST continuó este programa. Las actividades elegibles varían ampliamente desde el desarrollo de la fuerza laboral y la capacitación para la construcción de puentes, túneles, carreteras e infraestructuras para bicicletas y peatones, hasta mejoras fundamentales en los Sistemas de Transporte Inteligentes (Intelligent Transportation Systems, ITS), por ejemplo. El NHPP provee apoyos para la construcción de nuevas instalaciones en el NHS, para la condición y el desempeño del NHS, y para alcanzar objetivos de desempeño, según lo establecido por el plan de gestión de activos de ese estado.

PL/PL-FTA (Fondos de Planificación Metropolitana de la FHWA/FTA): Otorga fondos para el proceso de planificación de transporte ordenado por el gobierno federal dentro de cada MPO.

RHC (Pasos a Nivel de Ferrocarril y Carreteras): Esta es una categoría de fondos federales que tiene la intención de desarrollar e implementar proyectos de mejora de la seguridad para reducir la cantidad y la gravedad de accidentes en pasos a nivel de ferrocarril y carreteras públicas. Las actividades elegibles incluyen señalización y marcas en el pavimento en los pasos; dispositivos de alerta activa; mejoras en las superficies de los pasos; mejoras de la distancia a la vista; separaciones de nivel; y cierre y consolidación de pasos.

RHC-PHILA (Pasos a nivel de ferrocarril y carreteras-Philadelphia): Fondos de RHC designados para el área urbanizada "Philadelphia, PA-NJ-DE-MD".

STBGP-FLEX (Programa de Subvenciones en Bloque para el Transporte Superficial Flexible): Son fondos del Programa de subvenciones en bloque para el transporte superficial (STBGP, por sus siglas en inglés) que pueden usarse en cualquier parte del estado de Nueva Jersey a criterio del NJDOT.

STBGP-OS/BRDG (Programa de Subvenciones en Bloque para el Transporte Superficial para Puentes Fuera del Sistema): Financiamiento proveniente de la distribución del STBGP del estado para la rehabilitación o el reemplazo de puentes que no estén en carreteras sin respaldo federal ("puentes fuera del sistema") y que se determine que tienen deficiencias estructurales o son funcionalmente obsoletos, de acuerdo con las definiciones federales.

STBGP-PHILA (Programa de Subvenciones en Bloque para el Transporte Superficial para el Área Urbanizada de Philadelphia con una población de 200,000 o más): Los fondos del STBGP para el Área Urbanizada "Philadelphia, PA-NJ-DE-MD", que comprende la mayor parte del Programa Local de la DVRPC. Antes del TIP de NJ para el FY2018, tanto STBGP-PHILA como STBGP-TRENTON estaban combinados como "STBGP-STU" o "STP-STU", dependiendo de la legislación federal.

STBGP-TRENTON (Programa de Subvenciones en Bloque para el Transporte Superficial para el Área Urbanizada de Trenton con una población de 200,000 o más): Los fondos del STBGP para el Área Urbanizada "Trenton, NJ", que comprende una parte más reducida del Programa Local de la DVRPC. Antes del TIP de NJ para el FY2018, tanto STBGP-PHILA como STBGP-TRENTON estaban combinados como "STBGP-STU" o "STP-STU", dependiendo de la legislación federal.

TA-PHILA (Alternativas de Transporte Set-A-Side a los Programas de Subvenciones en Bloque para el Transporte Superficial para el Área Urbanizada de Philadelphia con una población de 200,000 o más): Fondos del STBGP TA Set-A-Side designados para el área urbanizada "Philadelphia, PA-NJ-DE-MD".

TA-TRENTON (Alternativas de Transporte Set-A-Side a los Programa de Subvenciones en Bloque para el Transporte Superficial para el Área Urbanizada de Trenton con una población de 200,000 o más): Fondos del STBGP TA Set-A-Side designados para el área urbanizada "Trenton, NJ".

FUENTES DE FINANCIAMIENTO PARA CARRETERAS NO FEDERALES

STATE (Fondo Fiduciario de Transporte Estatal): Otorga la disposición de financiamiento recibido del Fondo Fiduciario de Transporte de Nueva Jersey.

OTHER/OTHER-DVRPC: Fondos de terceros provistos de otras fuentes. OTHER-DVRPC denota financiación de otras fuentes en la región DVRPC..

FUENTES DE FINANCIAMIENTO DE TRANSPORTE PÚBLICO FEDERAL (FTA)

CMAQ (Programa de mitigación de congestión y mejora de la calidad del aire): Tipo de financiamiento de la carretera que puede flexibilizarse (transferirse) desde el Programa de Carreteras por la FHWA hasta el Programa de Tránsito.

SEC 5307 (Programa de Subsidios para Áreas Urbanizadas de la FTA): Otorga financiamiento a un área urbanizada designada por el censo de 50,000 o más personas para la planificación, ingeniería, diseño y evaluación de proyectos de tránsito y estudios técnicos relacionados con el transporte; inversiones de capital en autobuses y actividades relacionadas con autobuses, como el reemplazo, el reacondicionamiento y la reconstrucción de autobuses, los equipos de seguridad y prevención de delitos, y la construcción de instalaciones de mantenimiento y pasajeros; e inversiones de capital en sistemas de guía fijos nuevos y existentes, que incluyen material rodante, revisión y reconstrucción de vehículos, vías, señales, comunicaciones y hardware y software para computadoras.

SEC 5310 (Programa para Mejorar la Movilidad de las Personas Mayores y Personas Discapacitadas de la FTA): Otorga fondos para los servicios de transporte planificados, diseñados e implementados a fin de satisfacer las necesidades especiales de transporte de personas mayores y con discapacidades en todas las áreas.

SEC 5311 (Programa para Áreas Rurales No Urbanizadas de la FTA): Otorga fondos para programas de transporte público rural y capacitación, así como asistencia técnica a estados y tribus indígenas reconocidas por el gobierno federal con poblaciones de menos de 50,000 personas de acuerdo con el censo.

SEC 5337 (Programa Estatal para la Reparación de Bienes de la FTA): Otorga fondos para el mantenimiento, la rehabilitación y el reemplazo de activos de capital, así como proyectos que implementan planes de Gestión de Activos del Tránsito (Transit Asset Management, TAM).

SEC 5339 (Programa para Autobuses e Instalaciones de Autobuses de la FTA): Otorga fondos para proyectos de capital que reemplazarán, rehabilitarán y comprarán autobuses, camionetas y equipos relacionados, y construirán instalaciones relacionadas con los autobuses. Este programa también reemplaza al Programa de Análisis Alternativo expirado.

STP-TE (Mejora del transporte del Programa de transporte superficial): Otorga fondos para infraestructura y programas de seguridad para peatones y ciclistas, programas de carreteras panorámicas e históricas, paisajismo y embellecimiento ambiental, preservación histórica, mitigación ambiental, rehabilitación de instalaciones históricas relacionadas con el transporte, renovación de paisajes urbanos, conversión de vías férreas y otras instalaciones a senderos, museos de transporte, y centros para visitantes de programas de carreteras panorámicas e históricas. El STP-TE se incorporó a TAP en MAP-21. Los fondos pueden transferirse del Programa de Carreteras a través de la FHWA al Programa de Tránsito.

FUENTES DE FINANCIAMIENTO DE TRANSPORTE PÚBLICO NO FEDERALES

INGRESOS DE CASINOS: Las leyes estatales proveen fondos para transporte público estatal de la asignación anual del 8.5 por ciento del Fondo de Impuestos a los Casinos, que se asigna a los servicios de transporte para personas mayores y discapacitadas.

STATE (Fondo Fiduciario de Transporte Estatal): Otorga la disposición de financiamiento recibido del Fondo Fiduciario de Transporte de Nueva Jersey para NJ TRANSIT.

MATCH/DRPA/LOCAL/OTROS: Fondos locales de NJ TRANSIT ("MATCH") o la DRPA ("DRPA") que se necesitan para igualar los fondos federales. Los fondos de "OTROS" terceros se suministran desde otras fuentes, lo que incluye, entre otros, las autoridades bilaterales y autónomas, las entidades privadas y los gobiernos locales.

NJ TURNPIKE: Proporciona fondos de la NJ Turnpike Authority a NJ TRANSIT.

Fase de abreviaturas de trabajo, según las figuras 3 y 4

Tenga en cuenta que una "L" que preceda a cualquier fase significa Líder de la Agencia Local (MPO, condado o municipio); de lo contrario, el DOT del estado es la agencia líder.

Adquisición de capital (Capital Acquisition, CAP): Utilizado para denotar la adquisición de material rodante de NJ TRANSIT.

Construcción (Construction, CON): Implica la construcción real de un proyecto.

Diseño final (Final Design, DES): Consiste en tomar una solución recomendada y el alcance del trabajo definido en la fase de Ingeniería preliminar y desarrollar un diseño final, incluidos los planes de derecho de paso y de construcción y los documentos de los contratos de construcción para solicitar ofertas de posibles contratistas.

Ingeniería/Construcción (Engineering/Construction, EC): Implica trabajos de diseño y construcción.

Ingeniería/Derecho de paso/Construcción (Engineering/Right-of-Way/Construction, ERC): Implica el diseño, el derecho de paso y los trabajos de construcción.

PE (Ingeniería preliminar): La fase de Ingeniería Preliminar incluye la realización de tareas de ingeniería y estudios ambientales técnicos para obtener un consenso formal de la comunidad (a través de un centro de información pública) sobre el estudio, y para obtener la aprobación del documento ambiental. Si se requiere una excepción de diseño en un proyecto, la preparación y aprobación del informe de excepción de diseño se harán durante esta fase. Durante la fase de Ingeniería Preliminar se inician simultáneamente diversas actividades basadas en la PPA, como actividades de participación comunitaria (reuniones con dueños de inmuebles y negocios afectados), consultas con agencias, documentación ambiental, mapeo de los niveles de diseño y desarrollo del diseño geométrico.

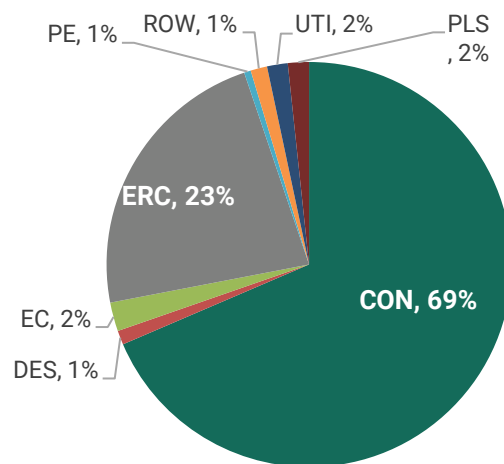
UTL (Servicios básicos): En algunos casos, los trabajos de reubicación de los servicios básicos asociados a un proyecto deben programarse por separado de la fase de construcción de los trabajos. Estos conceptos se muestran en la categoría "Servicios básicos".

Estudio de planificación (Planning Study, PLS): Implica los estudios de tráfico, el análisis de necesidades, los estudios de corredores y otros trabajos preparatorios para el desarrollo del proyecto. Esta fase se produce normalmente durante la etapa de desarrollo "previo al TIP" de un proyecto, como las enumeradas en el Programa de Estudio y Desarrollo.

Adquisición de derecho de paso (Right-of-Way Acquisition, ROW): Implica la compra del terreno necesario para construir un proyecto.

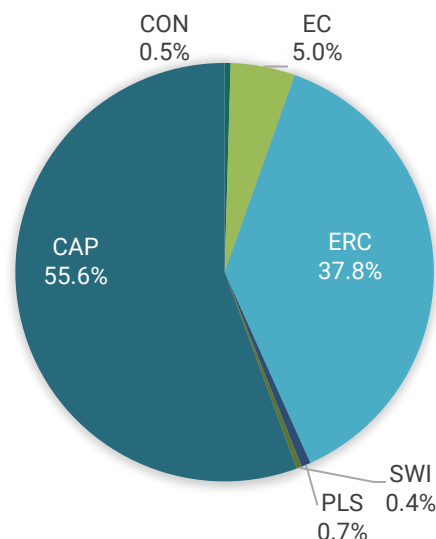
Inversión estatal (Statewide Investment, SWI): Se utiliza para describir una serie de proyectos coordinados de menor escala en varias ubicaciones y en varias fases de trabajo, que aborda un problema de movilidad específico.

Figura 3: Costo del Programa de carreteras a cuatro años (FY22–FY25) por fase



Fuente: DVRPC, 2021

Figura 4: Costo del Programa de transporte público a cuatro años (FY22–FY25) por fase



Fuente: DVRPC, 2021

Esta página se deja en blanco a propósito.

Aplicación de mapeo y resumen de listados

El documento del Borrador del TIP contiene mapas estáticos impresos para análisis de justicia ambiental y equidad. Debido a la naturaleza dinámica y cambiante del TIP, los mapas estáticos quedarían desactualizados al momento en que se imprima y distribuya la versión final del TIP. Por este motivo, la DVRPC recomienda utilizar la herramienta de búsqueda de mapas web del Borrador del TIP que se encuentra en www.dvrpc.org/TIP/Draft como la función de mapeo principal para mostrar la ubicación de los proyectos asignables para los proyectos de carreteras y tránsito.

Los diferentes tipos de proyectos, como mejoras de intersección, reemplazos de puentes o nuevas instalaciones de tránsito, se muestran utilizando varios colores y símbolos en la herramienta de búsqueda de mapas web del Borrador del TIP. No se mapean ciertos tipos de proyectos, como el paisajismo de las carreteras, los pagos de arrendamiento por el uso de vías férreas, los conceptos de reserva o los estudios preliminares. Estos proyectos se enumeran en una lista desplegable bajo el encabezado "Proyectos del borrador del TIP no mapeados" ("Draft TIP Projects Not Mapped") y se enumeran en el mapa por su número de identificación de proyecto único (DB #) bajo el mismo encabezado.

La herramienta de búsqueda de mapas web del borrador del TIP continúa hasta incluir conjuntos de datos sólidos, además de los proyectos del borrador del TIP, que incluyen superposiciones, como Centros de Planificación, Centros de Transporte, Corredores para el Proceso de Mitigación de la Congestión (Congestion Mitigation Process, CMP), IPD, así como una función de "búsqueda por dirección o ubicación". Para apoyar la herramienta de búsqueda más sólida del borrador del TIP, la DVRPC también ha puesto a la disposición los datos de los Sistemas de Información Geográfica (Geographic Information Systems, GIS) del TIP. El GIS es una herramienta de planificación importante que apoya esfuerzos técnicos y de planificación estatales, regionales, del condado y locales. Casi todas las actividades de planificación incorporan tecnología GIS, ya sea para recopilación y almacenamiento de datos, como para el análisis y la presentación. El GIS permite que los planificadores vean y consulten datos espaciales, realicen análisis avanzados para descubrir relaciones, patrones y tendencias, así como que presenten información de forma eficaz a quienes toman decisiones y al público.

Las características de ubicación de puntos y líneas GIS descargables para proyectos del Borrador del TIP, los proyectos en los TIP de Pennsylvania y Nueva Jersey adoptados actualmente, así como los proyectos con acciones del TIP formales en los que votan el RTC de la DVRPC y la Junta, están disponibles en la sección de Transporte de la página web de datos GIS de la DVRPC, www.dvrpc.org/Mapping/Data. Esta página web también contiene enlaces al Portal de GIS de la DVRPC, mapas interactivos y una galería de mapas, además de otros recursos de datos. El Portal GIS contiene datos de límites, demográficos, de planificación y transporte, que son útiles para obtener datos que brindan contexto para el TIP.

Programas regionales de carreteras y transporte público de la DVRPC

Las Tablas 3 y 4 muestran varios listados de proyectos en los Programas de Carreteras y Transporte Público para la región de Nueva Jersey de la DVRPC. Las listas de proyectos están enumeradas por número de base de datos (DB) y agrupadas por condado y operador de tránsito. Tenga en cuenta que todos los proyectos dentro del período formal de los primeros cuatro años del Borrador del TIP (FY22–FY25) se considerarán financiados y el gobierno federal podrá autorizar su financiamiento. Por disposición federal, el TIP es el programa restringido a cuatro años para el cual se espera razonablemente que haya ingresos disponibles. Sin embargo, el estado y la región desarrollaron un horizonte de programación restringido a 10 años para proyectos de carreteras y de tránsito, a fin de ofrecer expectativas y plazos más realistas en los que se pueda esperar un

avance de los proyectos del TIP con costos más realistas. Para ver más información sobre un proyecto, visite www.dvrpc.org/TIP/Draft, o use la herramienta de búsqueda de mapas web del borrador del TIP.

Programa estatal (carreteras)

Después de las listas de proyectos de carreteras y de tránsito en este documento en la región de la DVRPC, se encuentra la Tabla 5 para los conceptos de carreteras en el Programa estatal. Estos conceptos a nivel estatal son principalmente programas de carreteras administrados por el NJDOT a nivel estatal que no son específicos a una región de la MPO en particular, sino que beneficiarían a todas o brindarían apoyos directos al NJDOT.

Códigos del estado del proyecto del TIP

En este borrador de puntos destacados, los proyectos se identifican según un "código de estado" que ayuda a establecer el origen de los proyectos. Los códigos se muestran como superíndices junto a los números de DB y los títulos del proyecto en este documento. El documento completo del Borrador del TIP muestra los códigos en la esquina superior derecha de cada proyecto enumerado. Los proyectos determinados como "nuevos" en el Borrador del TIP se indican con un código de estado de NUEVO, NUEVO-B, NUEVO-G, NUEVO-LG, NUEVO y SD, y NUEVO-CD. Los **NUEVOS** proyectos se programan en el borrador del TIP por primera vez. Hay 13 en total en el Programa de Carreteras del Borrador del TIP (tres que son proyectos patrocinados por el NJDOT y 10 que son proyectos patrocinados a nivel local por condados o ciudades).

- Los proyectos **NUEVO-B** son proyectos nuevos de "desglose" que se han "descompuesto" o se han derivado de un proyecto del TIP o número de concepto de DB ya existente.
- Los proyectos **NUEVO-G** se han "aprobado" para pasar del Programa de Estudio y Desarrollo y al borrador del TIP para las fases de Diseño a Construcción; y de manera similar,
- Los proyectos **NUEVO-LG** son proyectos patrocinados localmente que se han "aprobado" del Programa de Desarrollo de Conceptos Locales de la DVRPC para avanzar hasta el Programa Local del Borrador del TIP. La fase de Desarrollo de concepto del proyecto estuvo liderada localmente por un condado o municipio. Hay siete en total en el Programa Local (de carreteras) de la DVRPC en el Borrador del TIP.
- Los proyectos **NUEVO-M** incluyen por lo menos dos proyectos existentes del TIP fusionados en uno de los números de DB existentes o combinados en un número de DB recientemente establecido.
- Se denotan **NUEVO Y SD** los proyectos que se incluyen, por primera vez, en el Programa de Carreteras y en el Programa de Estudios y Desarrollo del Borrador del TIP; y
- Los proyectos **NUEVO-CD** son aquellos que se programan por primera vez para el Desarrollo de Conceptos en la Carretera o el Programa Estatal.

Otros códigos incluyen SD o RETORNO. Hay dos conceptos de NJ TRANSIT que han "regresado" al Borrador del TIP de un TIP anterior (DB #T13 y #T199). Un proyecto que se denota con un estatus **SD** indica que no es un proyecto nuevo, pero se encuentra en el Programa de Estudio y Desarrollo y está programado en el Programa de Carreteras o el Programa Estatal. Finalmente, los proyectos indicados como **REGRESO** se han programado previamente en el TIP de algún año anterior pero, por una variedad de circunstancias, han vuelto a programarse en el Borrador del TIP para el FY2020 de Nueva Jersey.

Hoja de ruta de un listado de proyecto en el TIP

La Figura 5 ejemplifica un informe estándar del TIP para un proyecto de muestra que lo guiará cuando revise un proyecto en el borrador de TIP. La "hoja de ruta" ofrece explicaciones sobre diversos elementos de información que están asociados con un proyecto.

Borrador del TIP para el FY2022 para Nueva Jersey | Listados de Proyectos

Tabla 3: Programa de carreteras por número de 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	D1601	New Jersey Regional Signal Retiming Initiative
15321	Route 70, Bridge over Mount Misery Brook	D2018	Bridge No. C4.13 over Parkers Creek on Centerton Road ^{NEW-LG}
15324	Washington Turnpike, Bridge over West Branch of Wading River	D2206	County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623) ^{NEW}
15385	Route 38, Nixon Drive to Route 295 Bridge	D2207	Rancocas Creek Greenway, Laurel Run Park (Circuit) ^{NEW}
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		

Borrador del TIP para el FY2022 para Nueva Jersey | Listados de Proyectos

Tabla 3 (continuación): Programa de carreteras por número de DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
GLOUCESTER COUNTY			
11371	Route 47, Bridge over Big Timber Creek	D1906	CR 581 (Commissioners Road), Bridge over Oldman's Creek
12305	Route 47, Grove St. to Route 130, Pavement	D2017	CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3) ^{NEW-LG}
12306	Route 42, Kennedy Ave. to Atlantic City Expressway	D2019	CR 712 (College Drive) at Alumni Drive Roundabout and Multipurpose Trail (Circuit) ^{NEW}
14348	Route 45, Bridge over Woodbury Creek	D2210	CR 654 (Hurffville-Cross Keys Rd), CR 630 (Egg Harbor Rd) to CR 651 (Greentree Rd) ^{NEW}
15302	Route 41 and Deptford Center Road	D2211	US 322/CR 536 (Swedesboro Rd), Woolwich-Harrison Twp Line to NJ 55 ^{NEW}
21366	Rowan University Fossil Park Roadway and Intersection Improvement at Woodbury Glassboro Road (CR 553) ^{NEW}	D9807	Gloucester County Bus Purchase
D0401	Gloucester County Roadway Safety Improvements		
MERCER COUNTY			
07319B	Route 29, Cass Street to Calhoun Street, Drainage	D0412	Mercer County Roadway Safety Improvements
11309	Route 130, Westfield Ave. to Main Street	D0701	Princeton-Hightstown Road Improvements, CR 571
16336	Route 1B, Bridge over Shabakunk Creek	D1011	Mercer County Bus Purchase
16339	Route 130, Bridge over Millstone River ^{NEW}	D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
17419	Route 1, Alexander Road to Mapleton Road	D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)
18305	Prospect Street, Bridge over Belvidere-Delaware RR (Abandoned)	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave ^{NEW-LG}
19360	Route 27, Witherspoon Street ^{NEW}	D2023	Circulation Improvements Around Trenton Transit Center ^{NEW-LG}
99334	Duck Island Landfill, Site Remediation	D2205	D&R Greenway Connector, Wellness Loop to Union St./Cooper Field (Circuit) ^{NEW}
99362	Trenton Amtrak Bridges	L064	Route 206, South Broad Street Bridge over Assunpink Creek
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	D2004	Transportation Operations
10347	Local Aid Consultant Services	D2005	Regional Transportation Demand Management (TDM) Program
11383	Transportation Management Associations	DR2202	DRPA Systemwide Crash Cushion Attenuating Replacement ^{NEW}
99327A	Resurfacing, Federal	X065	Local CMAQ Initiatives

Borrador del TIP para el FY2022 para Nueva Jersey | Listados de Proyectos

Tabla 3 (continuación): Programa de carreteras por número de DB #

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

Fuente: DVRPC, 2021

Tabla 4: Programa de tránsito por número de DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
NJ TRANSIT			
T05	Bridge and Tunnel Rehabilitation	T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)
T06	Bus Passenger Facilities/Park and Ride	T300	Transit Rail Initiatives
T08	Bus Support Facilities and Equipment	T34	Rail Capital Maintenance
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	T37	Rail Support Facilities and Equipment
T106	Private Carrier Equipment Program	T39	Preventive Maintenance-Rail
T111	Bus Acquisition Program	T42	Track Program
T112	Rail Rolling Stock Procurement	T43	High Speed Track Program
T120	Small/Special Services Program	T44	NEC Improvements
T121	Physical Plant	T50	Signals and Communications/Electric Traction Systems
T122	Miscellaneous	T500	Technology Improvements
T13	Claims support ^{RETURN}	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
T199	Job Access and Reverse Commute Program ^{RETURN}	T88	Study and Development
T20	Immediate Action Program	T95	Light Rail Infrastructure Improvements

Fuente: DVRPC, 2021

Borrador del TIP para el FY2022 para Nueva Jersey | Listados de Proyectos

Tabla 4 (continuación): Programa de tránsito por número de 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	DR1801	Reopening of Franklin Square
D1912	Rehabilitation of PATCO Bridges	DR1802	Subway Structures Renovation
DR019	Smoke and Fire Control	DR1803	PATCO Station Platform Rehabilitation
DR034	Preventive Maintenance	DR2006	PATCO Stations Modernizations
DR036	Transit Enhancements	DR2007	PATCO Viaduct Preservation Project
DR038	Relocation of Center Tower/SCADA Modernization	DR2008	PATCO Rail Replacement - Ferry Avenue to Broadway

Fuente: DVRPC, 2021

Tabla 5: Programa estatal por número de 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

Borrador del TIP para el FY2022 para Nueva Jersey | Listados de Proyectos

Tabla 5 (continuación): Programa estatal por número de DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
VARIOUS COUNTIES			
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
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

Borrador del TIP para el FY2022 para Nueva Jersey | Listados de Proyectos

Tabla 5 (continuación): Programa estatal por número de DB #

DB #	PROJECT TITLE	DB #	PROJECT TITLE
VARIOUS COUNTIES (NOT SPECIFIC TO ANY MPO REGION) (CONTINUED)			
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

Fuente: DVRPC, 2021

Figura 5: Hoja de ruta de un listado de proyectos de muestra en el Borrador del TIP

Número de identificación del proyecto del Departamento de Transporte del Estado (NJDOT)

Condado donde se ubica el proyecto

Indica que el proyecto está identificado como un Proyecto Regional Principal (MRP) en el DVRPC Plan a largo plazo

DVRPC FY2022 TIP for New Jersey

Highway Program

Camden

Título del Proyecto

Draft 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: Bellmaw Borough, Mount Ephraim Borough

Planning Center: Town Center

CIS Program Subcategory: Local Roadway Improvements

CIS Program Category: Congestion Relief

Project Manager: Bella, Elsa

Gerente de proyecto asignada por NJDOT

IPD: 2

Mileposts: 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	TIP Program Years (In Millions)				Later Fiscal Years (In Millions)					
		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					

Tipo de fondo para cada fase; tenga en cuenta que "*" después de un tipo de fondo indica fondos de conversión para fases de construcción avanzadas

Los fondos son en \$ Millones

Fase de proyecto anticipada

"Y" indica que el proyecto está mapeado en línea y que el proyecto está en el Programa DVRPC Local (Carretera)

La notación de Estrategia de inversión de capital (CIS) / Programa de activos del NJDOT demuestra una de inversión del NJDOT


Indicador más alto de desventaja potencial (IPD) para la justicia ambiental (EJ) Programa local (carretera) de DVRPC

Gestión de congestión DVRPC Códigos de proceso (CMP)

Tipos de comunidad que corresponden a las políticas de planificación de largo alcance de DVRPC

Código de calidad del aire

Código de estado asignado por DVRPC para ayudar a establecer el origen del proyecto. En este ejemplo, "Nuevo" indica que este proyecto está programado en el Borrador de TIP por primera vez

 dvrpc

ASPECTOS DESTACADOS DEL BORRADOR DEL TIP DEL FY2022 PARA NUEVA JERSEY (FY22-FY25)

23

Esta página se deja en blanco a propósito.

Obtenga más información. ¡Comparta sus comentarios!

La DVRPC invita al público a revisar y dar sus comentarios sobre el Borrador del TIP de la DVRPC y el Borrador del STIP para NJDOT y NJ TRANSIT y sobre los proyectos específicos para el estado, el condado, el transporte público y el personal de la DVRPC mediante su proceso continuo de participación pública. Hay disponibles copias del Borrador del TIP en el sitio web de la DVRPC en www.dvrpc.org/TIP. Para quienes no tienen acceso a internet, los borradores de los documentos están disponibles en la DVRPC, en el edificio American College of Physicians Building en Philadelphia, o pueden solicitar que la Oficina de Comunicación y Participación de la DVRPC les envíe los documentos por correo postal. Llame al (215) 592-1800 para solicitarlos. Los documentos impresos del Borrador del TIP también están disponibles en ciertas bibliotecas públicas de la región que se muestran en la Tabla 6, en la siguiente página. El Borrador del STIP está disponible en www.state.nj.us/transportation/capital y en formato impreso en la oficina de la DVRPC.

El período de comentarios públicos para el Borrador del TIP de la DVRPC para el FY2022 de Nueva Jersey se abre a partir del 21 de julio de 2021 y se cerrará el 23 de agosto de 2021 a las 5:00 p.m. (EST).

Revise y envíe sus comentarios en línea en www.dvrpc.org/TIP/Draft antes de las 5:00 p.m. (hora local) de la fecha límite del 23 de agosto. El personal de la DVRPC pedirá a las agencias correspondientes respuestas para todos los comentarios enviados. Los comentarios enviados y las respuestas de las agencias se incluirán como parte del registro público formal y el documento final de TIP.

También puede enviar sus comentarios por escrito por correo electrónico a tip@dvrpc.org o por correo postal, A la atención de: Comentarios sobre el TIP, Oficina de Comunicación y Participación, Comisión de Planificación Regional del Valle de Delaware, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106-1520. Los comentarios recibidos por correo deben estar franqueados a más tardar el 21 de agosto de 2021. Si necesita ayuda para enviar un comentario por escrito, comuníquese con la Oficina de Comunicación y Participación de la DVRPC al teléfono 215-238-2929 o al correo electrónico public_affairs@dvrpc.org.

Con el fin de cumplir con las órdenes de permanecer en casa y los lineamientos de salud pública para las reuniones públicas debido a la pandemia, la tradicional reunión presencial se reemplazará con dos reuniones públicas/sesiones informativas en línea, que se describen a continuación.

Miércoles 11 de agosto de 2021, de 2:00 p.m.–3:00 p.m.:

Regístrese en: <https://dvrpc.zoom.us/meeting/register/tJcpf--qqjovGNdvpMIOsCNvARuy8kv7Zxo>

Información para llamar por teléfono: 646-558-8656 | ID de reunión: 934 8624 1523 | Contraseña: Ld6YeTd3

Miércoles 18 de agosto de 2021, de 7:00 p.m.–8:00 p.m.:

Regístrese en: <https://dvrpc.zoom.us/meeting/register/tJwqf-Gupz0pH9Z7yOJrl7DUfQBGFnr9Nk6s>

Información para llamar por teléfono: 646-558-8656 | ID de reunión: 987 8869 6352 | Contraseña: MU7XWu09

La información de registro también está disponible en el calendario de eventos de la DVRPC en www.dvrpc.org/Calendar/2021/08. Los asistentes pueden unirse al seminario en línea o llamar por teléfono solamente para escuchar. Si necesita alguna adaptación, como subtítulos o interpretación, llame a la Oficina de Comunicación y Participación de la DVRPC al 215-592-1800 o envíe un correo electrónico a public_affairs@dvrpc.org.

Tabla 6: Bibliotecas que muestran el Borrador del TIP

CONDADO DE BURLINGTON		
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
CONDADO DE CAMDEN		
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	
CONDADO DE GLOUCESTER		
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
CONDADO DE MERCER		
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	

Fuente: DVRPC, 2021

TÍTULO DE LA PUBLICACIÓN

Aspectos destacados del borrador del Programa de Mejora del Transporte (TIP) del FY2022 de la DVRPC para Nueva Jersey (FY22–FY25)

NÚMERO DE PUBLICACIÓN

22001Bes

FECHA DE PUBLICACIÓN

Julio de 2021

ÁREA GEOGRÁFICA CUBIERTA

Región de Nueva Jersey de la DVRPC (condados de Burlington, Camden, Gloucester y Mercer)

PALABRAS CLAVE

Calidad del aire, Bicicletas y peatones, Puentes, CMAQ, CMP, Conformidad, Mitigación de la Congestión y Calidad del Aire, Proceso de Mitigación de la Congestión, Construcción, Ley de Asignaciones Suplementarias para Respuesta y Recuperación del Coronavirus, CRRSAA, DRPA/PATCO, Justicia ambiental, Ley FAST, FASTLANE, Proyectos financiados por el gobierno federal, Diseño final, Ley para Arreglar el Transporte Terrestre de Estados Unidos, Fomento de avances en el transporte marítimo y terrestre para el logro a largo plazo de las eficiencias nacionales, FTA, GARVEE, Movimiento de Mercancías, Programa de Mejoras de la Seguridad Vial, HSIP, Indicadores de Desventajas Potenciales, Capital de infraestructura, IPD, MAP-21, Avanzar hacia el Progreso en el siglo XXI, Red Nacional de Carreteras para el Transporte de Carga, Programa para Transporte de Carga en Vías Férreas Nacionales, Programa de Rendimiento de las Carreteras Nacionales, Departamento de Transporte de Nueva Jersey, NHFN, NHFP, NHPP, NJ TRANSIT, Métricas de programación y planificación con base en el desempeño, Medidas de rendimiento, Ingeniería preliminar, Participación pública, Pasos a Nivel de Ferrocarril y Carreteras, Derecho de paso, Rutas Seguras a la Escuela, SAFETEA-LU, STBGP, STP, Programa de Subvenciones para el Transporte Superficial, Programa de Subvenciones en Bloque para el Transporte Superficial, Objetivos, TEA-21, TIP, Título VI de la Ley de Derechos Civiles de 1964, Tránsito, Transporte, Programa para Alternativas de Transporte Set-A-Side, Ley de Equidad en el Transporte para el siglo XXI, Programa de Mejora del Transporte

SINOPSIS

Los aspectos destacados del Borrador del TIP para el FY2022 de Nueva Jersey describen brevemente el TIP de la región como un programa de inversión planificada, multimodal y con restricción federal de cuatro años en infraestructura de transporte. También contiene una lista resumida de todos los proyectos relacionados con el transporte, las carreteras, los puentes, las bicicletas, los peatones y el transporte de carga en la región de Nueva Jersey de la DVRPC que buscará financiamiento federal y estatal entre los años fiscales 2022 y 2025. El documento de Aspectos destacados incluye un resumen financiero de los costos por condado y por operador, una lista de proyectos en el Borrador del TIP, y cómo obtener más información y enviar comentarios sobre el Borrador del TIP.

CONTACTO CON EL PERSONAL

Kwan Hui
Gerente, Programas de Capital de NJ
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190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
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¡Conéctese con nosotros!     



GUIDE TO COMMENTING ON THE DRAFT DVRPC FY2022 TIP FOR NEW JERSEY AND DRAFT FY2022 STATEWIDE TIP (STIP) FOR NJDOT AND NJ TRANSIT



Adapted from "Tips for Submitting Effective Comments," accessed from Regulations.gov on July 17th, 2017.

DVRPC, NJDOT, NJ TRANSIT, the DRPA/PATCO, the four counties (Burlington, Camden, Gloucester, and Mercer), the cities of Camden and Trenton, and other project sponsors are very interested in receiving comments from you about the projects and/or the overall multimodal Draft DVRPC FY2022 TIP for New Jersey and the Draft STIP. We believe that public participation is a fair way to ascertain the interests of a wide variety of residents across the region and that public involvement is important for sound decision-making.

[The Statewide TIP](#) (STIP) includes a listing of statewide line items and programs, in addition to three regional TIPs developed by the state's Metropolitan Planning Organizations (MPOs) — DVRPC, SJTPO, and NJTPA. NJDOT and NJ TRANSIT would like to receive your feedback on the Draft FY2022 STIP via DVRPC and the other two MPOs in NJ.

A comment can express simple support or opposition for/to a project. The public comment process is not a vote. However, 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. The following questions and suggestions are intended to provide guidance about how to submit comments that will help sponsors deliver the best possible transportation projects.

Advice for Crafting Effective 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, but 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.

July 7, 2021

Page 1 of 2

Disclaimer: This document is intended to serve as a guide; it is not intended and should not be considered as legal advice. Please seek counsel from a lawyer if you have legal questions or concerns.

- 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.

Consider these Questions...

- Are the region's transportation needs such as mobility, air quality, and safety being met? How about the state's needs?
- Given financial constraints, is money being spent on the right types of projects? Are we investing the right amounts in maintenance and reconstruction versus capacity-adding projects? What about pedestrian, bicycle, and smart technology projects versus traditional highway and transit projects?
- Is the Delaware Valley region getting its fair share of resources compared to other regions in the state or across the nation?
- Are there certain elements of chapters/projects mentioned in the Draft TIP or Draft STIP that could be further clarified?

Response to Public Comments

During the public comment period, DVRPC will review each public comment submitted via the online commenting feature of the Draft TIP web map, email, and US mail. DVRPC staff will forward received written comments to the appropriate agency and request a response. Written comments received during the public comment period and responses to those comments will be provided in the final printed TIP document as part of the public record.

Comments will be accepted for the Draft DVRPC FY2022 TIP for NJ and the Draft Statewide TIP (STIP) for NJDOT and NJ TRANSIT from 5:00 PM on July 21, 2021 until 5:00 PM on August 23, 2021. Note that the Draft STIP public comment period will remain open until all three New Jersey Metropolitan Planning Organizations (MPOs) have closed their Draft TIP public comment periods. NJDOT, NJ TRANSIT, and the DRPA/PATCO do not hold a separate public comment period or meetings for the Draft STIP and rely on DVRPC and other MPOs to serve as a vehicle for this federal requirement.

Comments and responses will be presented to stakeholders and the DVRPC Board prior to adopting the final recommended program of priority transportation projects for the region's New Jersey counties. DVRPC staff plans to present comments and responses at the regularly scheduled Board meeting on Thursday, September 23, 2021.



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LIST OF RECOMMENDED CHANGES | DVRPC BOARD

Green text on this page reflects a minor correction for the Board.

#	COUNTY	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
DVRPC HIGHWAY PROGRAM – MODIFICATIONS & AMENDMENTS				
1	Burlington	12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	Modify the Draft TIP by decreasing the FY24 CON cost by \$2.799 M from \$19.8 M NHPP to \$17.001 M NHPP funds.
2	Camden	D1913	Sicklerville Road (CR 705) and Erial Road (CR 706) Systemic Roundabout	Modify the Draft TIP by delaying FY23 CON to FY24, by decreasing \$1.518 M HSIP to zero in FY23 for CON, and by adding \$1.018 M STBGP-PHILA and \$500,000 HSIP for FY24 CON. The overall \$1.518 M project CON cost will not change.
3	Gloucester	D1203	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail	Amend the Draft TIP by adding a project back into the TP by displaying CON in FY23 for \$596,000 17-STATE-DVRPC and \$3.304 M 18-STATE-DVRPC totaling \$3.9 M and update the TIP project description to reflect this change.
4	Mercer	D2014	CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave	Modify the Draft TIP by decreasing FY22 PE by \$500,000 from \$1.5 M STBGP-TRENTON to \$1 million STBGP-TRENTON.
5	Mercer	D1710	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek	Modify the Draft TIP by delaying the \$3.5 M STBGP-TRENTON funded DES from FY21 to FY22 and \$41 M OTHER-DVRPC funded CON from FY23 to FY24 (\$16.4 M OTHER-DVRPC), FY25 (\$16.4 M OTHER-DVRPC), and FY26 (\$8.2 M OTHER-DVRPC).
6	Mercer	D1910	Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road)	<p>Modify the Draft TIP by delaying the first year of CON from FY24 to FY25 with the following adjustments,</p> <ul style="list-style-type: none"> – FY24 –from \$3 M HSIP to \$0 HSIP – FY25 –no change at \$3 M HSIP – FY26 –from \$735,000 HSIP to \$3 M HSIP – FY27 –from \$0 HSIP to \$956,000 HSIP, <p>and increase overall project CON cost by \$221,000 from \$6.735 M HSIP to \$6.956 M HSIP.</p>

LIST OF RECOMMENDED CHANGES | DVRPC BOARD

#	COUNTY	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
DVRPC HIGHWAY PROGRAM – MODIFICATIONS & AMENDMENTS				
7	Mercer	99362	Trenton Amtrak Bridges	Amend the Draft TIP by decreasing \$3 M STBGP-TRENTON to zero for FY22 ROW. As CON is not programmed in the Draft TIP for this project due to lack of available funding, this action will delete the project from the FY2022 TIP.
8	Mercer	17419	Route 1, Alexander Road to Mapleton Road	<p>Modify the Draft TIP by programming 63 percent (\$23.769 M CMAQ) of the \$37.7 M total project costs in the DVRPC region instead of 100 percent and the remaining 37 percent (\$13.932 M CMAQ) of total project costs in the NJTPA region, accordingly:</p> <ul style="list-style-type: none"> – \$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 (\$11.2 M CMAQ in DVRPC region) – \$19 M total for FY29 CON (\$6.739 M CMAQ in DVRPC region/ \$12.261 M CMAQ in NJTPA region)
9	Mercer	16339	Route 130, Bridge over Millstone River	<p>Modify the Draft TIP by programming 50 percent (\$4.2 M) of the \$8.4 M total project cost in the DVRPC region instead of 100 percent and the remaining 50 percent (\$4.2 M) of total project cost in the NJTPA region, accordingly:</p> <ul style="list-style-type: none"> – \$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)
10	Mercer	11309	Route 130, Westfield Ave. to Main Street	Modify the Draft TIP by programming 52 percent (\$11.898 M) of the \$22.901 M total project cost in the DVRPC region instead of 100 percent and the remaining 48 percent (\$11.003 M) of total project cost in the NJTPA region for FY25 CON.
11	Various	D0204	Transportation and Community Development Initiative (TCDI) DVRPC	Modify the Draft TIP by decreasing even years (FY22 to FY31) by \$550,000 from \$705,000 to \$155,000 STBGP-PHILA and by increasing odd years (FY22 to FY31) by \$650,000 from \$105,000 to \$755,000 STBGP-PHILA.
12	Various	15423	ADA South, Contract 4	Modify the Draft TIP by replacing/removing \$7.603 M STBGP-FLEX with \$6.171 M STBGP-FLEX and \$1.432 M DEMO-R in FY22 CON. No change to overall project cost.
13	Various	X065	Local CMAQ Initiatives	<p>Modify the Draft TIP by decreasing a total of \$496,000 over the First-Four Years from \$5.778 M CMAQ to \$5.282 M CMAQ, accordingly:</p> <ul style="list-style-type: none"> – FY23: decrease by \$232,000 from \$1.56 M CMAQ to \$1.328 M CMAQ – FY24: decrease by \$196,000 from \$1.336 M CMAQ to \$1.14 M CMAQ – FY25: decrease by \$68,000 from \$1.56 M CMAQ to \$1.492 M CMAQ

LIST OF RECOMMENDED CHANGES | DVRPC BOARD

#	COUNTY	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
DVRPC HIGHWAY PROGRAM – MODIFICATIONS & AMENDMENTS				
14	Various	D026	DVRPC, Future Projects	<p>Modify the Draft TIP by increasing the First-Four Years by \$988,000 STBGP-PHILA and decreasing the Out-Years by \$300,000 STBGP-PHILA, per various project adjustments listed above, accordingly:</p> <ul style="list-style-type: none"> – FY22 – from \$1.322 M STBGP-PHILA to \$1.872 STBGP-PHILA – FY23 – from \$1.356 M STBGP-PHILA to \$2.912 STBGP-PHILA – FY24 – from \$664,000 STBGP-PHILA to \$0.196 STBGP-PHILA – FY25 – from \$7.747 M STBGP-PHILA to \$7.097 STBGP-PHILA – FY26 – from \$4.910 M STBGP-PHILA to \$5.460 STBGP-PHILA – FY27 – from \$13.386 M STBGP-PHILA to \$12.736 STBGP-PHILA – FY28 – from \$17.406 M STBGP-PHILA to \$17.956 STBGP-PHILA – FY29 – from \$17.89 M STBGP-PHILA to \$17.240 STBGP-PHILA – FY30 – from \$17.976 M STBGP-PHILA to \$18.526 STBGP-PHILA – FY31 – from \$18.466 M STBGP-PHILA to \$17.816 STBGP-PHILA <p>This action will not impact the DVRPC STBGP-PHILA apportionment and additional obligation authority levels. The overall 10-year cost will increase by \$688,000 STBGP-PHILA.</p>
15	Various	04314	Local Safety/ High Risk Rural Roads Program	<p>Modify the Draft TIP by increasing the First-Four Years by \$4.018 M HSIP and decreasing the Out-Years by \$3.221 M HSIP, per various HSIP funded project adjustments that are supported by this line item, accordingly:</p> <ul style="list-style-type: none"> – FY23 – from \$294,000 HSIP to \$1.812 M HSIP – FY24 –from \$0 HSIP to \$2.5 M HSIP – FY26 –from \$2.265 M HSIP to \$0 HSIP – FY27 –from \$3 M HSIP to \$2.044 M HSIP <p>The action will also remove \$2.206 STBGP-PHILA from FY23. The overall 10-year cost will increase by \$797,000 HSIP.</p>
16	Various	X51	Pavement Preservation	Modify the Draft TIP by increasing FY22 ERC by \$500,000 from \$8 M NHPP to \$8.5 M NHPP.

LIST OF RECOMMENDED CHANGES | DVRPC BOARD

#	COUNTY/ OPERATOR	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
DVRPC TRANSIT PROGRAM – AMENDMENTS & MODIFICATION				
17	DRPA/PATCO	DR2203	PATCO Fare Collection Equipment Upgrades	Amend the Draft TIP by adding a new \$10 M (\$8 M SECT 5337/\$2 M DRPA) program/project for EC in FY22 (\$2 M SECT 5337/\$50,000 DRPA), FY23 (\$2 M SECT 5337/\$50,000 DRPA), FY24 (\$2 M SECT 5337/\$50,000 DRPA), and FY25 (\$2 M SECT 5337/\$50,000 DRPA). This is an air quality conformity exempt project (M1) that 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.
18	DRPA/PATCO	Various	Various	<p>Modify the Draft TIP by removing the FY21 amounts in the Unobligated Prior Year Funding table for the following projects as funds were obligated in FY21:</p> <ul style="list-style-type: none"> – DB# DR1501, PATCO Interlocking & Track Rehabilitation – DB# DR2008, PATCO Rail Replacement - Ferry Avenue to Broadway – DB# DR1803, PATCO Station Platform Rehabilitation – DB# DR2007, PATCO Viaduct Preservation Project – DB# DR034, Preventive Maintenance – DB# DR038, Relocation of Center Tower/SCADA Modernization – DB# DR019, Smoke and Fire Control – DB# DR1802, Subway Structures Renovation – DB# DR036, Transit Enhancements
19	DRPA/PATCO	DR1801	Reopening of Franklin Square	Amend the Draft TIP by removing the project listing as there are no funds programmed and should not have appeared in the draft FY2022 TIP.
20	NJ TRANSIT	T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	Amend the Draft TIP by removing the project listing as there are no funds programmed and should not have appeared in the Draft FY2022 TIP.
21	NJ TRANSIT	T13	Claims Support	Amend the Draft TIP by removing the project listing as there are no funds programmed and should not have appeared in the Draft FY2022 TIP.
22	NJ TRANSIT	T199	Job Access and Reverse Commute Program	Amend the Draft TIP by removing the project listing as there are no funds programmed and should not have appeared in the Draft FY2022 TIP.

LIST OF RECOMMENDED CHANGES | DVRPC BOARD

Green text on this page reflects a project that was included in the RTC presentation but was erroneously excluded from the list for the RTC.

#	COUNTY/ OPERATOR	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
STUDY AND DEVELOPMENT PROGRAM - AMENDMENT				
23	Camden	D2213	CR 670 (Burnt Mill Rd) and CR 673 (White Horse Rd) Intersection Improvements	Amend the Draft TIP by adding a new Local Concept Development project to the Study and Development Program.

#	COUNTY/ OPERATOR	DB #	PROJECT TITLE	RECOMMENDED CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
STATEWIDE HIGHWAY PROGRAM (NJDOT MANAGED FOR THE ENTIRE STATE) - MODIFICATIONS				
24	Statewide	X185	Bicycle & Pedestrian Facilities/Accommodations	Modify the Draft TIP by increasing FY23, FY24, and FY25 ERC by \$496,000 from \$4.126 M CMAQ (FY23: \$1.268 M/ FY24: \$1.461 M, FY25: \$1.397 M) to \$4.622 M CMAQ (FY23: \$1.5 M/ FY24: \$1.657 M/ FY25: \$1.465 M).
25	Statewide	03304	Bridge Deck/Superstructure Replacement Program	Modify the Draft TIP by increasing FY22 and FY23 ERC by \$6.24 M from \$4.501 M NHPP (FY22: \$1.505 M/ FY23: \$2.996 M) to \$10.741 M NHPP (FY22: \$6.335 M/ FY23: \$4.406 M).
26	Statewide	15322	Delaware & Raritan Canal Bridges	Modify the Draft TIP by decreasing FY22 ERC by \$19,000 STBGP-FLEX from \$776,000 STBGP-FLEX to \$757,000 STBGP-FLEX and adding \$19,000 DEMO-R. No change to the overall amount.
27	Statewide	X11	Unanticipated Design, Right of Way and Construction Expenses, State	Modify the Draft TIP by increasing FY22 ERC by \$2.8 M from \$33.673 M STATE to \$36.473 M STATE.

#	RECOMMENDED TECHNICAL CHANGES TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT			
MINOR TECHNICAL CHANGES				
28	Modify the Draft TIP by defining “LOCAL-DVRPC” and improving the definition for “OTHER-DVRPC” in Chapter 6.			
29	Modify the Draft TIP by expanding TIP project descriptions on certain NJ TRANSIT line items in the DVRPC TIP: DB# T111 Bus Acquisition Program, DB# T08 Bus Support Facilities and Equipment, DB# T09 Bus Vehicle and Facility Maintenance/Capital Maintenance, DB# T135 Preventive Maintenance-Bus, DB# T44 NEC Improvements, and DB# T39 Preventive Maintenance-Rail			

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ABSTRACT	This volume contains the following appendix: (H) Summary of the TIP Public Involvement Process, Public Comments, Agency Responses, and List of Recommended Changes.

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